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The Philippines' only shipping and transport guide

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EU wants PH tariff privileges withdrawn over human rights abuses

THE European Parliament has recommended temporary removal of the Philippines from the European Union's (EU) Generalised Scheme of Preferences Plus (GSP+) program over alleged continued human rights violations committed in the country.

In a resolution adopted on September 17, the EU Parliament called on the European Commission to immediately initiate the procedure for temporary withdrawal of the GSP+ privileges of the Philippines "given the seriousness of the human rights violations in the country."

The EU legislative body again expressed "its deepest concern at the rapidly deteriorating human rights situation in the Philippines under President Rodrigo

Duterte and calls on the country's government to implement all the recommendations outlined by the UN [United Nations] High Commissioner for Human Rights to address a range of serious issues, such as the 'widespread and systematic' killings related to the authorities' anti-drug campaign."

Members "strongly denounce the thousands of extrajudicial killings and other serious human rights violations related to the so-called 'war on drugs,'" the resolution said.

The resolution cited a June 30, 2020 report by the UN High Commissioner for Human Rights which found that the killings related to the government's anti-

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Cebu's Pier 5 construction goes ahead

THE Cebu Port Authority (CPA) is pushing through with construction of Pier 5 for exclusive use of domestic cargoes.

In a recent online interview with the Philippine Information Agency-Region 7, CPA general manager Leonilo Miolo said construction of the new finger pier is being undertaken despite falling cargo volumes.

In the first seven months of 2020, cargo volume handled by Cebu ports declined 12.63% to 32.7 million tons from 37.5 million tons year-on-year.

For the same period in review, container traffic dropped 18% to 472,000 containers from 577,000, Miolo said.

He noted volumes had been increasing prior to the pandemic, and the new pier will be in preparation for the return of volumes to normal levels.

The 155-meter-long Pier 5 will cost P510 million, to be funded internally by CPA.

Bidding was conducted last September 7 and awarding expected by end of the month. Construction will begin in October. Project completion is seen in December 2021.

Pier 5 will provide 360 linear meters of berthing space and 7,750 square meters of additional cargo area.

Miolo said the pier will be able to accommodate three to four vessels at any one time.

Last year, CPA and cargo-handling operator Oriental Port and Allied Ser-



vices Corporation (OPASCCOR) also inaugurated a P1-billion finger pier, which increased Cebu International Port's (CIP) annual capacity to 900,000 twenty-foot equivalent units (TEUs).

The new finger pier allows the terminal to handle more cargo traffic and help decongest the Cebu hub.

Cebu international port

Meanwhile, consultancy works for the P10.1-billion New Cebu International Container Port (NCICP) project is ongoing

and construction is expected to start next year.

The NCICP will be built on a 25-hectare reclaimed piece of land in the town of Consolacion in Cebu. Once completed, NCICP will be the main international port of Cebu, and the existing baseport in Cebu City will be converted into a pure domestic terminal, Miolo said earlier.

In June 2018, the Philippines and South Korea's Export Import Bank of Korea signed a US\$172.64 million (P8.8

billion) loan agreement for the construction of the new international terminal.

The Philippines will provide counterpart funding of \$26.09 million (about P1.3 billion).

The new international terminal is seen as the long-term solution to the growing volumes handled at Cebu International Port, the current base port. It will also enhance the transport infrastructure system and facilitate the flow of goods and services in the Visayas region.

— Roumina Pablo

DTI study aims to help PH exporters tap EFTA market

THE Department of Trade and Industry (DTI) will conduct a market study on the European Free Trade Association (EFTA) to help Philippine exporters effectively promote their products to EFTA countries, particularly to Switzerland.

The market study, a joint undertaking of the DTI's Export Marketing Bureau (EMB) with the Swiss Import Promotion Programme (SIPPO), will focus on three key export products—processed food, natural ingredients, and natural fiber and textiles.

The EMB, Swisscontact as SIPPO's implementing organization, and the Embassy of Switzerland in the Philippines have signed a tripartite memorandum to implement the project, expected to be completed in December 2020.

SIPPO is an initiative of the Swiss State Secretariat for Economic Affairs (SECO) that aims to integrate developing and transition countries into world trade. It is implemented by Swisscontact, a Swiss non-government organization (NGO) promoting inclusive economic, social, and ecological development.

The market study aims to learn EFTA

markets' trade regulations, market access requirements, and market demand. It will also determine the unique selling position of Philippine products in these markets and acquire information on potential importers.

"The results of this study will guide our exporters, especially the MSMEs in the sectors of processed food, natural ingredients, and natural fibers, on how to effectively promote their products in these markets thus enabling them to maximize the benefits of our bilateral free trade agreement with EFTA," EMB director Senen Perlada said in a statement.

Since June 1, 2018, the EFTA-Philippines Free Trade Agreement has provided for preferential treatment for trade in goods and services between them.

