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## DTI lists products with shipping discount

THE Department of Trade and Industry (DTI) has released the list of agricultural and food products that qualify for discount and cargo space allocation from domestic shipping lines.

DTI Advisory No. 20-02, dated August 24 and with immediate effect, enumerates the raw and processed produce that can avail of privileges under Department of Transportation (DOTr) Department Order (DO) No. 2020-07 and Maritime Industry Authority (MARINA) Memorandum Circular (MC) DS-2020-01.

DO 2020-007 instructs all domestic shipping lines to allocate at least 12%

of their vessel's cargo capacity per voyage for the exclusive accommodation of agricultural and food products, and to extend a discount of no less than 40% of the carriers' published shipping rates to these cargoes.

MC DS-2020-01 provides implementing procedures of DO 2020-07 and took effect on August 27. It also states that qualified agricultural and food products for the cargo space allocation and discount will be those that may be classified by the DTI from time to time.

Under DTI Advisory 20-02, raw foods that qualify include pork, chicken, vegeta-

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# Tighter quarantine worsens PH manufacturing in Aug

THE Philippine manufacturing sector headed into a steeper downturn in August 2020 as quarantine measures in a number of areas were tightened.

The Purchasing Managers' Index fell for the second month running to 47.3 in August from 48.4 in July to signal a stronger deterioration in operating conditions, according to the latest survey of IHS Markit.

The August index, however, remained well above its record low of 31.6 in April, the London-based industry information and analytics service provider noted.

A reading above 50 indicates an expansion of the manufacturing sector compared to the previous month; below 50 represents a contraction, while 50 indicates no change.

"The downturn was linked to a sharp drop in new orders and a subsequently steep reduction in output, as client

demand fell notably due to the new restrictions," IHS Markit economist David Owen said.

Output levels contracted for the second successive month, while manufacturing new orders have remained in negative territory since the coronavirus disease 2019 (COVID-19) pandemic escalated in the Philippines in March.

The imposition of stronger quarantine measures in Metro Manila and some of the surrounding provinces had an adverse impact on demand in August, IHS Markit noted.

New work inflows contracted sharply as movement was restricted, while some sectors were forced to operate at reduced capacity. Notably, the fall in new orders was the fastest seen in three months.

Export sales also declined, but only at a modest rate as global COVID-19 restric-

tions were generally relaxed.

The reduction in manufacturing production was markedly quicker than that seen in July, but the overall strength of the downturn was much softer than seen in the period between March and May when most of the country faced strict quarantine rules, IHS Markit said.

Moreover, job losses remained apparent as firms continued to trim capacity at a steep rate to adapt to the new economic environment.

"Stocks were also reduced, extending the run of depletion to six months. Businesses remain less confident than normal of an increase in output over the coming year, reflecting the uncertainty of the path of the pandemic and lockdown measures," Owen said.

Delivery times at Filipino manufacturing firms lengthened again in the latest survey period, as has been the case in each

month since August 2019.

Ongoing community quarantines, as well as fresh COVID-19 measures, led to further difficulties in acquiring inputs on time, IHS Markit noted.

Input prices, meanwhile, rose at the sharpest pace since February 2019, mainly driven by supplier shortages and increased import costs. Some manufacturers passed higher costs onto consumers through a rise in output charges.

However, the overall mark-up was modest, due to some firms continuing to offer discounts in order to stimulate sales.

IHS Markit said the outlook for the manufacturing sector remained subdued in August and was broadly in line with that seen in July.

More businesses predicted that output will improve in the year ahead than those expecting a decline, but confidence was much weaker than the series trend.

## PH domestic trade plunges to record low in second quarter

PHILIPPINE domestic trade plummeted to a historic quarterly and annual drop in the second quarter as strict quarantine measures severely curtailed business and consumption activities during the period.

Domestic trade declined 77.8% in volume and 69.1% in value in the second quarter of 2020 compared to a year ago, according to data from the Philippine Statistics Authority (PSA).

The second-quarter declines were the highest recorded quarterly and annual drop since 1994, which was the earliest available comparative data from PSA's website.

The volume of domestic trade dropped to 1.80 million tons from 8.11 million tons in the same quarter in 2019. In terms of value, domestic trade decreased to P65.12 billion in the second quarter of the year from P211.01 billion a year ago.

Domestic shipping lines earlier pro-

jected a 70% drop in cargo volumes as the country implemented community quarantines from mid-March to prevent the further spread of the coronavirus disease. While movement of cargoes should have been unhampered, other restrictions had affected the operations of cargo owners and shippers and other service providers. Airfreight was also affected as flights were suspended due to travel restrictions. Domestic commercial flights started to resume gradually only from June.

