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The Philippines' only shipping and transport guide

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Shippers, port users buck use of Manila domestic terminal quay cranes

A BROAD sector of industry groups is asking the Philippine Ports Authority (PPA) to suspend implementation of a policy requiring shipping lines to use quay cranes and pay crange fees at the Manila North Harbor domestic terminal.

In a letter to PPA general manager Jay Daniel Santiago, the groups said they "take exception" to the policy by Manila North Harbour Port Inc. (MNHPI) "imposing the use of its quay cranes on all shipments going through the port, and applying a crange fee of PHP 1,587.00 on these shipments, effecting 22 June 2020."

Santiago is also chairman of the Shippers' Protection Office (SPO), a recently established office under PPA that handles shippers' complaints against domestic and

international shipping lines.

The industry groups include Philippine Exporters Confederation, Inc.; Philippine Chamber of Commerce and Industry; Supply Chain Management Association of the Philippines; Federation of Philippine Industries; Philippine Multimodal Transport and Logistics Association, Inc.; United Portusers Confederation of the Philippines, Inc.; Alyansa Agrikultura; American Chamber of Commerce of the Philippines, Inc.; and Association of Off-Dock CFS Operators of the Philippines, Inc.

Also part of the group are the Chamber of Customs Brokers, Inc.; Confederation of Truckers Association of the Philippines,

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PPA extends accreditation, permits 'til yearend

ALL pending applications for accreditation, permits, authorizations and certifications with the Philippine Ports Authority (PPA) and its port management offices (PMOs) are considered approved and valid until December 31, 2020.

All pending applications for accreditation and permit to operate (PTO) received by the PPA and PMOs prior to or after March 15, 2020 are deemed approved and valid anew until the end of the year.

Hold-over authorities (HOA) to operate cargo-handling services that have expired or are expiring during the enhanced community quarantine (ECQ), modified ECQ (MECQ), and general community quarantine (GCQ) periods are likewise extended.

Moreover, all other permits, certificates, and authorizations issued by PPA or its PMOs which have expired or are expiring during these quarantine periods are also deemed extended until December 31, according to PPA Memorandum Circular (MC) No. 37-2020, signed by PPA general manager Atty. Jay Daniel Santiago on September 29.

To avoid fines, charges, and penalties, holders of these documents must file an application for extension or renewal on or before December 31, according to MC 37-2020.

PPA said the validity of PPA approvals and permits was further extended in view of the continued strict implementation of a work-from-home scheme at its head office.

The extension of validity is also in consonance with Administrative Order



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AS SERAFINA	003N	10/14	10/17	10/23	10/29	CMA CGM EIFFEL	0QA70N1NC	10/21	10/17	10/21
CALLAO BRIDGE	183N	10/21	10/24	10/30	11/05	TBN	0QA72N1NC	10/28	10/24	10/28

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ALS FAUNA	085S	10/09	10/13	10/18	SUEZ CANAL	2000GE	10/06	10/08	10/13
SEASPAN NEW YORK	007S	10/21	10/23	10/27	ZANTE	081E	10/16	10/19	10/22
ALS FAUNA	086S	10/23	10/26	10/31	KMTC COLOMBO	2001E	10/30	11/03	11/07

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JEJU ISLAND	113N	10/08	10/11	10/13	10/18	MERATUS GORONTALO	2042W	10/19	10/21	10/23
JEJU ISLAND	114N	10/15	10/18	10/20	10/25	HAJIAN LINK	2044W	10/26	10/28	10/30
JEJU ISLAND	115N	10/22	10/25	10/27	11/01	TBN				

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MOL SUCCESS	112N	10/07	10/13	10/22	10/23	10/20
AS SERAFINA	003N	10/14	10/17	10/26	10/27	10/24
CALLAO BRIDGE	183N	10/21	10/24	11/02	11/03	10/31

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UNI-POPULAR	0456-370N	10/08	10/10	10/21	UNI-POPULAR	0455-369N	10/03	10/12	10/15
UNI-PATRIOT	0456-370N	10/07	10/09	10/21	UNI-POPULAR	0456-370N	10/10	10/19	10/22
UNI-POPULAR	0457-371N	10/15	10/17	10/31	UNI-POPULAR	0457-371N	10/17	10/26	10/29
UNI-POPULAR	0458-372N	10/22	10/24	11/07	UNI-POPULAR	0459-373N	10/24	11/02	11/05

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(AO) No. 30. The AO, released by the Office of the President on April 21, directs all government agencies to formulate and issue guidelines on the interruption of the periods for filing of documents, payment of taxes, charges and other fees, and cancellation of proceedings at their offices.

Last April, PPA through MC 15-2020 extended the validity of all PPA permits that had expired before March 17, 2020 and during the effectivity of the ECQ period up to June 30, 2020. Last July, it issued MC 23-2020 which extended the validity of PPA approvals and permits

until July 31. Another extension was made until August 30 under MC 30-2020, and for another month until September 30 under MC 33-2020.

All provisions of MC 15-2020 consistent with MC 37-2020 remain valid. — **Roumina Pablo**

PH, India eye preferential trade agreement

THE Philippines and India have agreed to look into a proposed preferential trade agreement (PTA) that will expand areas of bilateral trade and reduce or eliminate tariffs on products, according to the Department of Trade and Industry (DTI).

The two countries agreed during the 13th Meeting of the Joint Working Group on Trade and Investments that a PTA is a more focused and practical approach to enhancing bilateral trade and hashing

out concerns. Trade Undersecretary Ceferino Rodolfo said the Philippines is eager to conclude a PTA with India to improve trade levels in terms of value, volume, and breadth of products covered, noting that current trade is “highly concentrated on a few products.”

For his part, Joint Secretary Anant Swarup of India’s Department of Commerce stressed that India recognizes the

benefits of negotiating a PTA with the Philippines, and called on both countries to consult authorities and secure the mandate for PTA negotiations.

Ahead of PTA negotiations, a webinar on India-Philippines Enhancing Bilateral Economic and Trade Relationship was conducted on September 25, 2020 by the Philippine Chamber of Commerce and Industry, Confederation of Indian Industry, Embassy of India in Manila,

and Embassy of the Philippines in New Delhi. The webinar recognized opportunities for collaboration in the fields of pharmaceuticals, information technology, and financial technology.

DTI assistant secretary Allan B. Gepty said the PTA is “a concrete response to harness the potentials of the complementarities particularly in supporting linkages and addressing supply chain gaps through

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Guidelines on field testing of fuels being finalized

THE guidelines on implementation of field testing of fuels under the Philippine government’s fuel marking program are being finalized by the Department of Finance (DOF), Bureau of Customs (BOC), and Bureau of Internal Revenue (BIR).

In preparing to carry out fuel field testing, BOC and BIR have conducted covert sampling of fuels from various retail stations in the National Capital Region, Central Luzon, and CALABARZON (Cavite, Laguna, Batangas, Rizal, Quezon). Last September 16, they conducted a compliance check on tank trucks exiting Tipo Gate in Subic, Zambales.

The fuel marking program, which was initially launched in September last year, has two parts: fuel marking, which started last year, and random field and confirmatory testing, slated to start last February before the pandemic outbreak.

Under Customs Memorandum Order No. 43-2019 that implements the fuel marking program, after carrying out fuel marking, random field tests must be conducted periodically to check for fuel companies’ compliance with the marking requirement.

The fuel marking service provider is mandated to develop and implement a comprehensive field testing program covering the network of retail sites, fuel storage facilities, conveyances and ware-

houses in the country. For its part, BOC is directed to supervise the field testing areas such as vessels, depots, warehouses, tank trucks, or other similar fuel-transporting vehicles.

Collection of marking fee

Relatedly, DOF, BOC and BIR have issued recently Joint Memorandum Order 1-2020, prescribing the guidelines for the collection and disbursement of fuel marking fee. The fee—amounting to P0.06884 per liter—will be used to defray the costs for the second to fifth year of implementing the program, BOC said.

For the first year of implementation, a total of 12.051 billion liters of fuel were marked, amounting to a total of P126.55 billion duties and taxes collected by BOC and BIR. The Seaoil Mabini Terminal was the first oil company to have its fuel products marked on September 4 last year.

DOF earlier reported that of the total duties and taxes collected, P107.77 billion were duties and taxes collected by BOC from September 2019 up to September 3, 2020, while BIR collected P18.74 billion in oil excise taxes from December 2019 to August 20, 2020.

Diesel comprised the bulk or 62.05% of the total volume marked, followed by gasoline with 37.43% and kerosene with 0.51%. As to location, 75% of the mark-

ing was done in Luzon, 20% in Mindanao, and 5% in the Visayas.

A total of 20 oil firms have participated in the program, with Petron Corp. leading with 2.79 billion liters or 23.12% of the total. This was followed by Pilipinas Shell Petroleum Corp. with 2.44 billion liters or 20.21%, Unioil Petroleum Philippines, Inc. with 1.29 billion liters or 10.77%, Seaoil Philippines, Inc. with 1.02 billion liters or 8.5%, and Chevron Philippines, Inc. with 1.01 billion liters or 8.46%.

The 15 other companies were Phoenix Petroleum Philippines, Inc. (878.8 million liters); Insular Oil Corp. (764.59 million liters); Total Philippines (396.38 million liters); Jeti Petroleum, Inc. (326.48 million liters); PTT Philippines Corp. (201.95 million liters); Filoil Energy Co., Inc. (185.55 million liters); Marubeni Philippines Corp. (183.06 million liters); Micro Dragon Petroleum, Inc. (135.74 million liters); Warbucks Industries Corp. (96.42 million liters); Goldenshare Commerce and Trading, Inc. (85.31 million liters); High Glory Subic International Logistics, Inc. (74.85 million liters); Era 1 Petroleum

Corp. (68.7 million liters); SL Harbor (51.06 million liters); Jadelink Subic Inc. (21.92 million liters), and SL Gas (18.37 million liters).