EFTA was established during the Stockholm Convention in 1960 and is comprised of Iceland, Liechtenstein, Norway, and Switzerland. EFTA nations have a total landmass of 529,600 square kilometers and a combined estimated total population of 14.26 million. Their combined gross domestic product (GDP) is estimated at US\$1 trillion.



Switzerland has a total landmass of 41,277 square kilometers, and a GDP valued at \$679 billion, the largest among EFTA nations.

EFTA is the ninth largest trader in the world in merchandise trade and the fifth largest in trade in services.

In 2019, Philippine exports to EFTA were valued at \$433.81 million, while imports amounted to \$384.19 million. Total

Philippine trade with EFTA reached \$817.99 million while the balance of trade was valued at \$49.62 million.

Switzerland was the largest export market of the Philippines among the EFTA nations last year, with exports valued at \$417 million, while imports were valued at \$351.79 million. Total Philippine trade with Switzerland amounted to \$817.99 million.

Customs Davao sets daily collection record of P817.7M on Sept 10

THE Bureau of Customs (BOC) Port of Davao last September 10 recorded its highest revenue collection in a single day with P817.736 million. With this feat, the collection district surpassed its collection goal for the entire month on its second week.

From September 1 to 10, the Port of Davao and the subports of Dadian-

gas, Parang, and Mati took in a total of P1.825 billion, already 10.34% more than the P1.654-billion target for the whole month.

BOC-Davao district collector Atty. Erastus Sandino Austria in a statement attributed the positive performance to collaborative efforts of customs officers and stakeholders who continued to

transact with the agency despite the COVID-19 outbreak.

He added the strict implementation of proper valuation of goods, proper assessment of duties and taxes, and revenue collection from public auctions of abandoned shipments contributed to the outcome.

BOC noted that Davao last August likewise exceeded its monthly target, one of nine out of 17 collection districts to surpass their target for that month. BOC in August 2020 collected P44.59 billion, topping its P33.68-billion target by 32.58%. For the first eight months of the year, the agency recorded P347.6 billion in revenues,

higher by 5.13% than the P330.63-billion target for the period.



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BOC establishes rules for duty-free store, warehouse operations

THE Bureau of Customs (BOC) has issued Customs Administrative Order (CAO) No. 11-2020, which governs the establishment and operation of duty- and tax-free stores and warehouses by Duty Free Philippines Corp. (DFPC).

CAO 11-2020 institutes safeguards and controls over DFPC-operated stores and warehouses to prevent abuses of privileges, protect government revenue, and ensure these facilities comply with customs warehousing laws.

The CAO applies to all duty- and tax-free stores and warehouses operated by the government under Republic Act No. 9593 or the Tourism Act of 2009.

The DFPC, a corporate entity created under RA 9593, has the exclusive franchise to operate duty- and tax-free shops that cater to the international travelers market.

Under CAO 11-2020, BOC shall exercise supervision and control over DFPC-operated warehouses, which will be considered a special type of customs bonded warehouse (CBW) and an extension of customs premises where dutiable goods stored and introduced are concerned. BOC, however, will not be liable for any loss or damage of the goods stored in any CBW.

The BOC collection district of Ninoy Aquino International Airport (NAIA)

will exercise jurisdiction over the existing DFPC customs main bonded warehouse, which will be used exclusively to receive, store and safeguard imported duty- and tax-free goods.

The main bonded warehouse will also serve as the principal transfer and distribution point of all goods for sale at all duty-free stores in international airports and seaports, tourism enterprise zones, and other ports of entry throughout the country.

Meanwhile, other concerned collection districts will directly supervise and control the operation of all DFPC sales, display, storage, or store counters outside Metro Manila, including the deployment of customs personnel.

Duty-free warehouses and sales, display or store counters to be established will be considered extensions of DFPC's main bonded warehouse no matter their location.

Each branch or outlet will be covered by separate and individual warehousing security.

Under CAO 11-2020, BOC should also promulgate the rules on how to establish and operate online duty-free stores, which will be extensions of physical sales display or store counters.

For its part, DFPC is directed to comply with BOC's requirements on



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establishment, security, suitability and management, including stock-keeping and accounting of goods.

Imported goods to be sold at DFPC's duty- and tax-free stores should be entered duty- and tax-free under warehousing entry. They should also be covered by sufficient security and pertinent documents, which should be filed with BOC-NAIA, except for excisable goods

which are subject to value-added tax and excise tax.

Importations discharged from other ports of entry other than NAIA will be transferred from the port of discharge to BOC-NAIA upon lodgment of the transit single administrative document, with notice to DFPC as the consignee or importer. This is provided that such

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Cebu ports post 12.6% cargo decline in 7 months

CARGO volume handled by Cebu ports declined 12.63% to 32.7 million tons in the first seven months of 2020 from 37.5 million tons year-on-year, according to Cebu Port Authority (CPA) general manager Leonilo Miolo.