According to the Philippine Ports Authority, cargoes handled at ports under its jurisdiction reached 48.552 million metric tons (mt), 31% down from the 70.336 million mt handled in the same period last year.

Food and live animals remained the top commodity in terms of quantity with 0.65 million tons or a share of 36.4% to total. It was followed by commodities

and transactions not classified elsewhere in the Philippine Standard Commodity Classification, and manufactured goods with 0.33 million tons (18.2%) and 0.29 million tons (16.3%), respectively.

By region, Northern Mindanao still recorded the highest quantity of traded commodities of 0.66 million tons or 36.5% share to total in the second quarter of 2020. Western Visayas ranked second with a quantity of 0.34 million tons (18.8%) and Bicol Region placed third with 0.27 million tons (15.2%).

Food and live animals also led in terms of value with P21.86 billion or 33.6% share to total. It was followed by machinery and transport equipment, and manufactured goods with P14.24 billion (21.9%) and P12.44 billion (19.1%).

Among the regions, Western Visayas ranked first with P18.98 billion or 29.2% share, followed by Northern Mindanao

with P16.66 billion (25.6%) and Eastern Visayas with P7.79 billion (12%).

Western Visayas also posted the highest inflow value of all the regions with P14.94 billion or 22.9% share. It was followed by Central Visayas and Caraga with inflow values of P11.11 billion (17.1%) and P9.67 billion (14.9%), respectively. Cagayan Valley, on the other hand, had the lowest inflow value of P2.55 million.

The top three regions with favorable trade balances in the second quarter of 2020 were Northern Mindanao, P13.51 billion; Western Visayas, P4.04 billion; and Eastern Visayas, P2.07 billion.

National Capital Region, on the other hand, had the highest unfavorable trade balance value of P8.33 billion.

Almost all or 99.8% of the commodities remain traded through water (coastwise) while the remaining were through air.

## Cavite ready to scrap airport deal with US-banned Chinese developer

THE Cavite provincial government is willing to cancel its contract with the joint venture that will develop and operate Sangle Point International Airport (SPIA) if the national government determines the agreement poses a security risk, according to Cavite governor Jonvic Remulla.

The China Communications Construction Company Ltd. (CCCC), which teamed up with MacroAsia for the project, is one of 24 Chinese state-owned companies recently blacklisted by the United States for allegedly enabling China to reclaim and militarize disputed outposts in the South China Sea.

Foreign Affairs Secretary Teodoro Locsin, Jr. suggested to concerned government agencies the termination of contracts with these companies. Prior to this, CCCC and its subsidiaries were banned by the World Bank from joining its projects from 2011 to 2017 due to fraudulent practices, according to several reports.

"The joint venture between CCCC and MacroAsia is about to be completed. It's not perfected yet. Their boards have to approve it and it should be done maybe in a month," Remulla said in an interview with the ABS-CBN News Channel.

"But it's a national security issue. If the President says, if the Department of

National Defense (DND) says that it's a security risk to enter into an agreement with them, then we will cease, terminate the agreements immediately," Remulla added.

He said they will let the national government "chime in on it and have their own risk assessment of what's going on."

"We want to build an airport, we found a partner; it seems that they are involved in the South China Sea issue, but I will leave it up to the Department of National Defense. I will leave it to the Office of the President to guide us on how we should pursue this," Remulla said.

The Cavite government last February awarded the P208.5-billion contract

to develop and implement Phase 1 of SPIA. The tandem of MacroAsia and CCCC was the sole bidder of the project to develop a 1,500-hectare international airport.

The consortium would

be co-developing the project, providing the necessary equity investment and credit enhancements. And subject to a further competitive process or price test, it would perform engineering, procurement and construction services for the land and airport development components of the project.

The airport hub, which is being positioned as an alternative to congested Ninoy Aquino International Airport and the next big thing in air transport innovation in the country, will feature four runways as well as airside and landside facilities. The airport is expected to be on a par with Singapore's Changi International Airport, Hong Kong International Airport, and South Korea's Incheon International Airport.

Last June, the joint venture was granted another 90-day extension to submit its post-qualification requirements in view of the ongoing coronavirus disease pandemic. The first two-month extension was given last April.

The project's first phase is slated for completion in 2022 and is expected to accommodate 75 million passengers yearly. The second phase of development will follow, with target completion of 2028. The airport can accommodate up to 130 million passengers annually once fully completed.




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be co-developing the project, providing the necessary equity investment and credit enhancements. And subject to a further competitive process or price test, it would perform engineering, procurement and construction services for the land and airport development components of the project.

The airport hub, which is being positioned as


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## MARINA extends special permit validity of PH ships plying internationally

The Maritime Industry Authority (MARINA) has extended to one year validity of the special permit given to Philippine-registered domestic ships temporarily operating overseas.