Marking of fuel products, whether imported or manufactured in the Philippines, becomes mandatory five years after the Tax Reform for Acceleration and Inclusion (TRAIN) law took effect January 2018. Fuel marking aims to curb oil smuggling and plug revenue losses arising from the illegal importation or misdeclaration of petroleum products.

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BOC 'orange lane' now operational

FROM Oct 1, the Bureau of Customs (BOC) is implementing the "orange lane," a new color lane in addition to the red, yellow, and green lanes under its selectivity system.

Customs Commissioner Rey Leonardo Guerrero in a memo dated September 15 directed the establishment of the orange lane under the BOC's Universal Risk Management System (URMS). The lane is to be implemented via the Electronic-to-Mobile (e2m) System.

BOC earlier said the new color lane has been activated "to maximize non-intrusive inspection for an enhanced trade facilitation while ensuring strengthened border protection and revenue collection."

Under the new policy, the orange lane is assigned to medium- to high-risk cargoes. Goods declaration tagged orange will have to pass through x-ray scanning, and be subjected to physical examination if a suspicious image is found.

The orange lane has become the red lane, noted Chamber of Customs Brokers, Inc. president Adones Carmona. Previously, it was red lane shipments that went through x-ray examination and, if something was off, had to go through physical inspection.

In the new system, the "red lane" will cover high-risk cargoes, which are subject to both x-ray scanning and physical examination.

BOC said in a September 30 advisory that goods declaration lodged and selected for the red lane until September 30 will still be covered by the previous treatment

for red lane-tagged shipments.

Meanwhile, the "yellow lane" is for cargoes which have low to medium risk and are subject to document check.

The "green lane" is dedicated to cargoes which have no to low risk and do not require documentary review or inspection.

BOC also has "super green lane," a special facility where accredited members, consisting of multinational companies and members of the top 1000 corporations, are accorded the privilege of advance processing and clearance of shipments.

BOC's selectivity system refers to the use of risk-based color channeling to manage risks and allow the agency to "allocate its scarce resources to the high-risk areas while increasing the efficiency of the clearance process for low-risk shipments."

Last June, the agency introduced the Universal Risk Management System (URMS), which is intended to improve its risk management capabilities. BOC plans to migrate information to URMS, which has a more user-friendly interface, allows a larger amount of information to be stored, and promotes a paperless system.

The URMS has been initially implemented at all ports and is expected to provide the Risk Management Office (RMO), which oversees BOC's selectivity

COVID, foreign ownership bill temper local shipowners' investment drive

THE coronavirus (COVID-19) pandemic and the possibility of 100% foreign ownership in the domestic shipping industry are preventing local ship owners from acquiring new ships, according to industry executives.

Philippine Inter-Island Shipping Association (PISA) executive director Atty. Pedro Aguilar said while shipping lines are set to take delivery of some old ship orders, plans for new ones are on hold due to the pandemic, which has cut passenger and cargo volume.

Speaking at a recent online symposium organized by the Maritime Industry Authority (MARINA), Aguilar said that since March this year, cargo volume of domestic shipping lines has declined by around 70%, while passenger carriage, halted during the enhanced community quarantine, is only up to 50% capacity.

PISA has been asking government since April to waive port charges for ships and suspend the two-day storage period for domestic cargoes. Those, it said, will assist local carriers hit by travel restrictions and community quarantines.

A bill in Congress pushing for the Public Service Act (PSA) amendment is also affecting ship owners' plans to acquire new ships. If approved into law, the measure will allow 100% foreign ownership in industries previously covered by the Constitution's 60%-40% ownership rule.

The House of Representatives (HOR) on March 10 approved on third and final reading House Bill (HB) No. 78, which seeks to amend the definition of public service in PSA, or Commonwealth Act No. 146.

HB 78 aims to limit the definition of public utility to any person or entity that operates, manages, or controls for public use the distribution of electricity, transmission of electricity, water pipeline distribution, and sewerage pipeline.

The bill seeks to exclude transportation, telecommunications, broadcasting, and other public services from being defined as public services, thus effectively opening them up to 100% foreign ownership.

The Senate version of the bill remains pending at the committee level for deliberation on second and third readings.

Opposed to foreign ownership

Aguilar warned that if the shipping industry is opened to 100% foreign ownership, the domestic sector will just be dominated by big foreign companies.

Philippine Coastwise Shipping Association, Inc. president Paul Rodriguez also earlier said allowing 100% foreign ownership will "totally wipe out small- and medium-sized companies," considered the "backbone of island province" shipping.

Philippine Liner Shipping Association (PLSA) president Mark Matthew Parco said during the same symposium that plans to buy ships under such a regulatory environment will not likely materialize.

He added that comparing rates of domestic and international shipping lines is "not that easy (as) you really have to look at the economics of shipping." Claims abound that it is cheaper to ship overseas than to ship locally.

By amending the PSA to allow 100% foreign ownership, bill proponents expect to see a reduction in domestic shipping rates as more players come in and offer their services.

Parco noted, however, that shipping follows supply and demand. He said that if there are too many ships, "rates will go down, shipping lines will go bankrupt and then rates will go up again."

He said what's important is to "have an even flow so that people can plan their prices." He added that "we don't want cycles wherein the rates will go up, the rates will go down."

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system, with a quicker means of tagging shipments.

RMO said selection under the URMS is analytics-based through a memory-based reasoning feature that "enables risk and compliance prediction" as an artificial intelligence tool so as to promote automation and lessen human intervention in assisting traders.

RMO has been working to secure the pipeline of information and feedback mechanism through "maximization of its data sources using modernized systems and upholding a viable structure of setting and updating Selectivity Screens in the thrust to sustain effective machine learning."

To further improve the URMS, the Customs Risk Management Steering

Committee continues to develop action plans encompassing all the areas in the delivery of an enhanced risk management system of the agency, BOC said.

Relatedly, BOC has also issued Customs Memorandum Order No. 21-2020, which took effect on September 1. The memorandum order covers the operational procedures of BOC's RMO for data gathering and analysis, risk assessment, profiling and targeting, updating of the selectivity criteria and parameters, and monitoring and evaluation of the results.

It also covers the roles of other concerned offices and/or collection districts nationwide in improving the risk management process and selectivity system.

— Roumina Pablo

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Indonesia to impose safeguard duty on fructose syrup imports

PHILIPPINE exporters of fructose syrup to Indonesia will have to pay safeguard import duty on the product for three years.

The Department of Trade and Industry (DTI) in a statement said Indonesia will impose safeguard import duty on fructose syrup following investigation showing serious losses incurred by a local producer due to increased importation of the commodity.

The policy will, however, have minimal effect on local manufacturers as they only export excess of production, according to DTI Export Marketing Bureau director Senen Perlada.

The Philippines did not even export the product to Indonesia in 2016, 2017 and 2019. In 2018 it shipped 11.12 million metric tons amounting to \$1.51 million to Indonesia, according to data from the Philippine Statistics Authority.

Covered by the Indonesia ruling is fructose syrup with Association of Southeast Asian Nations Harmonized Tariff Nomenclature (AHTN) 1702.60.20.

The decision to slap safeguard duty on the product resulted from the investigation conducted by the Indonesian Trade Safeguard Committee (KPPI) upon

request of PT. Associated British Budi (ABB), which produces 54% of the total domestic production of fructose syrup.

ABB said the Indonesian market is being flooded by cheap imports of fructose syrup from China, citing data from the Indonesian Central Bureau of Statistics (BPS) showing an increase in Indonesian imports from 2015 to 2018.

KPPI notified the WTO Committee on Safeguards on November 13, 2019 and requested all interested parties to submit comments by December 15, 2019.

KPPI reported that during the inves-

tigation period, imports of fructose syrup increased significantly and battered ABB's local market share. This caused the applicant to suffer serious losses including decreases in domestic sales, production, productivity, use capacity, operating profit/loss, and manpower.

KPPI recommended imposing safeguard import duty on imports of "fructose syrup, in dry condition, contains fructose more than 50% by weight, excluding invert sugar" for three years: 24% for the first year, 22% for the second year, and 20% on the third year.

COVID, foreign ownership bill temper local shipowners'...

He also noted "the government is implementing rules that [are] limiting our capacity to earn."

His statement is in reference to Department of Transportation (DOTr) Department Order (DO) No. 2020-007 issued last June. The DO orders all domestic shipping lines to allocate no less than 12% of a vessel's cargo capacity per voyage for the exclusive accommodation of agricultural and food products. It also directs domestic shipping lines to extend a discount of no less than 40% of their shipping rates for all agricultural and food products.

Parco said government should instead provide a regulatory environment that sustains the local industry for the long term.

Support for public service definition
MARINA franchising service director Atty. Maximo Bañares, Jr. earlier said the maritime authority is one with the domes-

tic shipping industry in pushing to retain domestic shipping as a public service.

In a position paper on the PSA bill dated June 1 and submitted to Senator Grace Poe, chairperson of the Committee on Public Services, MARINA administrator Roberto Empedrad said that while increased competition is a recognized benefit of allowing more players into certain industries, "the case of water transport or shipping should be given special consideration."

Empedrad noted that unlike other public services, shipping "provides for the main arteries that carry the lifeblood of the country's inter-island connectivity and socio-economic development through the facilitation of smooth flow of passenger traffic, goods, and basic necessities."

"This especially holds true since Philippine waters are over seven times

larger than the country's total land area of 300,000 square kilometers," he added.

Besides its economic significance, Empedrad said water transport plays a critical role in times of national emergencies and political instabilities.

"Its established network of nautical thoroughfare not only along major routes, but also in smaller coastal and inland water areas, has served to ensure the carriage of relief goods to typhoon-stricken areas and as strategic means in the promotion of national security," he noted.

National security issue

In requesting Congress to include domestic shipping in the coverage of public utilities under the bill amending

Continued from previous page

PSA, the PISA and PLSA have also earlier cited national security as a reason. They stressed that domestic shipping is a strategic industry for an archipelagic country in times of national disasters, response and reconstruction, potential conflict over the West Philippine Sea or war, smuggling, drugs, illegal fishing, and piracy.