For the same period in review, container traffic dropped 18% to 472,000 containers from 577,000, Miolo said in a recent virtual interview with the Philippine Information Agency-Region 7.

Rolling cargoes also recorded a 32% decrease to 396,000 units from 591,000.

On the whole, cargo volume followed the direction of the economy, Miolo said.

Global and domestic trade has slowed sharply due to travel restrictions and economic slowdowns amid the COVID-19 pandemic.

Philippine ports have remained operational even during lockdown periods and movement of cargoes has been mostly unhampered.

Miolo noted that ship calls fell 45% to 48,000 from January to July 2020 from 90,000 in the same period in 2019.

Passenger traffic also contracted by 62% to 5 million passengers from 14 million passengers last year.

— Roumina Pablo



Burnt Skyway Stage 3 portion reconstructed

THE section of Metro Manila Skyway Stage 3 that collapsed in February 2020 due to a fire has been rebuilt, according to the Department of Public Works and Highways (DPWH).

DPWH Secretary Mark Villar said project concessionaire Citra Central Expressway Corporation (CCEC) has been rushing civil works for Skyway Stage 3 to make up for the construction delays due to the fire and the pandemic.

The project is currently 88.72% complete, with only Section 2A representing the Tomas Claudio-Polytechnic University of the Philippines-Sta. Mesa segment still to begin civil works.

"We are intensifying our road right-

of-way acquisition so we may soon begin construction at Section 2A. So far, we have acquired 231 out of the 350 lots that need to be acquired with permit to enter," Villar said.

To date, the project's Section 1 covering Buendia-Quirino-Nagtahan is 90.67% completed while the Section 2A covering Nagtahan-Tomas Claudio is 77.23% finished.

Section 2B or Tomas Claudio-Ramon Magsaysay Avenue is 94.39% done; Section 3 or Ramon Magsaysay-Quezon Avenue is 96.86%; Section 4 or Quezon Avenue-Balintawak, Quezon City is 75.67%; and Section 5 or Balintawak to NLEX Footbridge is 83.56% completed.

When completed, the 18.83-kilometer Skyway Stage 3 is expected to reduce travel time between Buendia to Balintawak from the current two hours to only 15 to 20 minutes and accommodate an average of 55,000 vehicles daily.

It will also serve as a direct toll road

link between North Luzon Expressway and South Luzon Expressway.



PPA tests online vessel booking, payment system at Ro-ro ports

THE Philippine Ports Authority (PPA) conducted on Sept 18 a test run of an online system for integrated vessel booking and payment at roll-on-roll-off (Ro-Ro) ports.

PPA tested the Unified Electronic Ticketing System at the ports of Batangas and Calapan, Mindoro. Full implementation in all PPA-operated passenger ports is eyed early next year.

Also known as Centralized Ticketing System (CTS) under PPA Administrative Order (AO) No. 12-2019, the online application aims to process real-time on a single portal all transactions by government, shipping companies, port terminal operators, passenger terminal building (PTB) operators, and the general public.

The system seeks to get rid of fixers and scalpers, and improve port processes

for maritime safety and security.

PPA plans to install kiosks in passenger terminals to allow passengers without online access to book and pay for their tickets. There are currently two kiosks installed in Batangas and Calapan ports, which were used during the test run.

PPA was originally set to pilot test the system last January 15 in Matnog Port in Sorsogon but had to hold off to make way for adjustments, such as enabling payment readers to detect between authentic and counterfeit bills, and read the new P20 coin design.

PPA former Port Operations and Services Department manager Lilian Javier, in a presentation last August 2019, said implementing CTS, originally called Online Ticketing System, would also comply with the International Maritime

Organization's mandatory requirement for electronic exchange of information on cargo, crew, and passengers as part of the revised Convention on Facilitation of International Maritime Traffic (FAL). The FAL aims to harmonize procedures for a ship's arrival and stay at, and departure from, a port.

In addition, CTS is in keeping with Republic Act No. 11032, or the Ease of Doing Business Act.

Javier noted some shipping lines are already offering online booking with bus booking component, while others still have no available online booking platform.

Under the current process, passengers, usually carrying heavy luggage, traditionally have to wait in line to book their tickets without assurance of

getting accommodation. Once tickets are booked, they must line up again to pay the PTB fees and secure pre-inspection before they can enter the PTB and later board the vessel.

AO 12-2019, which took effect on December 24, 2019, applies to domestic Ro-Ro/passenger ships calling at ports under the jurisdiction of PPA as well as vessel passengers.

Under AO 12-2019, PPA will be responsible for the system software, office space and hardware to be used in the booking/payment processes at PPA ports.