According to MARINA Memorandum Circular (MC) No. OS 2020-01, dated April 23 but released on August 31, the validity of the special permit is stretched to one year and is renewable for the same period. Previously, the permit was valid for one to three months per issuance and renewable for the same period.

MC OS 2020-01 amends certain provisions of MC 2013-04, which provides omnibus rules on the issuance of special permit for temporary use of Philippine-registered ships whether trading overseas or domestic.

MARINA in a statement said the amendments aim to “promote the competitiveness of Philippine-registered ships by providing flexibility to their operation” amidst the coronavirus pandemic.

They are also in support of continued shipping trade in the Brunei Darussalam, Indonesia, Malaysia, the Philippines-East ASEAN Growth Area (BIMP-EAGA) region and with the Philippines’ neighboring countries.

Under MC OS 2020-01, only ships with class certificates from MARINA-accredited class societies will be granted the special permits. Exempt from this classification requirement are traditional ships engaged in barter trading or border crossings between the specially designated points in the southern provinces of Mindanao and Palawan.

Several ports in Mindanao and Palawan are designated ports under BIMP-EAGA. These are Kuala Belait and Muara in Brunei; Balikpapan, Banjarmasin, Bitung, Jayapura, Makassar, Nunukan, Pantoloan, Pare-Pare, Pontianak, Sorong, Tarakan, and Ternate in Indonesia; Bintulu,

Kuching, Kudat, Labuan, Lahad Datu, Menumbok, Miri, Sandakan, Sepanggar, Kota Kinabalu, Sibul, Tanjung Manis, and Tawau in Malaysia; and Bongao, Brooke’s Point, Cagayan De Oro, Davao, General Santos, Glan, Pagadian, Puloan, Zamboanga, Siasi, Jolo, and Bongao in the Philippines.

Under MC OS 2020-01, all applications for these special permits should now be filed before the MARINA Central Office Processing Center (COPC), except for ships that will trade in the BIMP-EAGA routes and ports. Previously, applications were submitted to MARINA’s Overseas Shipping Office.

Applicants serving BIMP-EAGA routes may opt to file their application at either the COPC or at regional offices in Batangas City, Zamboanga City, Cagayan de Oro, Davao City, and General Santos City.

The special permit should be signed by the MARINA deputy administrator for operations, MC OS 2020-01 noted.

The special permit for ships that will ply BIMP-EAGA routes should be approved and signed by the MARINA deputy administrator for operations, directors of the MARINA regional offices, or their officers-in-charge.

In line with regional agreements, MC OS 2020-01 also inserts a provision which states that non-convention Philippine-registered domestic ships, including traditional ships, may engage in overseas trade in the BIMP-EAGA routes and gateway ports subject to safety standards set out in the Philippine Merchant Marine Rules and Regulations (PMMRR) 1997, and its subsequent amendments.

This is consistent with the Memorandum of Understanding (MOU) between the governments of BIMP-EAGA and the 2018 MOU on the improvement of Safety Standards and Inspection for

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Non-Convention Ships within ASEAN Member States.

MC OS 2020-01 also states that MARINA exercises exclusive jurisdiction over traditional ships without prejudice to the authority of the Bangsamoro Government to regulate barter trade and counter-trade pursuant to Republic Act No. 11054.

And under MC OS 2020-01, for a ship that reverts its operation either from domestic to overseas operations or vice-versa, the special permit will still be valid for its entire duration. The ship owner or operator must inform MARINA five days prior to the planned reversion to domestic trade or to overseas operations.

Previously, the special permit would be revoked once the ship reverted to domestic operations.

At the same time, MC OS 2020-01 amends the 24-item requirement for application of special permit and increases it to 33. The additional requirements include Certificate of Class, Cargo Ship Safety Certificate, Certificate of Public Convenience, International Air Pollution Prevention Certificate, International Energy Efficiency Certificate, Minimum Safe Manning Certificate, International Ballast Water Management Certificate, Certificate of Philippine Registry, Certificate of Ownership, Maritime Labor Certificate, and safety certificates depending on the type and size of ships for conduction purposes abroad.

The new policy also inserted a list of pre-acceptance documents for traditional ships. – *Roumina Pablo*

## NCR, 4 others under general community quarantine in Sept

THE National Capital Region, Bulacan and Batangas remain under general community quarantine (GCQ) for the month of September.

Tacloban and Bacolod were also placed under GCQ from the less stringent modified GCQ (MGCQ), President Rodrigo Duterte announced in a late night televised public address on August 31.