The groups also said that opening up transportation "will not bring down domestic transport costs so long as foreign corporations will be subjected to the same operating conditions as domestic transport operators." They noted that among the contributing factors to the high transport cost of domestic trade are the high operational costs, taxes and regulatory fees. — **Roumina Pablo**

BOC Port of Iloilo launches Customer Care Center

THE Bureau of Customs (BOC) has opened its 11th Customer Care Center (CCC), this time at the Port of Iloilo.

The BOC-Iloilo CCC, which was inaugurated at the celebration of the collection district's 165th anniversary on September 29, 2020, is a one-stop shop providing all types of customs services to port users, including centralized document receiving and releasing, gate pass issuances, and filing of goods declaration, among others. The facility will be manned by trained customs service officers.

BOC has been actively establishing CCCs to enhance trade facilitation and comply with Republic Act No. 11032, or

the Ease of Doing Business and Efficient Government Service Delivery Act. The centers are also in compliance with the agency's zero-contact policy discouraging face-to-face transactions to lessen opportunities for corruption.

Ten more out of the 17 BOC collection districts have already established their own CCCs. These are the Port of Manila, Legazpi, Batangas, Surigao, Subic, Clark, Zamboanga, Davao, Limay, and San Fernando.

Only the collection districts of Tacloban, Cebu, Aparri, Cagayan de Oro, Manila International Container Port, and Ninoy Aquino International Airport have yet to open their CCCs.

PH, India eye preferential...

Continued from page 2

enhanced market access of inputs and raw materials" in the identified areas of trade.

The proposed PTA was fully supported by Ramon S. Bagatsing, Jr., ambassador of the Philippines to India, and Shambhu S. Kumaran, ambassador of India to the Philippines. Both ambassadors as well as the business chambers underscored the need to set timelines for the immediate start and conclusion of negotiations.

In 2019, Oxford Economics came up with the top 10 emerging markets that will dominate the global economy in the next

decade. Notably, India ranked first and the Philippines ranked second, DTI noted.

The agreement on a PTA comes at a time when signing of the Regional Comprehensive Economic Partnership (RCEP), which India has withdrawn from, is set for November this year after the participating countries resolved almost all remaining outstanding issues.

Indian Prime Minister Narendra Modi last year withdrew from RCEP, stating that the current version did not satisfactorily address the concerns of his country.

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Live e-CO exchanges via ASEAN Single Window hit over 8,700 per month

LIVE exchanges of electronic certificates of origin (e-COs) among the Philippines and the nine other members of the Association of Southeast Asian Nations (ASEAN) via the ASEAN Single Window (ASW) have averaged around 8,712 transactions per month since January this year, the Department of Finance said.

From January to August this year, about 78,000 transactions were processed through TradeNet, the Philippines' national single window (NSW) that connects to the regional single window, a report by Finance Undersecretary Gil Beltran showed.

The ASW is the regional initiative to speed up cargo clearance and promote regional economic integration by enabling the electronic exchange of border docu-

ments among the 10 ASEAN member states. TradeNet (tradenet.gov.ph) is the Philippines' online platform for applications for permits relating to imports and exports.

All ASEAN member states have already gone live and have been exchanging e-COs on the ASW.

Once TradeNet is fully operational, Beltran said traders may apply online for import and export permits for commodities such as rice, sugar, used motor vehicles, chemicals (toluene), frozen meat, medicines (for humans, animals, or fish) and cured tobacco. TradeNet aims to simplify import and export documentary processes covering an initial 7,400 regulated products.

The goal is to have all 75 trade

regulatory government agencies across 18 government departments fully interconnected via TradeNet.

Beltran said the Anti-Red Tape Authority will be included in the NSW Steering Committee to fast track streamlining of various regulatory agencies involved in TradeNet.

Currently, Filipino exporters intending to export goods within the ASEAN may apply for an e-CO via TradeNet to secure preferential tariffs.

Bureau of Customs (BOC) Assessment and Operations Coordinating Group deputy commissioner Atty. Edward James Dy Buco earlier said exporters should apply for the issuance of the e-CO through the trading platform TradeNet to enjoy ASEAN Trade in Goods Agreement benefits.

A CO, or Form D, is an international trade document attesting that goods in a particular export shipment were wholly obtained, produced, manufactured, or processed in a particular country.

Customs Memorandum Order (CMO) No. 15-2019 provides guidelines for the application, submission, and processing of ASEAN e-COs using TradeNet.

To access TradeNet, exporters and importers must create a TradeNet account and company profile with their username and password. Procedures for using and accessing TradeNet by the exporter, BOC or other users are detailed in the TradeNet Client User Manual for e-CO Issuance and the TradeNet Agency User Manual. Both manuals are attached as annexes in CMO 15-2019. — **Roumina Pablo**

PH manufacturing expands in Sept as COVID restrictions ease

THE Philippine manufacturing sector expanded in September as more parts of the economy reopened following easing of quarantine restrictions to contain the COVID-19 pandemic.

The Purchasing Managers' Index (PMI) rose to 50.1 from 47.3 in August, according to the latest survey of IHS Markit. This is the highest reading since February and signaled that operating conditions were broadly stable across the goods producing sector.

A reading above 50 indicates an expansion, below 50 a contraction and 50 no change.

"The latest Philippines manufacturing data showed that operating conditions stabilized at the end of the third quarter. New business expanded for the first time

since February, albeit tentatively, while production levels dropped only slightly," IHS Markit economist David Owen said in a statement.

He noted that for surveyed firms, the ongoing pandemic-related restrictions continued to limit the performance of the sector, forcing some businesses to pare back operations.

Production volumes fell for the third month running in September, with firms often indicating that ongoing COVID-19 restrictions continued to hamper activity. But the rate of contraction eased to the slowest in the current period of decline and was only slight. Companies that reported growth indicated this was due to the resumption of production schedules.

Total new orders increased for the first time since February, but only marginally. IHS Markit said survey respondents linked higher sales to the reopening of the economy and firmer client demand.

Mirroring the trend seen for total new orders, export sales also expanded in September, ending a six-month sequence of contraction. Survey panelists mentioned that clients were often buying in advance to prepare for firmer market conditions in the months ahead.

Despite the upturn in new orders, workforce numbers decreased, extending the current trend of falling employment to seven months.

Higher transportation costs, material shortages and reports of supplier

surcharges related to COVID-19 resulted in a solid increase in cost burdens during September, IHS Markit noted.

It added, however, that manufacturers had some difficulty passing on higher costs to clients due to tough market competition, with factory gate charges rising only marginally.

Goods producers, meanwhile, remained optimistic about output volumes over the next 12 months. Business expectations are the highest since February as firms hope demand will return to pre-virus levels. But the level of positive sentiment is well below the long-term average, as those with subdued expectations often mentioned sustained revenue losses and uncertainty related to COVID-19. — **Roumina Pablo**

Shippers, port users buck use of Manila domestic...

Continued from page 1

Inc.; European Chamber of Commerce of the Philippines; Philippine Association of Multinational Companies Regional Headquarters, Inc.; and Professional Customs Brokers Association.

MNHPI, operator of domestic terminal North Port at Manila North Harbor, issued an advisory on June 8 requiring all domestic container vessels to berth at Terminal 1 from June 22. This means such vessels must use quay cranes and pay crange fees.

No need for cranes

Previously, domestic ships calling North Port could opt to use lift-on/lift-off (Lo-Lo) berths served by gangs, a group of cargo workers employed by stevedoring companies to work the ships.

Since only Manila, Cebu and Cagayan de Oro are equipped with quay cranes, most domestic ships are fitted with their own gears to allow them to unload cargo through Lo-Lo without the need for quay cranes.

The groups further noted that it is more cost-effective for domestic ships to use their own gears rather than quay cranes in loading and unloading cargo.

"The use of quay cranes reduced the use of these stevedores by around half, but the potential savings to shipping lines are not realized, as stevedores would still be required in other ports, and also as payment of crange fee to MNHPI is mandated to be paid before any cargo is handled," they explained.

In addition, shipping lines do not charge the cost of Lo-Lo as part of their value proposition to clients, and the policy "prevents shipping lines from providing value to its clients," they further said.

"It is redundant and duplicating what the shipping lines are already offering and shippers are surely paying for already."

The groups said that with the crange fee set at P1,587—in addition to the arastre fee of P1,575—cargo handling costs have effectively doubled when the policy was implemented.

"These costs impact directly on logistics cost that will eventually be borne by the consumers," they said.

The groups added that they support the government's port modernization initiatives, "but if such will only result in more charges and increasing the cost of logistics without improving the efficiency and productivity, it defeats the main purpose of 'modernization'."

Delays observed

In addition, as some shipping lines have started to use the quay cranes at MNHPI, the groups have noted delays, with some ships reporting up to two days of queuing before being able to unload their shipments.

Prior to implementation of the policy, the groups claimed to have experienced no delays in handling of their cargoes. But when the policy was implemented on June 22, cargo unloading encountered five to seven days of delay, they claimed.

"PPA, however, claims that delays were reduced to 2-3 days. But we have reasons to believe that by allowing vessels to dock at any available berth for loading and unloading using her own ship's gear [this] would not only eliminate waiting time but reduce cost in its operations," they said.

And while the quay cranes can admittedly ensure the faster turnaround of ships, the groups argued "the quay cranes already installed at MNHPI are not sufficient to improve cargo handling capacity and do not provide any value-added since the queue before unloading takes up to two (2) days."

They added that MNHPI "does not have enough quay cranes and/or berths to accommodate the ships that come in and out of the port."

"It can also be argued that the policy of forcing all ships to berth in one terminal is leading to unnecessary delays that prevent timely movement of goods, particularly



North Port Terminal 1 | Photo from MNHPI's website

perishables and goods deemed essential in these critical times."