Shipping lines will be responsible for other office spaces and equipment, and facilities not provided by PPA.

Shipping lines not part of AO 12-2019 "will not be allowed to berth for purposes of loading passengers." — **Roumina Pablo**

Physical distance reduction in public transport on hold

IMPLEMENTATION of the reduced physical distancing requirement among riders of public transportation has been suspended pending approval by Malacañang, presidential spokesperson Harry Roque, Jr. has announced.

In a press briefing on September 17, Roque said this decision was made at a meeting of the Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF) held on the same day. The suspension was in response to opposition from medical groups, the Department of Health (DOH), and the Department of the Interior and Local

Government (DILG).

In news reports, both chiefs of DOH and DILG argued against the reduction of physical distancing in public transportation, citing the recommendation of the World Health Organization (WHO) to maintain at least a one-meter distance.

Roque said President Rodrigo Duterte is yet to study the policy and will make his decision after the IATF submits its report.

Agencies of the Department of Transportation (DOTr) on September 14 started implementing a policy to re-

duce physical distancing among riders of public transport in air, maritime, and land to increase ridership capacity. This was after the IATF, in Resolution No. 69-A, adopted the recommendation of DOTr and the Economic Development Cluster (EDC) to reduce passenger social distance to a safe minimum with face shields and face masks in place.

DOTr earlier explained that strict health protocols like the mandatory use among commuters of face masks and face shields are now being enforced to contain the spread of the coronavirus (COVID-19). As such, the one-meter physical distancing measure can be safely adjusted to an initial 0.75 meter, then to 0.5 meter, and then later to 0.3 meter to increase ridership, DOTr said.

Former Health Secretary Dr. Manuel Dayrit, who led a panel of medical experts that submitted to IATF the recommendation to reduce physical distance, said that while the WHO makes certain norms and standards, countries have to deal with the situation according to their own contexts.

Dayrit said evidence shows that physical distance can be maintained below one meter as long as other health measures are implemented.

For his part, Transportation Secretary Arthur Tugade earlier said: "There is a need to safely optimize the carrying capacity of the various public transport modes as Metro Manila and its adjacent areas continue with the transition towards the 'new normal' where more workers are expected to return to their re-opened work places and more businesses are expected to resume operations that were stopped during the enforcement of strict quarantine measures."

The EDC has also expressed support for a reduction in physical distance among commuters in public utility vehicles to a minimum, provided they observe strict health and safety measures.

Aside from mandatory face masks and face shields, passengers must also refrain from talking or making phone calls while onboard public transport.

BOC establishes rules for duty-free...

Continued from previous page

importation will remain under customs supervision and control until sold, exported or disposed of.

CAO 11-2020 also outlines the conditions for the sale of duty- and tax-free goods to qualified individuals, including travelers and tourists and returning Filipino residents.

To support and showcase Philippine culture, craftsmanship and industry, Philippine-made goods may be allowed entry and sale subject to customs clearance and procedure.

If found in the possession of an unauthorized person, duty- and tax-free goods purchased may be seized and forfeited as provided under the Customs Modernization and Tariff Act (CMTA) and the National Internal Revenue Code.

DFPC violation of any term or con-

ditions under CAO 11-2020 and other such regulations will be sufficient cause to cancel their authority to operate the bonded warehouse, store, outlets, or sales counters. Any fraudulent practice committed against customs revenue will subject the violator to administrative and penal provision under the CMTA.

If the violator is a government employee, he or she, after a hearing by BOC, will be suspended or dismissed from service, in addition to receiving other penalties prescribed under the CMTA and other laws.

If the violator is a private individual, he or she, after a BOC hearing, will be banned from duty- and tax-free areas, in addition to receiving other sanctions as prescribed in the CMTA and other laws.

— **Roumina Pablo**

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K+N opens vaccine distribution hubs in Belgium, South Africa

KUEHNE+NAGEL (K+N) has opened two airside pharma and healthcare hubs in Belgium and South Africa as it expands its global network of temperature-controlled facilities that handle the distribution of vaccines and other pharma and healthcare products.

The new GxP-certified hubs in Brussels in Belgium and Johannesburg in South Africa have direct tarmac access to further minimize the risk of temperature changes and ensure product integrity during the logistics journey, K+N said in a release.

"The new premises have dedicated areas for all ranges of temperature-sensitive products: -20°C, $+2^{\circ}$ to $+8^{\circ}\text{C}$ and $+15^{\circ}$ to $+25^{\circ}\text{C}$. In addition, these facilities have the ability to change or add dry ice as required for deep frozen shipment where temperatures need to be maintained below -60°C," it said.

In Brussels, the new air logistics hub is located in the center of Brucargo

within Brussels airport, the first airport in the world with an IATA CEIV pharma certification.

