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# PortCalls

The Philippines' only shipping and transport guide

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## MARINA revises accreditation rules for maritime enterprises

- The Maritime Industry Authority has revised accreditation rules for maritime enterprises and expanded coverage of such enterprises to include ship management and companies that import and trade accessory boats, recreational crafts, and marine spare parts
- Memorandum Circular No. DS-2020-02 repeals MARINA's almost two-decades-old rules on accreditation for maritime enterprises under MC 186 issued in 2003
- The new rules take effect on February 24
- MCDS-2020-02 aims to encourage companies engaging in crew management to invest in ship management operations

THE Maritime Industry Authority (MARINA) has revised its rules on accreditation of maritime enterprises, expanding coverage to include ship management and companies engaged in importation and trading of accessory boats, recreational crafts, and marine spare parts.

Memorandum Circular (MC) No. DS-2020-02, which takes effect on February 24, 2021.

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### Complying with the Strategic Trade Management Act: Implementation Updates

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Webinar via ZOOM  
February 18, 2021, 2 to 5pm  
Investment cost: P1,000 (VAT inclusive)  
Speaker: Mr Justin Herrera, Supervising Specialist, Strategic Trade Management Office  
Department of Trade and Industry

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## DTI mulls mandatory display of FTEB recognition plate

- The Department of Trade and Industry (DTI) is proposing the mandatory display of the Fair Trade Enforcement Bureau (FTEB) plate of recognition by certain business establishments, including freight forwarders
- The DTI plate of recognition aims to notify the public that such establishment is a holder of an FTEB recognition certificate
- The proposal aims to promote transparency and protect the interest of consumers availing of the services of the covered business enterprises

BUSINESS establishments, including service and repair firms and freight forwarders, holding certificates of recognition from the Department of Trade and Industry's (DTI) Fair Trade Enforcement Bureau (FTEB) may soon have to display such certificate.

A draft department administrative order (DAO) is proposing the move to "protect the interest of consumers availing of the services of the covered business enterprises, and to promote transparency and public awareness on business establishments' compliance with DTI's recognition requirements."

The proposal will cover freight forwarding services, as well as business enterprises engaged in the service and repair of motor vehicles, heavy equipment, engine and engineering works; electronics, electrical, air-conditioning and refrigeration; office machines and data processing equipment; medical and dental equipment; other consumer mechanical and industrial equipment, appliances or devices; and all other consumer products under the DTI's jurisdiction defined and within the coverage of the Consumer Act of the Philippines.

The DTI is empowered to issue certificates of registration/accreditation, licenses/permits and other certifications pursuant to trade and industry laws.

The Consumer Act of the Philippines and its implementing rules and regulations particularly require all repair and service

firms to display their license to operate or certificates of registration in its place of business and its branches.

A public consultation on the draft DAO was conducted last February 4.

Under the proposed DAO, the DTI plate of recognition, issued upon approval of application and payment of fees, will bear the logo of DTI with corresponding quick response (QR) code reflecting the recognition number of the business enterprise to serve as notice to the public that such establishment is a holder of an FTEB recognition certificate.

The plate of recognition will be issued one time only during the validity period of the certificate of recognition.

The holder of the plate of recognition should comply with the proposed terms and conditions:

- To display the plate only at the

address covered by the certificate of recognition

- Not transfer the plate to any person/entity
- Not use the plate for any purpose other than for which it is intended
- Not to use the plate pending the renewal of its certificate of recognition
- Not to use the plate if the business has ceased to exist or has been suspended/cancelled by any concerned government agency
- Not to use a fake, expired, tampered or altered plate

The plate of recognition must be displayed in front of the business establishment, preferably beside the business name or company name logo/signage, or in a place that is visibly and easily noticed by the public.

The DTI will, at any time within the validity of the certificate of recognition, conduct monitoring activities to ensure compliance with the requirements of the proposed DAO.