Philippine Liner Shipping Association (PLSA) president Mark Matthew Parco earlier acknowledged the use of quay cranes could improve productivity and ease the port congestion, but pointed out shipping lines would then be compelled to pass on the crange cost to customers.

Parco said shipping lines would rather use the cheaper option provided by Lo-Lo berths to conserve needed cash after cargo volumes dropped by 70% due to the coronavirus (COVID-19) pandemic.

The groups are recommending putting the policy's implementation on hold until a Regulatory Impact Assessment (RIA) can be undertaken as mandated under Republic Act 11032, otherwise known as the Ease of Doing Business and Effective Government Service Delivery Act of 2018.

They said the result of the RIA must also be reviewed and approved by the

Anti-Red Tape Authority (ARTA) in consideration of the government's regulatory forbearance policy to mitigate the impact of the COVID-19 pandemic on the economy and cost of doing business.

ARTA had earlier asked PPA to comment on having allowed MNHPI to implement a new guideline for berthing at North Port "without proper consultation with stakeholders."

PPA, however, had said no prior public consultation was needed as the policy was not new and berth management was in MNHPI's management contract.

MNHPI general manager Romeo Salvador earlier told *PortCalls* the policy was in "compliance to government regulations on strict social/physical distancing while ensuring the unhampered delivery of port services." It was also in line with the port modernization program agreed between PPA and MNHPI. The port operator in 2010 won a 25-year concession to modernize and operate North Port. — **Roumina Pablo**

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 SKY FREIGHT FORWARDERS, INC. (02) 8851-7092

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 MOL LOGISTICS PHILIPPINES INC. (02) 8853-5424
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 AIRTROPOLIS CONSOLIDATOR PHILS. (02) 8852-7944

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SEOUL (INCHEON)
 Tel: 8552-8434/8852-8435 • Fax: 8852-8437
 Email: aircargo@apex.ph
 CP: Ms. Carol Garcia, Mr. Lawrence Advincula

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JAKARTA, INDONESIA

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 VICTORS FREIGHT INT'L CORP. (02) 8528-0412

JEDDAH, SAUDI ARABIA

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KAOHSIUNG, TAIWAN

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KARACHI, PAKISTAN

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KOTA KINABALU, MALAYSIA

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 OPTIONS LOGISTICS (02) 8855-7690
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KEELUNG, TAIWAN

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 AIRTROPOLIS CONSOLIDATOR PHILS. (02) 8852-7944

AIRTROPOLIS CONSOLIDATOR PHILS. INC.
 direct weekly consolidation to:
Keelung
 tel 8852-7944 • 8511-7758
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NEW YORK, USA
ACESTAR INTL. SERVICE CORP. (02) 8526-2888
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PRAHA /PRAGUE, CZECH REPUBLIC
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PUERTO LIMON, COSTA RICA
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09/27-10/01, Wan Hai 211 448, OOCL
10/04-10/06, Eto 013, OOCL
10/04-10/08, Wan Hai 211 449, OOCL
10/11-10/13, Eto 014, OOCL
10/11-10/15, Wan Hai 211 450, OOCL
10/18-10/20, Eto 015, OOCL
10/18-10/22, Wan Hai 211 451, OOCL
10/25-10/27, Eto 016, OOCL
10/25-10/29, Wan Hai 211 452, OOCL
11/01-11/03, Eto 017, OOCL
11/01-11/05, Wan Hai 211 453, OOCL
11/08-11/10, Eto 018, OOCL
11/08-11/12, Wan Hai 211 454, OOCL

KARACHI, Pakistan

09/06-09/23, Seaspan New York 004 (Conti Couange 053), OOCL
KEELUNG, Taiwan
09/06-09/11, Wan Hai 211 445, OOCL
09/13-09/16, Eto 010, OOCL
09/13-09/18, Wan Hai 211 446, OOCL
09/20-09/23, Eto 011, OOCL
09/20-09/25, Wan Hai 211 447, OOCL
09/27-09/30, Eto 012, OOCL
09/27-10/02, Wan Hai 211 448, OOCL
10/04-10/07, Eto 013, OOCL
10/04-10/09, Wan Hai 211 449, OOCL
10/11-10/14, Eto 014, OOCL
10/11-10/16, Wan Hai 211 450, OOCL
10/18-10/21, Eto 015, OOCL
10/18-10/23, Wan Hai 211 451, OOCL
10/25-10/28, Eto 016, OOCL
10/25-10/30, Wan Hai 211 452, OOCL
11/01-11/04, Eto 017, OOCL
11/01-11/06, Wan Hai 211 453, OOCL
11/08-11/11, Eto 018, OOCL
11/08-11/13, Wan Hai 211 454, OOCL

MEMPHIS, Tennessee, USA

09/06-09/30, Wan Hai 211 445 (Cosco England 040), OOCL
09/13-10/07, Eto 010 (Cosco Shipping Andes 012), OOCL
09/13-10/07, Wan Hai 211 446 (Cosco Shipping Andes 012), OOCL
09/20-10/14, Eto 011 (Cosco Portugal 039), OOCL
09/20-10/14, Wan Hai 211 447 (Cosco Portugal 039), OOCL
09/27-10/21, Eto 012 (Cosco Spain 039), OOCL
09/27-10/21, Wan Hai 211 448 (Cosco Spain 039), OOCL
10/04-10/28, Eto 013 (Cosco Netherlands 039), OOCL
10/04-10/28, Wan Hai 211 449 (Cosco Netherlands 039), OOCL
10/11-11/04, Eto 014 (Cosco Shipping Denali 015), OOCL
10/11-11/04, Wan Hai 211 450 (Cosco Shipping Denali 015), OOCL
10/18-11/11, Eto 015 (Cosco Italy 042), OOCL
10/18-11/11, Wan Hai 211 451 (Cosco Italy 042), OOCL
10/25-11/18, Eto 016 (Cosco England 041), OOCL
10/25-11/18, Wan Hai 211 452 (Cosco England 041), OOCL
11/01-11/25, Eto 017 (Cosco Shipping Andes 013), OOCL
11/01-11/25, Wan Hai 211 453 (Cosco Shipping Andes 013), OOCL
11/08-12/02, Eto 018 (Cosco Portugal 040), OOCL
11/08-12/02, Wan Hai 211 454 (Cosco Portugal 040), OOCL

MIZUSHIMA, Japan

09/09-09/26, TBA (OOCL Le Havre 132), OOCL
09/10-09/26, TBA (OOCL Le Havre 132), OOCL
09/16-10/03, TBA (OOCL Nagoya 140), OOCL
09/17-10/03, TBA (OOCL Nagoya 140), OOCL
09/23-10/10, TBA (OOCL Charleston 189), OOCL
09/24-10/10, TBA (OOCL Charleston 189), OOCL
09/30-10/17, TBA (OOCL Le Havre 133), OOCL
10/01-10/17, TBA (OOCL Le Havre 133), OOCL
MOJI, Japan
09/09-09/26, TBA (OOCL Le Havre 132), OOCL
09/10-09/26, TBA (OOCL Le Havre 132), OOCL
09/16-10/03, TBA (OOCL Nagoya 140), OOCL
09/17-10/03, TBA (OOCL Nagoya 140), OOCL
09/23-10/10, TBA (OOCL Charleston 189), OOCL
09/24-10/10, TBA (OOCL Charleston 189), OOCL
09/30-10/17, TBA (OOCL Le Havre 133), OOCL
10/01-10/17, TBA (OOCL Le Havre 133), OOCL

NAGOYA, Japan

09/06-09/15, Wan Hai 211 445 (OOCL Savannah 395), OOCL
09/09-09/25, TBA (Spectrum N 005), OOCL
09/09-09/26, TBA (OOCL Le Havre 132), OOCL
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09/17-10/03, TBA (OOCL Nagoya 140), OOCL
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09/24-10/10, TBA (OOCL Charleston 189), OOCL
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10/01-10/17, TBA (OOCL Le Havre 133), OOCL
09/27-10/08, Eto 012 (OOCL New Zealand 093), OOCL
09/27-10/08, Wan Hai 211 448 (OOCL New Zealand 093), OOCL
09/30-10/13, TBA (OOCL Savannah 396), OOCL
09/30-10/14, TBA (OOCL Le Havre 133), OOCL
09/30-10/17, TBA (OOCL Le Havre 133), OOCL
10/01-10/13, TBA (OOCL Savannah 396), OOCL
10/01-10/14, TBA (OOCL Le Havre 133), OOCL
10/01-10/17, TBA (OOCL Le Havre 133), OOCL

LAEM CHABANG, Thailand

09/09-09/19, TBA (OOCL Nagoya 140), OOCL
09/10-09/19, TBA (OOCL Nagoya 140), OOCL
09/16-09/26, TBA (OOCL Charleston 189), OOCL
09/17-09/26, TBA (OOCL Charleston 189), OOCL
09/23-10/03, TBA (OOCL Le Havre 133), OOCL
09/24-10/03, TBA (OOCL Le Havre 133), OOCL
09/30-10/10, TBA (OOCL Nagoya 141), OOCL
10/01-10/10, TBA (OOCL Nagoya 141), OOCL

LAZARO CARDENAS, Mexico

09/06-10/01, KMTC Mundra 042 (CMA CGM Ohio 022), OOCL
09/13-10/08, Xin Chiwan 053 (CMA CGM Mumbai 016), OOCL
09/20-10/15, Tobeco 012 (CMA CGM Lisa Marie 015), OOCL
09/27-10/22, Suez Canal 015 (CMA CGM Turcotte 021), OOCL

LIANYUNGANG, China

09/06-09/23, Wan Hai 211 445 (Teng Yun He 280), OOCL
09/13-09/30, Eto 010 (Qing Yun He 492), OOCL
09/13-09/30, Wan Hai 211 446 (Qing Yun He 492), OOCL
09/20-10/07, Eto 011 (Teng Yun He 281), OOCL
09/20-10/07, Wan Hai 211 447 (Teng Yun He 281), OOCL
09/27-10/14, Eto 012 (Qing Yun He 493), OOCL
09/27-10/14, Wan Hai 211 448 (Qing Yun He 493), OOCL