The new facility consists of 15,546 square meters of warehousing space and is fully connected to the recently extended Geel Contract Logistics pharma warehousing facility, as well as the pan-European KN PharmaChain Road Logistics Network managed from Luxembourg.

In Johannesburg, the expanded KN PharmaChain airside facility at the international airport answers all temperature-sensitive cargo handling, consolidation and storage requirements, and offers a number of value-added logistics services before distribution in South Africa or into Africa.

Additionally, the new facility provides a unique temperature-controlled plane side solution through the use of state-of-the-art KN PharmaChain cool dollies. Built to accommodate both low-

er deck and main deck pallet sizes, the cool dollies protect the integrity of the cargo from the aircraft directly into the airside facility's GxP coolers.

K+N said that new pharma & healthcare products tend to be more valuable, more temperature-sensitive, and have additional requirements for storage and transportation conditions that are not easily met globally.

"The new hubs in Brussels and Johannesburg will ensure that our pharma & healthcare customers can fully rely on Kuehne+Nagel to handle the specific challenges of integrity as well as provide



end-to-end visibility and regulatory compliance along the logistics journey of their sensitive products," it continued.

Kuehne+Nagel currently has over 230 GxP-certified pharma and healthcare operations worldwide located in the US, the UK, Denmark, Spain, Luxembourg, Italy, France, Singapore, India, Panama, the UAE and Australia.

EU wants PH tariff privileges withdrawn...

drug campaign were "widespread and systematic." And while official government data recorded at least 8,663 people had been killed, there are estimates it could be triple that number, the report said.

The resolution said the EU lawmakers "also condemn all threats, harassment, intimidation, rape and violence against those who seek to expose allegations of extrajudicial killings and other human rights violations in the country, including human rights and environmental activists, trade unionists and journalists."

It also cited the killing of 43 land rights defenders in 2019; the attacks against indigenous human rights defenders and militarization of indigenous territories; and moves to reinstate the death penalty. It also noted the adoption of the new Anti-Terrorism Act, which is said

to weaken human rights safeguards to an alarming degree, and the deteriorating level of press freedom in the Philippines, among other alarming developments.

In 2018, the EU Parliament had also repeated its call to Philippine authorities to stop the alleged extrajudicial killings (EJKs) carried out through their war on drugs, saying these actions were against the country's international obligations under programs such as the EU's GSP+ and the PH-EU Partnership on Cooperation and Agreement.

GSP+ is an EU program that allows beneficiary countries' products duty-free access to the European market.

The Philippines received beneficiary country status under the EU GSP+ in December 2014. Under this, the Philippines may export 6,274 eligible products duty-

free to the EU market. Prior to December 2014, the Philippines was covered by the regular EU GSP which provides zero duty to only 2,442 products and reduced tariffs to 3,767 products.

Trade Secretary Ramon Lopez said the country has so far been able to explain objectively its side "on issues that are raised and we don't see any reason why our GSP+ privilege will be withdrawn."

Lopez, in a statement, said the Philippines has "always been working closely and fully cooperating with the EU Commission—the main EU institution in charge of implementing the GSP+ scheme."

He added there is an inter-agency working group in place attending to regular monitoring visits and responding to issues officially raised by the EU Commissioner.

Continued from page 1

He noted the EU Commission has a mechanism in place and a process to verify issues before sanctions are imposed.

GSP+ is based on the concept of sustainable development, and countries that wish to join the program must commit to effectively implement the 27 core international conventions on human and labor rights, environmental protection, and good governance, in return for better access to the EU market.

Once a country is granted GSP+ status, the EU monitors whether the beneficiary country abides by its commitments; if it does not, the beneficiary may be removed from the special program.

According to the resolution, 25% of total Philippine exports to the EU (almost EUR2 billion) received preferential treatment under the GSP+ in 2019.

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Speakers

- Philippine Economic Zone Authority (PEZA)
Director-General Charito Plaza
 - Subic Bay Metropolitan Authority (SBMA)
Chair and Administrator Atty Wilma Eisma
 - Authority of the Freeport Area of Bataan (AFAB)
Administrator Emmanuel Pineda
 - Clark Development Corp (CDC) Assistant VP, Business Enhancement Department & Manager, Trade Facilitation Division
Atty Noelle Mina Meneses
 - BOC-Port of Subic District Collector Maritess Martin
 - BOC-Port of Clark Deputy Collector for Operations
Wilnora Cawile
- Trade and Customs Consultant Dexter Pedreza

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(CSECP2-EB) DIRECT SERVICE TO CHINA

Table with columns: MOTHER VESSEL, VOY. NO., BATANGAS, CEBU, CAGAYAN, DVO (DICT), SHEKOU (CCT), HKG (HIT), DALIAN, INCHEON, SHANGHAI, NINGBO. Rows include NORDLEOPARD, NORDVIOLET, MOUNT BUTLER.