If a business establishment is found to be non-compliant, DTI can take appropriate action/s against the said establishment in accordance with existing and applicable rules and regulations. DTI can also recall the plate in case of breach of the terms and conditions for its issuance.

FTEB oversees the implementation of trade and consumer protection laws and handles the accreditation of sea freight forwarders.

As of January 31, there are 795 accredited non-vessel operating common carriers, international freight forwarders, and domestic freight forwarders with FTEB. — *Roumina Pablo*

## FedEx delays \$30M Clark facility opening to July

- FedEx Philippines is postponing to July 2021 the opening of its US\$30 million gateway facility in Clark, Pampanga, due to COVID-19
- The opening was originally scheduled for April 2021
- The 17,000-square-meter Clark facility will be equipped with state-of-the-art technologies that will increase sorting capabilities to 9,000 documents and parcels per hour

FedEx Philippines is moving the opening

of its US\$30-million gateway facility in Clark, Pampanga to July 2021 from April.

"Due to the current situation brought about by COVID-19, FedEx Philippines will defer the relocation of our gateway operations tentatively to July 2021 instead of second quarter of 2021," the company said in a statement.

FedEx last year announced the opening of its new gateway facility in Clark by April 2021 as part of its series of strategic investments in the Philippines and across Asia-Pacific aimed at enhancing service coverage and customer experience.

The 17,000-square-meter facility will be equipped with state-of-the-art technologies that will increase sorting capabilities to 9,000 documents and parcels per hour. The facility will also have dedicated areas for processing large heavyweight freight. Once operational, this investment would bring the total number of the company's staff in Clark to more than 800.

In 2017, FedEx invested in two Philippine facilities with a combined worth of \$2.15 million. One is the Philippine IT Center in Bonifacio Global City in Taguig, which is the third regional software development center for Asia Pacific (APAC) solutions enhancement in the region.

The other is the APAC Trade Facilitation Center in Clark, which performs clearance preparation work such as data management, profile matching, and other administrative tasks to support APAC markets including Japan and Singapore.

FedEx in November 2019 announced it would expand its operations in Clark after the company left its Asian hub in Subic, Zambales in 2009 to transfer to China.

And in 2018, FedEx refurbished its Philippines headquarters in Makati and equipped it with the latest technologies to enhance collaboration, promote learning, offer flexible working environments, and improve employee mobility.

## Ngozi Okonjo-Iweala makes history as first woman, African WTO director-general

- Dr. Ngozi Okonjo-Iweala of Nigeria has been selected as the World Trade Organization's (WTO) seventh director-general, her term starting March 1, 2021 and ending August 31, 2025
- Okonjo-Iweala is the first woman and the first African to be chosen as director-general of the trade body
- Okonjo-Iweala's key priority is to quickly address the economic and health challenges brought about by the COVID-19 pandemic

Dr. Ngozi Okonjo-Iweala of Nigeria has been selected as the World Trade Organization's (WTO) seventh director-general, the first woman and the first African to be chosen as director general of the trade body.

Okonjo-Iweala takes office on March 1. Her term, which is renewable, will expire on August 31, 2025.

"I am honoured to have been selected by WTO members as WTO Director-General," Okonjo-Iweala said in a statement.

"A strong WTO is vital if we are to recover fully and rapidly from the devastation

wrought by the COVID-19 pandemic. I look forward to working with members to shape and implement the policy responses we need to get the global economy going again. Our organization faces a great many challenges but working together we can collectively make the WTO stronger, more agile and better adapted to the realities of today," Okonjo-Iweala added.