LONG BEACH, California, USA

09/13-09/30, Eto 010 (Cosco Shipping Andes 012), OOCL
09/13-09/30, Wan Hai 211 446 (Cosco Shipping Andes 012), OOCL
09/20-10/07, Eto 011 (Cosco Portugal 039), OOCL
09/20-10/07, Wan Hai 211 447 (Cosco Portugal 039), OOCL
09/27-10/14, Eto 012 (Cosco Spain 039), OOCL
09/27-10/14, Wan Hai 211 448 (Cosco Spain 039), OOCL
10/04-10/21, Eto 013 (Cosco Netherlands 039), OOCL
10/04-10/21, Wan Hai 211 449 (Cosco Netherlands 039), OOCL
10/11-10/28, Eto 014 (Cosco Shipping Denali 015), OOCL
10/11-10/28, Wan Hai 211 450 (Cosco Shipping Denali 015), OOCL
10/18-11/04, Eto 015 (Cosco Italy 042), OOCL
10/18-11/04, Wan Hai 211 451 (Cosco Italy 042), OOCL
10/25-11/11, Eto 016 (Cosco England 041), OOCL
10/25-11/11, Wan Hai 211 452 (Cosco England 041), OOCL
11/01-11/18, Eto 017 (Cosco Shipping Andes 013), OOCL
11/01-11/18, Wan Hai 211 453 (Cosco Shipping Andes 013), OOCL
11/08-11/25, Eto 018 (Cosco Portugal 040), OOCL
11/08-11/25, Wan Hai 211 454 (Cosco Portugal 040), OOCL

LOS ANGELES, California, USA

09/13-10/02, Eto 010 (Cosco Shipping Andes 012), OOCL
09/13-10/02, Wan Hai 211 446 (Cosco Shipping Andes 012), OOCL
09/20-10/09, Eto 011 (Cosco Portugal 039), OOCL
09/20-10/09, Wan Hai 211 447 (Cosco Portugal 039), OOCL
09/27-10/16, Eto 012 (Cosco Spain 039), OOCL
09/27-10/16, Wan Hai 211 448 (Cosco Spain 039), OOCL
10/04-10/23, Eto 013 (Cosco Netherlands 039), OOCL
10/04-10/23, Wan Hai 211 449 (Cosco Netherlands 039), OOCL
10/11-10/30, Eto 014 (Cosco Shipping Denali 015), OOCL
10/11-10/30, Wan Hai 211 450 (Cosco Shipping Denali 015), OOCL
10/18-11/06, Eto 015 (Cosco Italy 042), OOCL
10/18-11/06, Wan Hai 211 451 (Cosco Italy 042), OOCL
10/25-11/13, Eto 016 (Cosco England 041), OOCL
10/25-11/13, Wan Hai 211 452 (Cosco England 041), OOCL
11/01-11/20, Eto 017 (Cosco Shipping Andes 013), OOCL
11/01-11/20, Wan Hai 211 453 (Cosco Shipping Andes 013), OOCL
11/08-11/27, Eto 018 (Cosco Portugal 040), OOCL
11/08-11/27, Wan Hai 211 454 (Cosco Portugal 040), OOCL

LYTTELTON, New Zealand

09/13-10/07, ALS Fauna 083 (Tianjin Bridge 143), OOCL
09/20-10/14, Seaspan New York 005 (Kota Loceng 133), OOCL
09/27-10/21, ALS Fauna 084 (CSL Atlantic 187), OOCL
10/04-10/28, Seaspan New York 006 (Sensmile 034), OOCL
10/11-11/04, ALS Fauna 085 (OEL Badinrhin 727), OOCL
10/18-11/11, Seaspan New York 007 (Maine Trader 021), OOCL
10/25-11/18, ALS Fauna 086 (Tianjin Bridge 145), OOCL
11/01-11/25, Seaspan New York 008 (Kota Loceng 135), OOCL
11/08-12/02, ALS Fauna 087 (CSL Atlantic 187), OOCL
11/15-12/09, Seaspan New York 009 (Sensmile 035), OOCL
11/22-12/16, ALS Fauna 088 (OEL Badinrhin 729), OOCL

MANZANILLO, Mexico

09/13-10/04, Xin Chiwan 053 (CSAV Trancora 032), OOCL
09/13-10/07, Xin Chiwan 053 (CMA CGM Mumbai 016), OOCL
09/13-10/10, Xin Chiwan 053 (Lloyd Don Giovanni 031), OOCL
09/20-10/17, Tobeco 012 (CMA CGM Musca 028), OOCL
09/20-10/14, Tobeco 012 (CMA CGM Lisa Marie 015), OOCL
09/20-10/17, Tobeco 012 (CMA CGM Pascuale 016), OOCL
09/27-10/18, Suez Canal 015 (CMA CGM Rigolotto 344), OOCL
09/27-10/21, Suez Canal 015 (CMA CGM Turcotte 021), OOCL
09/27-10/24, Suez Canal 015 (Cosco Darban 085), OOCL
10/04-10/25, Zante 081 (OOCL Guangzhou 099), OOCL
10/04-10/31, Zante 081 (Seaspan Oceania 021), OOCL
10/11-11/01, TBA (CMA CGM Hydra 027), OOCL

MELBOURNE, Australia

09/13-10/05, ALS Fauna 083 (OOCL Yokohama 156), OOCL
09/13-10/10, ALS Fauna 083 (Kota Loceng 133), OOCL
09/13-10/11, ALS Fauna 083 (Seaspan New Delhi 049), OOCL
09/20-10/12, Seaspan New York 005 (Kota Loceng 133), OOCL
09/20-10/17, Seaspan New York 005 (Kota Loceng 133), OOCL
09/20-10/18, Seaspan New York 005 (Kota Loceng 133), OOCL
09/27-10/19, ALS Fauna 084 (OOCL Brisbane 194), OOCL
09/27-10/24, ALS Fauna 084 (OOCL Texas 175), OOCL
09/27-10/25, ALS Fauna 084 (Jazan 008), OOCL
10/04-10/26, Seaspan New York 006 (OOCL Houston 163), OOCL
10/04-10/31, Seaspan New York 006 (Cosco Antwerp 164), OOCL
10/04-11/01, Seaspan New York 006 (OOCL Panama 280), OOCL

10/11-11/02, ALS Fauna 085 (Kota Loceng 133), OOCL
10/11-11/07, ALS Fauna 085 (OOCL Dubai 128), OOCL
10/11-11/08, ALS Fauna 085 (OOCL Norfolk 231), OOCL
10/18-11/09, Seaspan New York 007 (OOCL Yokohama 157), OOCL
10/18-11/14, Seaspan New York 007 (Kota Loceng 133), OOCL
10/18-11/15, Seaspan New York 007 (Seaspan New Delhi 050), OOCL
10/25-11/16, ALS Fauna 086 (Kota Loceng 133), OOCL
10/25-11/21, ALS Fauna 086 (Cosco Singapore 148), OOCL
10/25-11/22, ALS Fauna 086 (Al Rawdah 009), OOCL
11/01-11/23, Seaspan New York 008 (OOCL Brisbane 195), OOCL
11/01-11/28, Seaspan New York 008 (OOCL Texas 176), OOCL
11/01-11/29, Seaspan New York 008 (Jazan 009), OOCL
11/08-11/30, ALS Fauna 087 (OOCL Houston 164), OOCL
11/08-12/05, ALS Fauna 087 (Cosco Antwerp 165), OOCL
11/08-12/06, ALS Fauna 087 (OOCL Panama 281), OOCL
11/15-12/07, Seaspan New York 009 (Kota Loceng 134), OOCL
11/15-12/12, Seaspan New York 009 (OOCL Dubai 129), OOCL
11/15-12/13, Seaspan New York 009 (OOCL Norfolk 232), OOCL
11/22-12/19, ALS Fauna 088 (Kota Loceng 134), OOCL

MEMPHIS, Tennessee, USA

09/06-09/30, Wan Hai 211 445 (Cosco England 040), OOCL
09/13-10/07, Eto 010 (Cosco Shipping Andes 012), OOCL
09/13-10/07, Wan Hai 211 446 (Cosco Shipping Andes 012), OOCL
09/20-10/14, Eto 011 (Cosco Portugal 039), OOCL
09/20-10/14, Wan Hai 211 447 (Cosco Portugal 039), OOCL
09/27-10/21, Eto 012 (Cosco Spain 039), OOCL
09/27-10/21, Wan Hai 211 448 (Cosco Spain 039), OOCL
10/04-10/28, Eto 013 (Cosco Netherlands 039), OOCL
10/04-10/28, Wan Hai 211 449 (Cosco Netherlands 039), OOCL
10/11-11/04, Eto 014 (Cosco Shipping Denali 015), OOCL
10/11-11/04, Wan Hai 211 450 (Cosco Shipping Denali 015), OOCL
10/18-11/11, Eto 015 (Cosco Italy 042), OOCL
10/18-11/11, Wan Hai 211 451 (Cosco Italy 042), OOCL
10/25-11/18, Eto 016 (Cosco England 041), OOCL
10/25-11/18, Wan Hai 211 452 (Cosco England 041), OOCL
11/01-11/25, Eto 017 (Cosco Shipping Andes 013), OOCL
11/01-11/25, Wan Hai 211 453 (Cosco Shipping Andes 013), OOCL
11/08-12/02, Eto 018 (Cosco Portugal 040), OOCL
11/08-12/02, Wan Hai 211 454 (Cosco Portugal 040), OOCL