(CP8 NB) DIRECT SERVICE TO KAOHSIUNG & CHINA

Table with columns: MOTHER VESSEL, VOY. NO., MNL (NH), MNL (SH), PHSFS, KAO, XIA, SHT, HKG, NANSHA, SHEKOU. Rows include SABRE TRADER, AS ROMINA, SABRE TRADER.

(CSECP2 - WB) DIRECT SERVICE TO CHINA

Table with columns: MOTHER VESSEL, VOY. NO., MNL (NH), HONGKONG, SHEKOU. Rows include NORDVIOLET, MOUNT BUTLER, NORDAMSTEL.

(JPX) DIRECT SERVICE TO JAPAN

Table with columns: MOTHER VESSEL, VOY. NO., BTG, MNL (SH), TOKYO, YOKOHAMA, OMAEZAKI, NAGOYA, KOBE. Rows include EXPRESS BLACK SEA, BOMAR RENAISSANCE, TRF PESCARA.

(PHX) DIRECT SERVICE TO SINGAPORE

Table with columns: MOTHER VESSEL, VOY. NO., SUBIC, MNL (NH), SINGAPORE. Rows include BARRY TRADER, CAPE ARAXOS, BARRY TRADER.

(BMXKCS) DIRECT SERVICE FM MANILA TO CHINA (MID-WEEK)

Table with columns: MOTHER VESSEL, VOY. NO., MNL (NH), MNL (SH), LIANYUNGANG, QINGDAO, NANSHA. Rows include NAVIOS DEDICATION, NAVIOS DELIGHT, MORGANA.

(CHINA 1 NB) DIRECT SERVICE TO CHINA

Table with columns: MOTHER VESSEL, VOY. NO., MNL (NH), MNL (SH), SHANGHAI, NINGBO, SHANTOU, SHEKOU. Rows include CMA CGM EIFFEL, NAVIOS NERINE, CMA CGM AMBER.

(CP6) DIRECT SERVICE TO CHINA & PUSAN (WEEKEND)

Table with columns: MOTHER VESSEL, VOY. NO., MNL (SH), MNL (NH), LIANYUNGANG, QINGDAO, PUSAN (HYUT), PUSAN (HBTC), SHANGHAI. Rows include HYUNDAI DYNASTY, HYUNDAI GRACE, HYUNDAI VOYAGER.

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IMPORTANT ANNOUNCEMENT

ADHOC CALL AT PHBTG FOR JPX SERVICE ETD BTG DEC 15 / ETD MNS: DEC 16

ABOVE SCHEDULES ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

Vertical list of shipping schedules for various routes including Manila to China, Japan, and other ports. Includes vessel names, dates, and times.



CPX - Manila - Shantou - Xiamen - Nansha - Shekou - Hongkong LCT CARGO: NORTH / TUE 1900H • SOUTH/WED 2400H

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETD, MNL (STH), ETA NAN, ETA SKU, ETA HKG. Rows include Cardiff Trader, TS Manila.

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

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETD, MNL (STH), ETA XIA, ETA SHT, ETA NAN, ETA HKG, ETA SKU. Rows include Sinar Sangir, Jan.

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

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETD, MNL (STH), ETA LYG, ETA TAO. Rows include Navios Dedication, Navios Delight.

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

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETA PUS, QIN, SHA WQ62. Rows include Tabea, Suez Canal.

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

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (STH), ETD, MNL (NTH), ETA SHA WQ4, ETA NBO. Rows include Maersk Davao, City of Shanghai.

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

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETA SHA (WQ4). Rows include Navios Nerine, CMA CGM Amber.

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

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETA TAICHUNG, ETA XIAMEN, ETA YANTIAN. Rows include Rio Cadiz, Navios Tempo.

SCHEDULES ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

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TO MANILA

HAIPHONG, Vietnam 08/07-08/16, Olivia 128N (Singapore 0895), OOC 08/07-08/18, Olivia 128N (Singapore 0895), OOC 08/14-08/23, San Lorenzo 134N (Singapore 0905), OOC 08/14-08/25, San Lorenzo 134N (Singapore 0905), OOC 08/21-08/30, Fila T 009N (Singapore 0915), OOC 08/21-09/01, Fila T 009N (Singapore 0915), OOC 08/28-09/06, Olivia 129N (Singapore 0925), OOC 08/28-09/08, Olivia 129N (Singapore 0925), OOC 09/04-09/13, San Lorenzo 135N (Singapore 0935), OOC 09/04-09/15, San Lorenzo 135N (Singapore 0935), OOC 09/11-09/20, Fila T 010N (Singapore 0945), OOC 09/11-09/22, Fila T 010N (Singapore 0945), OOC 09/18-09/27, Olivia 130N (Singapore 0955), OOC 09/18-09/29, Olivia 130N (Singapore 0955), OOC 10/04-10/19, Fila T 011N (Singapore 0975), OOC 09/25-10/04, San Lorenzo 136N (Singapore 0965), OOC 09/25-10/06, San Lorenzo 136N (Singapore 0965), OOC 10/02-10/11, Fila T 011N (Singapore 0975), OOC 10/02-10/13, Fila T 011N (Singapore 0975), OOC 10/09-10/18, Olivia 131N (Singapore 0985), OOC 10/09-10/20, Olivia 131N (Singapore 0985), OOC