The WTO General Council section decision follows months of uncertainty which arose when the United States initially refused to join the consensus around Okonjo-Iweala

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# OTS releases updated rules on air cargo security protocols

- The Office for Transportation Security (OTS) has issued new guidelines for securing air cargo and mail consignments being loaded onto aircraft
- OTS Memorandum Circular (MC) 2020-007 provides more detailed security controls, including screening, for cargo and mail for loading onto an aircraft
- Responsibilities of appropriate government authorities, Philippine National Police Aviation Security Unit, airport operators, aircraft operators, ground-handling agents, and cargo operators are also outlined

STAKEHOLDERS such as aircraft and cargo operators, ground handlers, airport authorities/operators and security service providers have to observe new rules on air cargo and mail security, according to the Office for Transportation Security (OTS).

The OTS has issued OTS Memorandum Circular (MC) 2020-007, which provides policies and guidelines for securing air cargo and mail consignments being loaded onto aircraft to prevent unauthorized interference.

MC 2020-007 applies more detailed security controls, including screening where applicable, to cargo and mail prior to their loading onto an aircraft engaged in commercial air transport operations. This is pursuant to the requirements of the Philippine National Civil Aviation Security Program (PNCASP) and the Convention on International Civil Aviation.

OTS is the designated single authority in transportation security mandated to ensure that Annex 17 of the Convention and PNCASP is implemented.

MC 2020-007 modifies MC 2017-005, which was issued in 2017 and which provides rules and regulations for air cargo and mail security, and MC 2018-004, which amends a few provisions of MC 2017-005.

MC 2020-007 also modifies Transportation Security Regulation No. 2010-0013, which provides the rules on air cargo security of passenger commercial aircraft, insofar as regulated agent regime framework is concerned.

Other rules and regulations inconsistent with MC 2020-007 are repealed or modified.

### Acts of unlawful interference

In particular, MC 2020-007 expands the definition of acts of unlawful interference, which now also include destroying an aircraft in service, and using an aircraft in service to cause death, serious bodily injury, or serious damage to property or the environment.


MC 2020-007 applies to national aircraft operators, foreign aircraft operators, ground-handling agents and/or cargo operators, airport authorities/operators catering to cargo operations, entities responsible/involved in screening of cargo and entities which offer goods for transport by air.

The new policy also now covers service providers with security responsibilities.

MC 2020-007 was dated December 18, 2020, but was only published on the OTS website on January 21, 2021 and took effect immediately.

MC 2020-007 states that air cargo and mail should be processed for transport by air in an operating environment that meets the following objectives:

- Cargo and mail should come from a secure supply chain, or



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- be screened to effectively detect prohibited items
- Additional security measures beyond baseline procedures should be applied to deemed high-risk cargo and mail
- Once secure, cargo and mail should be kept secure throughout their entire journey, including at transfer and transit points
- Cargo and mail operations should be subject to oversight and quality control activities

- Unnecessary duplication of security controls should be avoided
- All air cargo and mail intended for carriage on international or domestic passenger flights should be subject to appropriate security controls, including screening where practicable, by aircraft operators and/or authorized entities prior to being loaded onto aircraft.
- All cargo areas must develop and implement facility security

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# Cavite invites new bids for Sangley airport development

- The provincial government of Cavite is once again seeking proposals for the development of Sangley airport
- The second invitation to bid was issued after last month's cancellation of the award of contract to the project's sole bidder
- The provincial government hopes to close a successful negotiation with a joint venture partner by October 2021
- Deadline for submission of JV proposals is May 4, 2021

THE provincial government of Cavite (PGC) is seeking new proposals for the Sangley Point International Airport (SPIA) Project after it cancelled last month the award of contract to the sole joint venture (JV) that bid for the project.

According to the second invitation to bid posted on February 15, the 1,500-hectare international airport development will still be implemented as a commercial JV arrangement between the provincial government and the selected JV partner.

The JV will be responsible for co-developing the project, providing the necessary equity investment, debt financing, and credit enhancements. It will also be performing engineering, procurement and construction services for the land and airport development components of the project.

The second invitation to bid was issued following last month's cancellation of the award of contract to the JV of MacroAsia Corp. and China Communications

Construction Company Ltd., which was the sole bidder for the project.