MIZUSHIMA, Japan

09/09-09/26, TBA (OOCL Le Havre 132), OOCL
09/10-09/26, TBA (OOCL Le Havre 132), OOCL
09/16-10/03, TBA (OOCL Nagoya 140), OOCL
09/17-10/03, TBA (OOCL Nagoya 140), OOCL
09/23-10/10, TBA (OOCL Charleston 189), OOCL
09/24-10/10, TBA (OOCL Charleston 189), OOCL
09/30-10/17, TBA (OOCL Le Havre 133), OOCL
10/01-10/17, TBA (OOCL Le Havre 133), OOCL
MOJI, Japan
09/09-09/26, TBA (OOCL Le Havre 132), OOCL
09/10-09/26, TBA (OOCL Le Havre 132), OOCL
09/16-10/03, TBA (OOCL Nagoya 140), OOCL
09/17-10/03, TBA (OOCL Nagoya 140), OOCL
09/23-10/10, TBA (OOCL Charleston 189), OOCL
09/24-10/10, TBA (OOCL Charleston 189), OOCL
09/30-10/17, TBA (OOCL Le Havre 133), OOCL
10/01-10/17, TBA (OOCL Le Havre 133), OOCL

NAGOYA, Japan

09/06-09/15, Wan Hai 211 445 (OOCL Savannah 395), OOCL
09/09-09/25, TBA (Spectrum N 005), OOCL
09/09-09/26, TBA (OOCL Le Havre 132), OOCL
09/10-09/26, TBA (OOCL Le Havre 132), OOCL
09/16-10/03, TBA (OOCL Nagoya 140), OOCL
09/17-10/03, TBA (OOCL Nagoya 140), OOCL
09/23-10/10, TBA (OOCL Charleston 189), OOCL
09/24-10/10, TBA (OOCL Charleston 189), OOCL
09/30-10/17, TBA (OOCL Le Havre 133), OOCL
10/01-10/17, TBA (OOCL Le Havre 133), OOCL
09/27-10/08, Eto 012 (OOCL New Zealand 093), OOCL
09/27-10/08, Wan Hai 211 448 (OOCL New Zealand 093), OOCL
09/30-10/13, TBA (OOCL Savannah 396), OOCL
09/30-10/14, TBA (OOCL Le Havre 133), OOCL
09/30-10/17, TBA (OOCL Le Havre 133), OOCL
10/01-10/13, TBA (OOCL Savannah 396), OOCL
10/01-10/14, TBA (OOCL Le Havre 133), OOCL
10/01-10/17, TBA (OOCL Le Havre 133), OOCL

LAEM CHABANG, Thailand

09/09-09/19, TBA (OOCL Nagoya 140), OOCL
09/10-09/19, TBA (OOCL Nagoya 140), OOCL
09/16-09/26, TBA (OOCL Charleston 189), OOCL
09/17-09/26, TBA (OOCL Charleston 189), OOCL
09/23-10/03, TBA (OOCL Le Havre 133), OOCL
09/24-10/03, TBA (OOCL Le Havre 133), OOCL
09/30-10/10, TBA (OOCL Nagoya 141), OOCL
10/01-10/10, TBA (OOCL Nagoya 141), OOCL

LAZARO CARDENAS, Mexico

09/06-10/01, KMTC Mundra 042 (CMA CGM Ohio 022), OOCL
09/13-10/08, Xin Chiwan 053 (CMA CGM Mumbai 016), OOCL
09/20-10/15, Tobeco 012 (CMA CGM Lisa Marie 015), OOCL
09/27-10/22, Suez Canal 015 (CMA CGM Turcotte 021), OOCL

LIANYUNGANG, China

09/06-09/23, Wan Hai 211 445 (Teng Yun He 280), OOCL
09/13-09/30, Eto 010 (Qing Yun He 492), OOCL
09/13-09/30, Wan Hai 211 446 (Qing Yun He 492), OOCL
09/20-10/07, Eto 011 (Teng Yun He 281), OOCL
09/20-10/07, Wan Hai 211 447 (Teng Yun He 281), OOCL
09/27-10/14, Eto 012 (Qing Yun He 493), OOCL
09/27-10/14, Wan Hai 211 448 (Qing Yun He 493), OOCL

LONG BEACH, California, USA

09/13-09/30, Eto 010 (Cosco Shipping Andes 012), OOCL
09/13-09/30, Wan Hai 211 446 (Cosco Shipping Andes 012), OOCL
09/20-10/07, Eto 011 (Cosco Portugal 039), OOCL
09/20-10/07, Wan Hai 211 447 (Cosco Portugal 039), OOCL
09/27-10/14, Eto 012 (Cosco Spain 039), OOCL
09/27-10/14, Wan Hai 211 448 (Cosco Spain 039), OOCL
10/04-10/21, Eto 013 (Cosco Netherlands 039), OOCL
10/04-10/21, Wan Hai 211 449 (Cosco Netherlands 039), OOCL
10/11-10/28, Eto 014 (Cosco Shipping Denali 015), OOCL
10/11-10/28, Wan Hai 211 450 (Cosco Shipping Denali 015), OOCL
10/18-11/04, Eto 015 (Cosco Italy 042), OOCL
10/18-11/04, Wan Hai 211 451 (Cosco Italy 042), OOCL
10/25-11/11, Eto 016 (Cosco England 041), OOCL
10/25-11/11, Wan Hai 211 452 (Cosco England 041), OOCL
11/01-11/18, Eto 017 (Cosco Shipping Andes 013), OOCL
11/01-11/18, Wan Hai 211 453 (Cosco Shipping Andes 013), OOCL
11/08-11/25, Eto 018 (Cosco Portugal 040), OOCL
11/08-11/25, Wan Hai 211 454 (Cosco Portugal 040), OOCL

LOS ANGELES, California, USA

09/13-10/02, Eto 010 (Cosco Shipping Andes 012), OOCL
09/13-10/02, Wan Hai 211 446 (Cosco Shipping Andes 012), OOCL
09/20-10/09, Eto 011 (Cosco Portugal 039), OOCL
09/20-10/09, Wan Hai 211 447 (Cosco Portugal 039), OOCL
09/27-10/16, Eto 012 (Cosco Spain 039), OOCL
09/27-10/16, Wan Hai 211 448 (Cosco Spain 039), OOCL
10/04-10/23, Eto 013 (Cosco Netherlands 039), OOCL
10/04-10/23, Wan Hai 211 449 (Cosco Netherlands 039), OOCL
10/11-10/30, Eto 014 (Cosco Shipping Denali 015), OOCL
10/11-10/30, Wan Hai 211 450 (Cosco Shipping Denali 015), OOCL
10/18-11/06, Eto 015 (Cosco Italy 042), OOCL
10/18-11/06, Wan Hai 211 451 (Cosco Italy 042), OOCL
10/25-11/13, Eto 016 (Cosco England 041), OOCL
10/25-11/13, Wan Hai 211 452 (Cosco England 041), OOCL
11/01-11/20, Eto 017 (Cosco Shipping Andes 013), OOCL
11/01-11/20, Wan Hai 211 453 (Cosco Shipping Andes 013), OOCL
11/08-11/27, Eto 018 (Cosco Portugal 040), OOCL
11/08-11/27, Wan Hai 211 454 (Cosco Portugal 040), OOCL

LYTTELTON, New Zealand

09/13-10/07, ALS Fauna 083 (Tianjin Bridge 143), OOCL
09/20-10/14, Seaspan New York 005 (Kota Loceng 133), OOCL
09/27-10/21, ALS Fauna 084 (CSL Atlantic 187), OOCL
10/04-10/28, Seaspan New York 006 (Sensmile 034), OOCL
10/11-11/04, ALS Fauna 085 (OEL Badinrhin 727), OOCL
10/18-11/11, Seaspan New York 007 (Maine Trader 021), OOCL
10/25-11/18, ALS Fauna 086 (Tianjin Bridge 145), OOCL
11/01-11/25, Seaspan New York 008 (Kota Loceng 135), OOCL
11/08-12/02, ALS Fauna 087 (CSL Atlantic 187), OOCL
11/15-12/09, Seaspan New York 009 (Sensmile 035), OOCL
11/22-12/16, ALS Fauna 088 (OEL Badinrhin 729), OOCL

MANZANILLO, Mexico

09/13-10/04, Xin Chiwan 053 (CSAV Trancora 032), OOCL
09/13-10/07, Xin Chiwan 053 (CMA CGM Mumbai 016), OOCL
09/13-10/10, Xin Chiwan 053 (Lloyd Don Giovanni 031), OOCL
09/20-10/17, Tobeco 012 (CMA CGM Musca 028), OOCL
09/20-10/14, Tobeco 012 (CMA CGM Lisa Marie 015), OOCL
09/20-10/17, Tobeco 012 (CMA CGM Pascuale 016), OOCL
09/27-10/18, Suez Canal 015 (CMA CGM Rigolotto 344), OOCL
09/27-10/21, Suez Canal 015 (CMA CGM Turcotte 021), OOCL
09/27-10/24, Suez Canal 015 (Cosco Darban 085), OOCL
10/04-10/25, Zante 081 (OOCL Guangzhou 099), OOCL
10/04-10/31, Zante 081 (Seaspan Oceania 021), OOCL
10/11-11/01, TBA (CMA CGM Hydra 027), OOCL

MELBOURNE, Australia

09/13-10/05, ALS Fauna 083 (OOCL Yokohama 156), OOCL
09/13-10/10, ALS Fauna 083 (Kota Loceng 133), OOCL
09/13-10/11, ALS Fauna 083 (Seaspan New Delhi 049), OOCL
09/20-10/12, Seaspan New York 005 (Kota Loceng 133), OOCL
09/20-10/17, Seaspan New York 005 (Kota Loceng 133), OOCL
09/20-10/18, Seaspan New York 005 (Kota Loceng 133), OOCL
09/27-10/19, ALS Fauna 084 (OOCL Brisbane 194), OOCL
09/27-10/24, ALS Fauna 084 (OOCL Texas 175), OOCL
09/27-10/25, ALS Fauna 084 (Jazan 008), OOCL
10/04-10/26, Seaspan New York 006 (OOCL Houston 163), OOCL
10/04-10/31, Seaspan New York 006 (Cosco Antwerp 164), OOCL
10/04-11/01, Seaspan New York 006 (OOCL Panama 280), OOCL

MACROCEAN INTERNATIONAL SHIPPING LIMITED
海宏國際海運有限公司

Table with columns: EXPORT SCHEDULE VESSEL, VOY NO., SUBIC, MANILANH, MANILASH, SHIHU, WEITOU, XIAMEN. Rows include HAI HUA 2035N, HAI HUA 2036N, HAI HUA 2037N, HAI HUA

CMA CGM PHILIPPINES INC.