Iligan City, meanwhile, will revert to the more stringent modified enhanced community quarantine (MECQ) due to

the rising number of coronavirus cases in the area.

The new quarantine status for these areas was recommended by the Inter-Agency Task Force for the Management of Emerging Infectious Diseases.

The rest of the Philippines is under MGCQ.

In GCQ areas, the logistics sector is allowed to operate at full capacity, according to the latest omnibus guidelines on the implementation of community

quarantine.

The road, rail, maritime, and aviation sectors of public transportation are also allowed to operate at a reduced operational and vehicle capacity in accordance with the guidelines issued by the Department of Transportation.

All public transport vehicles should also observe a strict one-meter distance between passengers and have appropriate engineering controls put in place.

Movement of all types of cargoes via

land, air, and sea within and across areas placed under any form of community quarantine should remain unhampered. Workers in the logistics sector should likewise be allowed to transit across areas placed under any form of community quarantine.

For Iligan City, quarantine and work passes will again be required. Movement will be limited and there are only a select number of business activities allowed to operate either at full or 50% capacity.

## Duterte to customs chief Guerrero: ‘Shoot,’ ‘kill’ drug trade participants

PRESIDENT Rodrigo Duterte revealed he has told Customs commissioner Rey Leonardo Guerrero to “shape up” and “kill” those involved in drugs, which he said are “still flowing inside the country” through the Bureau of Customs (BOC).

“Gusto ko pumatay ka diyan ng... Tatal back up-an kita, hindi ka makulong. Basta droga, barilin, patayin mo. Iyan ang usapan eh (I want you to kill, I will back you up. You won’t be jailed. If it’s drugs, shoot, kill them. That’s the agreement.)”

Duterte said during a recorded public address aired on August 31.

“I approved the purchase of firearms and until now wala ka napatay ni isa? (...you have not killed a single one?) So sabi ko sa kanya (I told him), ‘shape up,’” he said.

Duterte also said he warned Guerrero about relying more on “old hands” in BOC.

“...when you are new, you are a babe in the forest and you begin to rely on

people who would whisper that, ‘Sir, tutulongan ka namin dito (we will help you).’ And when they gain your confidence... you would believe that they are doing the right thing,” he said.

Duterte in a previous public address also bared that he considered replacing Guerrero as the latter took “a lot of seasons” to replace his chief of staff—who has already left the agency—whom Duterte called out for allegedly being corrupt.

A report surfaced last January that

Guerrero would be replaced after Duterte supposedly offered his position to Davao City businessman William de Jesus Lima. Duterte denied the report, saying he was still satisfied with the work of Guerrero.

BOC last July said it remained committed to its mandate to protect the country’s border as it renewed its cooperation with the Philippine Drug Enforcement Agency. In 2019, BOC seized P3.59 billion worth of illegal drugs.

## BOC Subic seizes smuggled cigarettes declared as frozen bread

THE Bureau of Customs (BOC) Port of Subic intercepted on August 22 four 40-footer containers concealing cigarettes worth an estimated P121 million and misdeclared as various products, including frozen bread.

The containers that came from China and Hong Kong arrived at Subic port on

August 22 and were declared to contain frozen cinnamon bread, frozen pineapple pocket bread, snake and ladder board games, dominos board games, and rubber strips. The containers were found to actually contain various cigarette brands.


BOC-Subic Port district collector Maritess Martin said the latest apprehension was the result of “continuous intelligence and investigative work of the port,” noting this is the first time the agency has discovered cigarettes inside a refrigerated container.

She said that “adopting and catching up to the modus operandi of unscrupulous stakeholders played a big role in this ap-

prehension for this is the first time that the BOC has seized cigarettes concealed in a refrigerated container van.”

BOC noted that cigarettes cannot be stored in high-moisture containers like reefer vans, “yet the smugglers found their means on how to use this kind of

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Cardiff Trader	20004N	16-Sep	17-Sep	25-Sep	26-Sep	27-Sep

**MBX - Manila - Nansha - Shekou - Hongkong** LCT CARGO: NORTH / FRI 0900H \* SOUTH / SAT 0900H

FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA XIA	ETA SHT	ETA NAN	ETA HKG	ETA SKU
Sinar Sangir	20020N	5-Sep	7-Sep	13-Sep	15-Sep	16-Sep	16-Sep	17-Sep
Jan	20004N	12-Sep	14-Sep	20-Sep	22-Sep	23-Sep	23-Sep	24-Sep

**BMX - Manila - Lianyungang - Qingdao** LCT CARGO: NORTH / MON 0400H • SOUTH / TUE 1700H

FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA LYG	ETA TAO
Navios Delight	OKRVNN	3-Sep	5-Sep	10-Sep	12-Sep
Jonathan Swift	OKRF6N	10-Sep	12-Sep	17-Sep	19-Sep