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CPF SERVICE DIRECT MANILA SH - MANILA NH - SUBIC - SHANGHAI(5) - NINGBO(7) table with columns: VESSEL, VOY, MNS, MNN, SUBIC, SHA, NBO, JGY

CPF SERVICE SUBIC-AUSTRALIA VIA SHANGHAI table with columns: VESSEL, VOY, ETD, SUB, ETA, SHA, CONNECTING VESSEL, ETD, SHA, ETA, SYD, ETA, MEL, ETA, BNE

CPS SERVICE DIRECT MANILA - SHANGHAI(4) - NINGBO(5) table with columns: VESSEL, VOY, MNS, MNN, SFS, SHA, NBO

CPF SERVICE SUBIC-JAPAN VIA SHANGHAI table with columns: VESSEL, VOY, SUB, SHA, CONNECTING VESSEL, TOK, YOK, MOJ, HAK, NGO, OSA, UKB

WM1 SERVICE DIRECT MANILA - SHANTOU(2) - QUANZHOU(2-3) - XIAMEN(3-4) table with columns: VESSEL, VOY, MIP, MNS, SWA, QUA, XMM

CPF SERVICE SUBIC-TAIWAN VIA SHANGHAI table with columns: VESSEL, VOY, SUB, SHA, CONNECTING VESSEL, KEL, TXG, KHH, TPE, TYN

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CPS SERVICE (MNL NH - MNL SH - XIAMEN - SHANGHAI - NINGBO) table with columns: MOTHER VESSEL, VOY, ETD, MNL(NH), ETD, MNL(SH), ETA, SHA, ETA, NBO

CM1 SERVICE (BATANGAS-SHANGHAI-XIAMEN-SHEKOU-NANSHA-HO CHI MINH-JAKARTA-SEMARANG-MAKASSAR) table with columns: MOTHER VESSEL, VOY, ETD, BTG, ETA, WEN, ETA, SHA, ETA, XIA, ETA, SHE, ETA, NAN, ETA, HOC, ETA, JKT, ETA, SEM, ETA, SUR, ETA, MMK

TPV SERVICE (MNL NH - HO CHI MINH - LAEM CHABANG) table with columns: MOTHER VESSEL, VOY, ETD, MNL(NH), ETD, SUBIC, ETA, LCH, ETA, HOC

CPX1 SERVICE (MNL SH - BATANGAS - CEBU - CAGAYAN - DAVAO - DALIAN - TIANJIN - QINGDAO - SHANGHAI) table with columns: MOTHER VESSEL, VOY, ETD, MNL, SH, ETD, MNL, NH, ETD, BTG, ETD, CEB, ETD, CDO, ETD, DICT, ETA, SHA, ETA, DLG, ETA, TNG, ETA, TAO, ETA, SHA

NEW SERVICE CPX5 SERVICE (MANILA NH - QUANZHOU (SHIHU) - QUANZHOU (WEITOU) - XIAMEN) table with columns: MOTHER VESSEL, VOY, ETD, MNL, NH, ETA, MNL, (SH), ETA, QUA, (SHIHU), ETA, QUA, (WEITOU), ETA, XMM

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NEW SERVICE SES SERVICE (SUBIC - BATANGAS - CEBU - HONGKONG - SHEKOU) table with columns: MOTHER VESSEL, VOY, ETD, SUBIC, ETD, MNL, SH, ETD, BTG, ETD, CEB, ETA, HNG, ETA, SHE

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CPX6 SERVICE (MNL NH-MNL SH-DAVAO (SASA)-DAVAO (DICT)-GEN SAN-SHANGHAI-QINGDAO) table with columns: MOTHER VESSEL, VOY, ETD, SUBIC, ETD, MNL(NH), ETD, MNL, SH, ETD, TFC, ETD, DCT, ETA, GEN, ETD, CDO, ETA, SHA, ETA, TAO

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Large table with columns: FROM CEBU, TO CEBU, listing various routes and dates for different services.

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BOC Subic busts P60M in misdeclared cigarettes

TWO forty-foot containers of smuggled cigarettes from China worth an estimated P60 million were apprehended by the Bureau of Customs (BOC) at the Port of Subic.