(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 MOUNT BUTLER, NORDAMSTEL, CNC MARS.

(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 NORDAMSTEL, CNC MARS, MOUNT NICHOLSON.

(JPX) DIRECT SERVICE TO JAPAN

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

(PHX) DIRECT SERVICE TO SINGAPORE

Table with columns: MOTHER VESSEL, VOY. NO., SUBIC, MNL (NH), SINGAPORE. Rows include BARRY TRADER, SEASPAN NEW YORK, ALS FAUNA.

(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 MORGANA, ALS JUVENTUS, JACK LONDON.

(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 AMBER, CMA CGM PUGET, CMA CGM EIFFEL.

(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 VOYAGER, HYUNDAI DYNASTY, HYUNDAI GRACE.

ADVISORY CONTAINER PRE-ADVISE. Export Laden: mnl.ladenexportnorth@cma-cgm.com. Empty Return: mnl.north-terminal@cma-cgm.com, mnl.south-terminal@cma-cgm.com.

Contact Persons: Mc Bain MACALALAD (+63 2 8479-5105), Marlon CABULAO (+63 2 8479-5015), Doemarc MARASIGAN (+63 2 8479-5137).

FOR INQUIRIES, PLEASE CONTACT SALES & MARKETING: MANILA - mnl.marketing@cma-cgm.com or call +63 2 8479-5000. CEBU - ceb.marketing@cma-cgm.com or call +63 32 232-4197. DAVAO - dvo.marketing@cma-cgm.com or call +63 32 219-5503. FOR BOOKING, PLEASE CONTACT CUSTOMER SERVICE: mnl.exports@cma-cgm.com or call +63 2 8479-5000. WEBSITE: www.cma-cgm.com

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

10/18-10/23, Seaspn New York 007, OOCL 10/25-10/30, ALS Fauna 086, OOCL 11/01-11/06, Seaspn New York 008, OOCL 11/08-11/13, ALS Fauna 087, OOCL 11/15-11/20, Seaspn New York 009, OOCL 11/22-11/27, ALS Fauna 088, OOCL 11/29-12/04, Seaspn New York 010, OOCL SURABAYA, Indonesia 09/09-09/19, Seaspn New York 004 (Gingdao Tower 029), OOCL 09/13-09/26, ALS Fauna 083 (Rotterdam Bridge 052), OOCL 09/20-10/03, Seaspn New York 005 (Bai Chay Bridge 079), OOCL 09/27-10/10, ALS Fauna 084 (Gingdao Tower 031), OOCL 10/04-10/17, Seaspn New York 006 (Rotterdam Bridge 054), OOCL SYDNEY, Australia 09/13-10/06, ALS Fauna 083 (Kota Lembah 182), OOCL 09/13-10/08, ALS Fauna 083 (OOCL Yokohama 156), OOCL 09/13-10/08, ALS Fauna 083 (Seaspn New Delhi 049), OOCL 09/20-10/13, Seaspn New York 005 (Cosco Singapore 147), OOCL 09/20-10/15, Seaspn New York 005 (Al Rawdah 008), OOCL 09/20-10/15, Seaspn New York 005 (Kota Layar 107), OOCL 09/27-10/20, ALS Fauna 084 (OOCL Texas 175), OOCL 09/27-10/22, ALS Fauna 084 (Jazan 008), OOCL 09/27-10/22, ALS Fauna 084 (OOCL Brisbane 194), OOCL 10/04-10/27, Seaspn New York 006 (Cosco Antwerp 164), OOCL 10/04-10/29, Seaspn New York 006 (OOCL Houston 163), OOCL 10/04-10/29, Seaspn New York 006 (OOCL Panama 280), OOCL

10/11-11/03, ALS Fauna 085 (OOCL Dubai 128), OOCL 10/11-11/05, ALS Fauna 085 (Kota Latif 123), OOCL 10/11-11/05, ALS Fauna 085 (OOCL Norfolk 231), OOCL 10/18-11/10, Seaspn New York 007 (Kota Lembah 183), OOCL 10/18-11/12, Seaspn New York 007 (OOCL Yokohama 157), OOCL 10/18-11/12, Seaspn New York 007 (Seaspn New Delhi 050), OOCL 10/25-11/17, ALS Fauna 086 (Cosco Singapore 148), OOCL 10/25-11/19, ALS Fauna 086 (Al Rawdah 009), OOCL 10/25-11/19, ALS Fauna 086 (Kota Layar 108), OOCL 11/01-11/24, Seaspn New York 008 (OOCL Texas 176), OOCL 11/01-11/26, Seaspn New York 008 (Jazan 009), OOCL 11/01-11/26, Seaspn New York 008 (OOCL Brisbane 195), OOCL 11/08-12/01, ALS Fauna 087 (Cosco Antwerp 165), OOCL 11/08-12/03, ALS Fauna 087 (OOCL Houston 164), OOCL 11/08-12/03, ALS Fauna 087 (OOCL Panama 281), OOCL 11/15-12/08, Seaspn New York 009 (OOCL Dubai 129), OOCL 11/15-12/10, Seaspn New York 009 (Kota Latif 124), OOCL 11/15-12/10, Seaspn New York 009 (OOCL Norfolk 232), OOCL 11/22-12/15, ALS Fauna 088 (Kota Lembah 184), OOCL TAICHUNG, Taiwan 09/13-09/16, Ela 010, OOCL 09/13-09/18, Wan Hai 211 446, OOCL 09/20-09/23, Ela 011, OOCL 09/20-09/25, Wan Hai 211 447, OOCL 09/27-09/30, Ela 012, OOCL 09/27-10/02, Wan Hai 211 448, OOCL 10/04-10/07, Ela 013, OOCL

10/04-10/09, Wan Hai 211 449, OOCL 10/11-10/14, Ela 014, OOCL 10/11-10/16, Wan Hai 211 450, OOCL 10/18-10/21, Ela 015, OOCL 10/25-10/28, Wan Hai 211 451, OOCL 10/25-10/28, Ela 016, OOCL 10/25-10/30, Wan Hai 211 452, OOCL 11/01-11/04, Ela 017, OOCL 11/01-11/06, Wan Hai 211 453, OOCL 11/08-11/11, Ela 018, OOCL 11/08-11/13, Wan Hai 211 454, OOCL TAKAMATSU, Japan 09/09-09/26, TBA (OOCL Le Havre 132), OOCL 09/16-09/26, TBA (OOCL Le Havre 132), OOCL 09/16-10/03, TBA (OOCL Nagoya 140), OOCL 09/17-10/03, TBA (OOCL Nagoya 140), OOCL 09/23-10/10, TBA (OOCL Charleston 189), OOCL 09/24-10/10, TBA (OOCL Charleston 189), OOCL 09/30-10/17, TBA (OOCL Le Havre 133), OOCL 10/01-10/17, TBA (OOCL Le Havre 133), OOCL TAURANGA, New Zealand 09/13-10/11, ALS Fauna 083 (Tianjin Bridge 143), OOCL 09/20-10/18, Seaspn New York 005 (Kota Latif 123), OOCL 09/27-10/25, ALS Fauna 084 (CSL Atlantic 187), OOCL 09/04-11/01, Seaspn New York 006 (Seasmile 034), OOCL 10/11-11/08, ALS Fauna 085 (OEL Badnath 727), OOCL 10/18-11/15, Seaspn New York 007 (Maine Trader 021), OOCL

10/25-11/22, ALS Fauna 086 (Tianjin Bridge 145), OOCL 11/01-11/29, Seaspn New York 008 (Kota Latif 123), OOCL 11/08-12/06, ALS Fauna 087 (CSL Atlantic 189), OOCL 11/15-12/13, Seaspn New York 009 (Seasmile 035), OOCL 11/22-12/20, ALS Fauna 088 (OEL Badnath 729), OOCL TOKYO, Japan 09/09-09/23, TBA (OOCL Australia 200), OOCL 09/09-09/24, TBA (OOCL Le Havre 132), OOCL 09/09-09/24, TBA (Spectrum N 005), OOCL 09/10-09/23, TBA (OOCL Australia 200), OOCL 09/10-09/24, TBA (OOCL Le Havre 132), OOCL 09/13-09/21, Ela 010 (OOCL Australia 200), OOCL 09/13-09/21, Wan Hai 211 446 (OOCL Australia 200), OOCL 09/16-09/30, TBA (OOCL Guangzhou 127), OOCL 09/16-10/01, TBA (GSL Kota 026), OOCL 09/16-10/01, TBA (OOCL Nagoya 140), OOCL 09/17-09/30, TBA (OOCL Guangzhou 127), OOCL 09/17-10/01, TBA (GSL Kota 026), OOCL 09/17-10/01, TBA (OOCL Nagoya 140), OOCL 09/20-09/28, Ela 011 (OOCL Guangzhou 127), OOCL 09/20-09/28, Wan Hai 211 447 (OOCL Guangzhou 127), OOCL 09/23-10/08, TBA (Baleares 022), OOCL 09/23-10/08, TBA (OOCL Charleston 189), OOCL 09/24-10/07, TBA (OOCL New Zealand 093), OOCL 09/24-10/08, TBA (Baleares 022), OOCL