**IFX - Manila - Pusan - Qingdao - Shanghai** LCT: CARGO / SAT 1200H • ED & ARRASTRE / FRI 1700H • FSI / FRI 1300H

FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETA PUS	QIN	SHA WQG2
APL England	OFDOUE1MA	6-Sep	10-Sep	12-Sep	14-Sep
KMTC Mundra	2003E	13-Sep	17-Sep	19-Sep	21-Sep

**PH3 - Manila - Ningbo - Shanghai** LCT: CARGO: NORTH SAT 0500H / SOUTH FRI 1000H

FEEDER VESSEL	VOY.	ETD MNL (STH)	ETD MNL (NTH)	ETA SHA WQG4	ETA NBO
Vivaldi	037W	8-Sep	9-Sep	-	-
Hammonia Berolina	038W	15-Sep	16-Sep	-	-

**CH1 - Manila North - Shanghai** LCT: CARGO: FRI 0700H

FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETA SHA (WQG4)
CMA CGM Amber	0QA60N	5-Sep	12-Sep
CMA CGM Puget	0QA6QN	12-Sep	19-Sep

**IA3 - Manila North - Taichung** LCT: CARGO: NH SUN 1700H

FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETA TAICHUNG	ETA XIAMEN	ETA YANTIAN
ALS Jupiter	035N	8-Sep	13-Sep	14-Sep	16-Sep
Seaspan Lumaco	036N	15-Sep	20-Sep	21-Sep	23-Sep

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## AAPA: review 'crippling' border restrictions to allow safe air travel

THE Association of Asia Pacific Airlines (AAPA) has called on governments to re-examine existing border closures and restrictions, saying these measures have "completely suppressed" international travel demand since April 2020 to the detriment of the industry.

Citing its latest data, AAPA said that in July 2020, Asia-Pacific airlines carried only 844,000 international passengers, representing less than 3% of the 33.4 million passengers carried in July 2019 and reflecting the depressed operating conditions of the industry.

Offered seat capacity was at 8.3% of the levels operated last year, resulting in a low 33.2% average international passenger load factor for the month.

"International border closures affecting more than 50% of destinations worldwide, and other forms of onerous travel restrictions, continue to cripple international travel," said AAPA director general Subhas Menon. "Prospects for a more substantive recovery of the aviation industry are stalled as a result, severely impacting the wider travel and tourism sector."

Menon stressed that it is critical that governments "act urgently to review existing restrictions and prepare for the safe reopening of borders, implementing appropriate risk management protocols in line with ICAO CART recommendations."

"It is noteworthy that several States and industry bodies are evaluating various

COVID-19 testing regimes that could facilitate international air travel without the imposition of blanket quarantine requirements," he added.

## BOC Port of Manila nabs P36M worth of smuggled fake cigarettes

THE Bureau of Customs (BOC) Port of Manila (POM) has seized smuggled counterfeit Fortune and Marlboro brand cigarettes worth an estimated P36 million.

The 40-footer container, which arrived on August 25 and was declared to contain cable connectors, was seized by POM in coordination with the agency's Intelligence Group (IG). The IG provided the derogatory information that led to the issuance of a pre-lodgement control order on August 27 against the shipment consigned to Trendlink Home Source, Inc. and which resulted in the cargo's apprehension on August 28.

A physical examination of the container yielded approximately 800 master cases of fake Fortune and Marlboro

cigarettes.

Initial testing conducted by the representative of tobacco manufacturer Philip Morris Philippines Manufacturing, Inc. indicated that the samples obtained from the seized items were not produced locally or given permission by Philip Morris International, making them counterfeit.

BOC POM district collector Michael Angelo Vargas ordered a warrant of seizure and detention to be issued against the shipment for violation of Section 1400 (Misdeclaration, Misclassification, and Undervaluation in Goods Declaration) in relation to Section 1113 (Property Subject to Seizure and Forfeiture) of the Customs Modernization and Tariff Act.

## BOC Surigao opens customer care center

THE Bureau of Customs (BOC) Port of Surigao has inaugurated its Customer Care Center (CCC), the fourth one-stop shop for customs services in the Philippines.

The BOC Surigao CCC, inaugurated on August 28, is the "focal point of all Customs-related services of the port and is manned by the port's professional customs service officers who are trained on automated import and export processes, to immediately attend to the transacting public," the agency said in a statement.

The port's Customer Care Center was

launched to support the bureau's 10-point priority program, BOC Surigao district collector Ciriaco D. Ugay Collector said.