The two shipments, which arrived on September 5 and September 6 and

were consigned to BWFIC Trading, were misdeclared to contain steel wire mesh. Initial examination of the shipments on September 15, however, revealed assorted Union and D&B cigarette brands.

A pre-lodgement control order was issued against one of the shipments while

an alert order was issued against the other for violation of National Tobacco Administration (NTA) Memorandum Circular No. 03 Series of 2004 and NTA Board Resolution No. 079-2005, in relation to Section 1113 (f) and Section 1400 (Misdeclaration) of Republic Act No.

10863 or the Customs Modernization and Tariff Act (CMTA).

BOC-Subic district collector Maritess Martin said the latest apprehension was part of the agency's intensified efforts to protect the country's borders and stop smuggling.

COVID spurs 9.8% growth in domestic express, parcels market in H1

THE COVID-19 pandemic has accelerated the shift towards e-commerce, benefiting the domestic express and parcels sector with strong growth in the first half, according to Transport Intelligence (Ti) research.

Ti data show that the global domestic express and parcels market grew by 9.8% year-on-year in the first half of the year as lockdowns and restrictions on the use of retail stores led to a surge in volumes for parcel service providers.

The pandemic has made e-commerce not just a "nice-to-have" addition to a traditional bricks-and-mortar strategy but "an almost business-critical requirement across swathes of the retail sector," said the transport and logistics intelligence service provider.

"Growing consistently strongly over the last decade, e-commerce has now reached a critical point. It has arrived at the stage at which even with bricks-and-mortar stores closed down, it can keep

the retail sector motoring, albeit perhaps only in second or third gear," said Ti in a new analysis.

"The domestic express and parcels sector has been crucial in enabling e-commerce to provide this lifeline throughout the course of the COVID-19 pandemic so far."

The growth in domestic express and parcels has even been strong enough to offset the decline in B2B parcels as entire industries shut down, employees were sent home and the global economy collapsed.

But there are stark regional and country-level differences. In China, the domestic express and parcels market's growth has been relatively modest by its own historic standards. This as online sales of physical goods grew just 5.9% year-on-year in the first quarter of 2020 before accelerating strongly into the second quarter as Chinese consumers used e-commerce to make purchases amid

continuing restrictions on everyday life.

Meanwhile, India's measures aimed at slowing COVID led to highly restrictive measures implemented on the e-commerce sector. Combined with a fall in B2B growth due to the economic downturn, this led to negative H1 growth in the domestic express and parcels market.

Conversely, growth of the domestic express and parcels market in the US was very strong as e-commerce reached around 25% of total retail sales during the height of the pandemic. At UPS, B2C were up an astonishing 65.2% in Q2. At both UPS and FedEx, B2C increased to around 70% of total volumes at this time. B2B parcels appear to have slid heavily, although both companies said they were beginning to see year-on-year growth in this segment mid-second quarter.

However, across Europe, the economic downturn has been particularly severe by global standards. This has led

to greater harm in the B2B segment of the market, dragging overall market growth rates lower.

Looking ahead, global e-commerce growth in the second half of the year is likely to slow somewhat, said Ti.

"e-commerce penetration is expected to remain elevated relative to long-run trends, but year-on-year growth in e-commerce sales will not come close to the rates seen whilst the tightest lockdowns orders were in force."

Conversely, a bounce back for the economy should see B2B parcels pick up again. Said Ti: "The recovery in this higher-margin element of the market will be good news to those that have struggled to cope with the costs of B2C deliveries, or those without that delivery capability."

However, the results from H1 show an efficient B2C operation is an ever-more vital element of a parcel provider's strategy, Ti concluded.

BOC NAIA confiscates P6.5M luxury goods in balikbayan box

A BALIKBAYAN box containing luxury goods in commercial quantity worth an estimated P6.5 million and misdeclared as personal effects was seized by the Bureau of Customs (BOC) Ninoy Aquino International Airport (NAIA) from a warehouse in Pasay City.

The balikbayan (personal effects) box, which contained items bearing lux-

ury brands such as Prada, Gucci, Hermes, Louis Vuitton, Chanel, Christian Dior, and Valentino, came from Maisons-Alfort in France and was consigned to a certain Reynaldo Tan.

A 100% physical examination of the shipment disclosed luxury bags, shoes, sandals, shirts and accessories in commercial quantity of 157 pieces, and not

the declared personal effects of "assorted clothes, shampoo."

"The misdeclaration is an apparent attempt to evade the payment of correct duties and taxes through the use of falsified/spurious documents and circumvent the duty- and tax-free privileges afforded to balikbayan boxes," BOC said in a statement.

Under the law, balikbayan boxes, which are exempt from duties and taxes, should only contain personal and household effects and should not be in commercial quantities or intended for barter, sale or hire.

The value of all balikbayan boxes per sender should also not exceed P150,000 in any calendar year.

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