09/13-09/28, Wan Hai 211 446 (OOCL Oakland 096), OOCL 09/20-10/05, Ela 011 (OOCL Oakland 096), OOCL 09/20-10/05, Wan Hai 211 447 (OOCL San Francisco 152), OOCL 09/27-10/12, Ela 012 (OOCL San Francisco 152), OOCL 09/27-10/12, Wan Hai 211 448 (OOCL Vancouver 119), OOCL 10/04-10/19, Ela 013 (OOCL Vancouver 119), OOCL 10/04-10/19, Wan Hai 211 449 (OOCL Kaohsiung 112), OOCL 10/11-10/26, Ela 014 (OOCL Kaohsiung 112), OOCL 10/11-10/26, Wan Hai 211 450 (OOCL Antwerp 114), OOCL 10/18-11/02, Ela 015 (OOCL Antwerp 114), OOCL 10/18-11/02, Wan Hai 211 451 (OOCL New York 073), OOCL 10/25-11/09, Ela 016 (OOCL New York 073), OOCL 10/25-11/09, Wan Hai 211 452 (OOCL Oakland 097), OOCL 11/01-11/16, Ela 017 (OOCL Oakland 097), OOCL 11/01-11/16, Wan Hai 211 453 (OOCL San Francisco 153), OOCL 11/08-11/23, Ela 018 (OOCL San Francisco 153), OOCL 11/08-11/23, Wan Hai 211 454 (OOCL Vancouver 120), OOCL WELINGTON, New Zealand 09/13-10/09, ALS Fauna 083 (Tianjin Bridge 143), OOCL 09/20-10/16, Seaspn New York 005 (Kota Latif 123), OOCL 09/27-10/23, ALS Fauna 084 (CSL Atlantic 187), OOCL 10/04-10/30, Seaspn New York 006 (Seasmile 034), OOCL 10/11-11/06, ALS Fauna 085 (OEL Badnath 727), OOCL 10/18-11/13, Seaspn New York 007 (Maine Trader 021), OOCL 10/25-11/20, ALS Fauna 086 (Tianjin Bridge 145), OOCL 11/01-11/27, Seaspn New York 008 (Kota Latif 123), OOCL 11/08-12/04, ALS Fauna 087 (CSL Atlantic 189), OOCL 11/15-12/11, Seaspn New York 009 (Seasmile 035), OOCL 11/22-12/18, ALS Fauna 088 (OEL Badnath 729), OOCL XINGANG, China 09/06-09/20, Wan Hai 211 445 (Teng Yun He 280), OOCL 09/13-09/27, Ela 010 (Qing Yun He 492), OOCL 09/13-09/27, Wan Hai 211 446 (Qing Yun He 492), OOCL 09/20-10/04, Ela 011 (Teng Yun He 281), OOCL 09/20-10/04, Wan Hai 211 447 (Teng Yun He 281), OOCL 09/27-10/11, Ela 012 (Qing Yun He 493), OOCL 09/27-10/11, Wan Hai 211 448 (Qing Yun He 493), OOCL YOKAICHI, Japan 09/13-09/23, Ela 010 (OOCL Australia 200), OOCL 10/01-10/14, TBA (OOCL Australia 200), OOCL 09/20-09/30, Ela 011 (OOCL Guangzhou 127), OOCL 10/01-10/15, TBA (OOCL Le Havre 133), OOCL 09/27-10/07, Ela 012 (OOCL New Zealand 093), OOCL 10/01-10/15, TBA (Sf Blue 066), OOCL TORONTO, Canada 09/13-10/03, Ela 010 (OOCL New York 072), OOCL 09/13-10/03, Wan Hai 211 446 (OOCL Oakland 096), OOCL 09/20-10/10, Ela 011 (OOCL Oakland 096), OOCL 09/20-10/10, Wan Hai 211 447 (OOCL San Francisco 152), OOCL 09/27-10/17, Ela 012 (OOCL San Francisco 152), OOCL 10/01-10/15, TBA (OOCL Vancouver 119), OOCL 10/04-10/24, Ela 013 (OOCL Vancouver 119), OOCL 10/04-10/24, Wan Hai 211 449 (OOCL Kaohsiung 112), OOCL 10/11-10/31, Ela 014 (OOCL Kaohsiung 112), OOCL 10/11-10/31, Wan Hai 211 450 (OOCL Antwerp 114), OOCL 10/18-11/07, Ela 015 (OOCL Antwerp 114), OOCL 10/18-11/07, Wan Hai 211 451 (OOCL New York 073), OOCL 10/25-11/14, Ela 016 (OOCL New York 073), OOCL 10/25-11/14, Wan Hai 211 452 (OOCL Oakland 097), OOCL 08/21-08/30, Fila T 009N (Singapore 0915), OOCL 08/21-09/01, Fila T 009N (Singapore 0915), OOCL 11/01-11/21, Ela 017 (OOCL Oakland 097), OOCL 08/28-09/06, Olivia 129N (Singapore 0925), OOCL 09/04-09/13, San Lorenzo 135N (Singapore 0935), OOCL 09/04-09/15, San Lorenzo 135N (Singapore 0935), OOCL 09/11-09/20, Fila T 010N (Singapore 0945), OOCL 09/11-09/22, Fila T 010N (Singapore 0945), OOCL 09/18-09/27, Olivia 130N (Singapore 0955), OOCL 09/18-09/29, Olivia 130N (Singapore 0955), OOCL 09/25-10/04, San Lorenzo 136N (Singapore 0965), OOCL 09/25-10/06, San Lorenzo 136N (Singapore 0965), OOCL 10/02-10/11, Fila T 011N (Singapore 0975), OOCL 10/02-10/13, Fila T 011N (Singapore 0975), OOCL 10/09-10/18, Olivia 131N (Singapore 0985), OOCL 10/09-10/20, Olivia 131N (Singapore 0985), OOCL



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

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 Morgana, ALS Juventus.

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 Zante, APL England.

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 Seaspn Guayaquil, BF Mahia.

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

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

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 Navios Lapis, ALS Jupiter.

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TO MANILA

HAIPHONG, Vietnam 08/07-08/16, Olivia 128N (Singapore 0895), OOCL 08/07-08/18, Olivia 128N (Singapore 0895), OOCL 08/14-08/23, San Lorenzo 134N (Singapore 0905), OOCL 08/14-08/25, San Lorenzo 134N (Singapore 0905), OOCL 08/21-08/30, Fila T 009N (Singapore 0915), OOCL 08/21-09/01, Fila T 009N (Singapore 0915), OOCL 11/01-11/21, Ela 017 (OOCL Oakland 097), OOCL 08/28-09/06, Olivia 129N (Singapore 0925), OOCL 09/04-09/13, San Lorenzo 135N (Singapore 0935), OOCL 09/04-09/15, San Lorenzo 135N (Singapore 0935), OOCL 09/11-09/20, Fila T 010N (Singapore 0945), OOCL 09/11-09/22, Fila T 010N (Singapore 0945), OOCL 09/18-09/27, Olivia 130N (Singapore 0955), OOCL 09/18-09/29, Olivia 130N (Singapore 0955), OOCL 09/25-10/04, San Lorenzo 136N (Singapore 0965), OOCL 09/25-10/06, San Lorenzo 136N (Singapore 0965), OOCL 10/02-10/11, Fila T 011N (Singapore 0975), OOCL 10/02-10/13, Fila T 011N (Singapore 0975), OOCL 10/09-10/18, Olivia 131N (Singapore 0985), OOCL 10/09-10/20, Olivia 131N (Singapore 0985), OOCL



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Mactan Cebu Airport to consolidate operations at Terminal 1

FROM November 1, 2020, all passenger and aircraft operations at Mactan-Cebu International Airport (MCIA) will be consolidated at Terminal 1 (T1) except for international arrivals which will remain at Terminal 2 (T2).

MCIA terminal operator GMR Megawide Cebu Airport Corp. (GMCAC) in a statement said the consolidation will streamline operations and maximize terminal efficiencies during this period of reduced aircraft movement and passenger traffic.

Only international arrivals will remain at T2 as all arriving international passengers must go through mandatory reverse transcription polymerase chain reaction (RT-PCR) testing procedures.

T1 has been dedicated to domestic airlines since the second half of 2018 when T2 was inaugurated and designated the terminal for international flights.

"The consolidation of operations in T1 will allow GMCAC to align capacity and resources more appropriately to the current level of demand and optimize the use of utilities to a manner more commensurate with current traffic, without sacrificing quality," GMCAC chief executive adviser Andrew Harrison said.

"As traffic on both domestic and international routes increases to near normalcy, GMCAC will revert to two-terminal operations, subject to the air traffic and passenger throughput," he added.

Data from the Mactan-Cebu International Airport Authority showed MCIA serviced 24,255 flights in the first semester of 2020, 54.6% lower than the 53,452 flights recorded in the same period in 2019.

Passenger traffic posted a decline of 61.2% to 2.464 million in the first half of 2020 from 6.354 million in the same period last year.

T1 consolidated operations will take effect at 12:01 a.m. on November 1 and this change will remain in place until

further notice.

GMCAC said passenger signage and wayfinding will be modified over the coming weeks to support the consolidated operations. Public advisories will also be communicated via social media, website, and print media.

Ticketing booths of international airlines currently situated at the T2 departures level will be replicated in a designated international airline ticketing lobby in T1.

GMCAC reminds passengers to check with their airlines for the schedule of available flights and ensure that the required travel documents are complete before the scheduled date of travel.

"Health and safety protocols will be further enhanced to reduce contact and touch points through the passenger's journey. We ask for your patience and cooperation as we continuously find ways to ensure the well-being of our passengers and airport staff when travelling through

MCIA," Harrison said.

Domestic and international airlines started suspending flights out of the country's second busiest gateway in mid-March as the government implemented travel restrictions to prevent the spread of COVID-19 in the country. Only repatriation and cargo flights have been operational since.

More flights were allowed starting June, following the easing of community quarantines nationwide, including in Cebu.

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