It was established to implement a zero-contact policy, eradicate corruption, and enhance trade facilitation, as well as comply with Republic Act No. 11032, or the Ease of Doing Business and Efficient Government Service Delivery Act.

The three other operational CCCs are at the Port of Manila, Legazpi, and Batangas, while BOC Port of Subic broke ground on July 1 to establish its own CCC.

## BOC Subic seizes smuggled... *Continued from previous page*

transportation." BOC-Subic Port will be issuing warrants of seizure and detention against the shipments and recommend to BOC's Bureau's Action Team Against Smugglers the filing of appropriate criminal charges against the consignees.

"This serves as a warning and reminder to all that BOC will not let up in its effort to protect the border," Martin said.

Meanwhile, BOC-Subic Port said it has collected P2.396 billion from August 1 to August 27, already exceeding by 16.8% its assigned target of P2.051 billion for the entire month. The port expects that proceeds generated from the auction sale and the remaining three working days of August will further increase the collection district's revenues.



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ALS FAUNA	083N	SEP 7	SEP 8	083S	SEP 12	SEP 12	SEP 13	SEP 15	SEP 19	SEP 21
SEASPAN NEW YORK	005N	SEP 12	SEP 13	005S	SEP 18	SEP 18	SEP 18	SEP 20	SEP 25	SEP 27
ALS FAUNA	084N	SEP 19	SEP 21	084S	SEP 25	SEP 25	SEP 25	SEP 27	OCT 2	OCT 4
SEASPAN NEW YORK	006N	SEP 25	SEP 27	006S	OCT 2	OCT 2	OCT 2	OCT 4	OCT 9	OCT 11

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		ETA	ETD		ETA	ETD	ETA	ETD	ETA	ETD
CAPE ARAXOS	0CS1DR1N	AUG 27	AUG 28	0CS1DR1N	SEP 2	SEP 3	SEP 4	SEP 6	SEP 10	SEP 11
BARRY TRADER	0042E	SEP 4	SEP 5	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
BARRY TRADER	0043E	SEP 17	SEP 18	0043W	SEP 23	SEP 24	SEP 25	SEP 27	OCT 1	OCT 2
CAPE ARAXOS	0CS1HR1NC	SEP 24	SEP 25	0CS1HR1NC	SEP 30	OCT 1	OCT 2	OCT 4	OCT 8	OCT 9

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# ATI introduces 24/7 online payment platform

PORT operator Asian Terminals Inc. (ATI) has formally launched a "revitalized" online platform for making online payments, making settling of port fees faster and more convenient for its stakeholders.

ATI's ePay Portals, developed by in-house technology experts, have been linked to ATI's electronic banking partners Banco de Oro and Metrobank to enable customers to "conveniently and securely pay import and export-related fees and charges online, anytime, anywhere," the port operator said in a statement.

More banks and electronic options are in the offing.

This development is aligned with Joint Memorandum Circular (JMC) No.

01-202, which mandates the online filing and processing of port applications, as well as the online payment of port dues, fees, cargo-handling and related charges, customs duties and taxes, and shipping line charges.

The JMC was signed virtually on August 5 by the Anti-Red Tape Authority, Bureau of Customs, Philippine Ports Authority, and Department of Trade and Industry.

Under the JMC, the agencies and port operators should "calibrate their online system and platforms" to ensure smooth implementation of the new order, which should be fully implemented and complied with within 60 days from its effectivity.

After the 60-day period, manual and face-to-face filing of application and payment will no longer be accommodated except under justifiable reasons such as if the online system malfunctions or payment channels are offline.

ATI said that aside from facilitating trade, contactless transactions form part of public and private sector initiatives against the coronavirus disease.

"As a trade enabler and port technology pioneer, ATI is committed to adapting smart and innovative solutions to fast-track trade and minimize supply chain disruptions, especially during this global pandemic," ATI executive vice president William Khoury said.

To avail of ATI's e-payment facilities,

port users should register or log in to ATI Webtrack on the company's official website (<https://www.asianterminals.com.ph/>).

During the transition, port users may still pay through over-the-counter bank deposits and the revolving fund facility managed by ATI's Billing & Collections Unit for a limited time so as to avoid delays.

ATI stakeholders are also encouraged to maximize ATI's ePortals, which include WebTrack, Terminal Appointment Booking System, container traffic light system and MPort mobile app for checking cargo status, printing electronic gate passes, and other port-related transactions.

# Air freight market improves but remains on a downtrend: ACI

AIRPORTS around the world reported an improvement in air freight performance in June with year-over-year volumes declining -11.4% compared to -17.9% in May, according to Airports Council International (ACI) World.

In the first six months of 2020, air freight traffic posted a -12.3% drop year-on-year, and on a global 12-month rolling average, volumes saw a -7.3% drop by the end of the June, continuing their downward trend.

All regions apart from North America recorded significant losses in June with Latin America-Caribbean posting a drop of -28.6%, Africa at -27.0%, and Middle

East at -26.3%. Asia-Pacific and Europe recorded lesser losses with decreases of -16.0% and -15.6%, respectively.

North America saw its total air freight volume come back to positive territory with an increase of 3.9% in June compared to June 2019, mostly thanks to its strong domestic market (+11.7%) that compensated for the losses of -6.4% of its international freight market.

The international air freight markets' losses eased

in June with a decline of -15.2% year-over-year compared to -19.6% in May. Domestic freight volumes also improved

and are now at only -2.4% of June 2019 volumes, mostly due to the strong performance.

Turn to page 12

# BOC Batangas intercepts cigarettes worth P64.4M

The Bureau of Customs (BOC) Port of Batangas apprehended on August 27 an estimated P64.4 million worth of misdeclared cigarettes from China.

The shipment arrived at the Batangas port from Guangdong, China on August 20, 2020 and was issued an alert order on August 24 based on derogatory information received by the customs bureau.

Two 40-footer containers were declared to contain plastic cabinets but were revealed during physical inspection to contain 1,631 master boxes of Mighty and Marvel brand cigarettes.

BOC Batangas acting district collector Atty. Rhea M. Gregorio recommended the issuance of a warrant of seizure and detention against the shipment in violation of Section 1400 (Misdeclaration, Misclassification, and Undervaluation in Goods Declaration) in relation to Section 1113 (Property Subject Seizure and Forfeiture) of the Customs Modernization and Tariff Act.

# M'lang Airport phase 2 road project completed

THE second phase of road concreting leading to M'lang Airport in North Cotabato has been completed, according to the Department of Public Works and Highways (DPWH).

DPWH Region 12 director Basir M. Ibrahim said the 4.4-kilometer (km) road construction will provide better access to Central Mindanao's airport. It is being implemented in three phases and has a total budget of P118 million.

The early stages of the project involving the concreting of 1.4 kilometers of road under phase 1 and 2-km road concreting for phase 2 were completed by the DPWH Cotabato 2<sup>nd</sup> District Engineering Office (DEO).

The third and final phase of the project, which will fill the 1.1-km gap to the airport's terminal building, is expected to be implemented in 2021 under the newly created DPWH Cotabato Sub-DEO.

"Opening a new airport is crucial to Central Mindanao's economic growth as this will increase trade and tourism activities for North Cotabato and will be complemented by the road project to facilitate fast, safe, and convenient access to the airport," Ibrahim said in a statement.

M'lang Airport is expected to be operational before end of the year.

# BOC donates 12 abandoned tents to social welfare agency

THE Bureau of Customs (BOC) has donated 12 tents that were abandoned and seized in 2019 to the Department of Social Welfare and Development (DSWD) to be utilized in disaster response and anti-pandemic efforts.

The tents were declared abandoned last year by BOC-Ninoy Aquino International Airport, BOC said in a statement. Of these, there are 10 Emperor Bell Tents that can house 10 people and withstand severe weather conditions, while the two stretch tents can serve as mobile command centers, clinics or infirmaries.

BOC said the donated items can be utilized for DSWD's disaster response, social works, and anti-pandemic efforts. The tents were turned over to DSWD in a ceremony on August 27.

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APL ENGLAND OFDOUE1MA	09/10	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
XIN CHI WAN	053E	09/20	09/24	HYUNDAI MARS	024E	09/27		10/08	10/15

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
APL ENGLAND OFDOUE1MA	09/10	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
XIN CHI WAN	053E	09/20	09/24	HMM PROMISE	017E	09/28	10/09	10/13

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

MICP

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

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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
SUEZ CANAL	20004W	07/07	07/11
ZANTE	079W	07/12	07/16
KMTC MUNDRA	2002W	07/26	07/30

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## Reefer shipping to fare better than dry cargo against COVID 19

THE reefer trade is set to grow faster than dry cargo in the next few years, but container shortages will remain a challenge, according to Drewry's latest forecast.

Seaborne perishable cargo saw growth slow down in 2019 but is forecast to better weather the COVID-19 induced economic storm than the dry cargo trade given the broader resilience of the food supply chain, said the Reefer Shipping Annual Review and Forecast 2020/21 report.

Meanwhile, availability of refrigerated container equipment is forecast to tighten as buoyant trade and continued modal shift boost expansion in reefer cargo carried by container ships.

Worldwide seaborne reefer trade recorded growth of just 1.7% in 2019 to 130.5 million tonnes, its weakest rate of growth since 2015. Traffic growth was held back due to lower shipments of both deciduous

and citrus fruits on the back of extreme weather conditions in Europe and drought in South Africa and Chile, though aided by soaring pork traffic into China following the outbreak of African swine fever.

Drewry forecasts that seaborne reefer traffic will reach 156 million tonnes by 2024, representing average annual expansion of 3.7%—faster than the anticipated growth in the wider dry cargo trade.

"Drewry expects the reefer trade to be more recession proof against the economic impacts of COVID-19," said reefer shipping research head Philip Gray. "And near term, it will continue to benefit from African swine fever induced protein demand into Asia."

The continuing trade standoff between the US and China remains a threat to transpacific trade, but could provide opportunities on other routes through trade

substitution, such as East Coast South America to Asia, he continued.

Meanwhile, reefer traffic continues to shift from the dwindling specialized vessel mode to fully cellular container ships. The former's share slumped to 13% in 2019 and is projected to diminish further to just 8% by 2024, due to an aging fleet and limited investment in newbuilds.

Bananas and fish are the biggest commodities carried in specialized reefer ships and their largest trade route is West Coast of South America to Europe, thanks to the dominance of the banana trade out of Ecuador.

By contrast, buoyant trade growth and modal shift have enabled reefer container cargo growth to fast outstrip that of the wider container shipping market. As a consequence, the volume of reefer cargo carried by the world's fleet of container ships

expanded 3.4% in 2019 to 5.3 million FEUs.

And this trend is set to continue, with Drewry forecasting average annual containerized reefer growth of approaching 5% in the period to 2024, far outstripping that of the dry container trade.

"However, availability of refrigerated shipping container equipment remains a challenge, due to the highly imbalanced nature of reefer trade routes," added Gray. "And Drewry expects conditions to tighten as equipment fleet growth is not expected to keep pace with projected cargo demand."

Based on analysis of the top 15 reefer trade routes covered in the report, Drewry estimates that global deep sea reefer trades are 82% imbalanced, with major exporting regions such as South and Central America, Oceania and Southern Africa limited by particularly high negative imbalance ratios.

## DTI lists products with shipping..

ble, fruit, fish, and beef.

Qualified processed produce by micro, small, and medium enterprises—specifically those participating in the One Town, One Product project of the DTI—include the following:

- Fruit concentrate (calamansi, guyabano, mango, etc.)
- Sugar (muscovado, coco sugar)
- Pickled fruits and vegetables
- Powdered root crops and vegetables (ginger, turmeric, ube, etc.)
- Virgin coconut oil
- Cacao tablea
- Vinegar

- Fruit wine
- Fruit and vegetable chips
- Bottled sardines and fish sauce
- Native coffee and corn coffee
- Dried fish
- Processed meat
- Coco and fruit jams
- Dried fruits and vegetables
- Nuts (peanuts, pili nuts, cashew nuts, etc.)
- Pastries and cookies

Livestock and animal feeds are not considered agricultural and food products under DO 2020-07 and MC DS-2020-01.

Qualified food and agricultural prod-

*Continued from page 1*

ucts may be shipped in whatever manner or form, such as but not limited to roll-on/roll-off cargoes and conventional cargoes (whether loose or bulk).

MC DS-2020-01 notes that domestic shipping lines may opt to offer for prepayment/hard blocking the 12% allocated cargo space as required for the purpose of applying the 40% discount.

Should the minimum threshold of 12% not be fully utilized within 12 hours prior to loading closing time of a particular voyage as prescribed by the port operator, the shipowner/operator may offer the remaining available space to other shippers

for other types of cargoes.

The 12% allocated cargo space should be granted on a "first come, first served" basis.

In case of inter-port operation, the vessel will be considered compliant with the requirement at the port where the 12% space allocation was utilized, irrespective of whether the port is the point of origin or the subsequent port of call. This rule will likewise apply to the preferential rate of 40% discount.

Inter-port operation is a ship's voyage involving multiple ports of call and will be considered as a single voyage. — **Roumina Pablo**

## Air freight market improves...

performance of North America domestic market which recorded an increase of 11.7% in June compared to last year.

As for global passenger traffic, all regional markets posted improved global

passenger traffic in June compared to May. However, except for Asia-Pacific and North America, all other regions posted declines above -90%.

The recovery of domestic traffic in

North America and Asia-Pacific helped them to record significantly better global traffic volumes in June with declines of -76.9% and -81.2%, respectively, compared to -82.5% and -90.3% in May.

International passenger traffic contin-

ued to be virtually halted for a third consecutive month with all regions recording decline above -95% year-over-year for June. The 12-month rolling average for international segment was recorded at -29.6% and -64.5% for the first six months of 2020.

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