Cavite governor Juanito Victor Remulla earlier said the cancellation was due to the "various deficiencies of the submission of requirements to conclude the joint venture agreement..."

Remulla clarified that while negotiations have been cancelled, "the project will restart and hopefully have a successful negotiation with any qualified partner by October 2021."

According to the second invitation, the request for proposals, including the project feasibility study, schedules and updates; instructions to candidate JV partners; and draft joint venture and development agreement, will be available for distribution

from March 1 to March 30 at the Cavite Provincial Capitol in Trece Martires City.

The deadline for submission of JV proposals is May 4, 2021.


If interested, previously registered entities that bought the request for proposal during the first competitive selection process launched in October 2019 would have to submit a new expression of interest, update their registration details, and pay the renewal fee.

The project will be pursued under the PGC's public-private partnership (PPP) code and JV ordinance. Under the terms of the project, there will be no objection clearance from the Department of Transportation and no sovereign loan or national government guarantee will be granted.

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

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





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## MARINA revises accreditation rules...

Continued from page 1

24, repeals MARINA's almost two-decades-old rules on accreditation for maritime enterprises under MC 186 issued in 2003.

The revised rules aim to encourage companies engaged in crew management to invest in ship management operations, and seek to have a source of data information on domestic seafarers employed by local manning agencies.

Under MCDS-2020-02, maritime enterprise now refers to a company or business undertaking which may include ship management; ship agency; multimodal transport operation and any other similar enterprise whose activities consist of representing within the Philippines, as an agent, the business interests of one or more shipping lines or shipping companies. It also includes ship husbanding; ship chandling; manning; companies engaged in importation and trading of accessory boats, recreational crafts, and marine spare parts; and other similar enterprises.

A maritime enterprise, except those covered by a separate accreditation by MARINA, must be accredited under MCDS-2020-02. Domestic shipping enterprises, meanwhile, are accredited under CMC 2006-03.

The accreditation under MC DS-2020-02 will be valid for a period of three years and renewable for the same number of years, as was the case in the old circular.

MARINA also maintained the required minimum paid-up capital of P500,000 for applicant maritime enterprises.

Companies intending to operate in maritime-related enterprises for ships in the domestic trade must submit their applications for accreditation

at MARINA's Domestic Shipping Service (DSS). Companies intending to operate in maritime-related enterprises for Philippine-registered ships in the international trade must submit their applications at the Overseas Shipping Service (OSS).

Re-issuance of Certificate of Accreditation (CA) will be made whenever there are changes or amendments to the corporate/company name. A notice in writing must be filed with MARINA for any change in the incorporators, directors, or officers of the corporation/company, without the need for the re-issuance of the CA.

MC DS-2020-02 also now specifically states that the applicant must be a citizen and permanent resident of the Philippines, while commercial partnerships must be wholly owned by a Philippine citizen. In case of corporations, at least 60% of the capital should be owned by a Philippine citizen.

The fee for the issuance of CA has been raised from P5,000 under MC 186 to P11,000 for a corporation/partnership and P7,600 for a single proprietorship.

For the re-issuance of CA due to change of corporate/company name or change of business name for single proprietorship, the fee is P2,800.

The grounds for suspension or cancellation of accreditation remain the same, as well as the fines/penalties, except that a third offense now also includes company blacklisting and disqualification from applying for CA for one year.

The grounds for suspension/cancellation of accreditation after due investigation are:

- Failure to comply with any of the provisions under MC DS-2020-02
- Willful or gross violation of any of the terms and conditions of accreditation
- Companies operating with expired CA will be liable for fines/penalties in accordance with the following schedule:
- First violation - P10,000
- Second violation - P20,000
- Third violation - P25,000, including company blacklisting and disqualification from applying for CA for one year under MC DS-2020-02

Aside from MC 186, MCDS-2020-02 also amends or repeals all other inconsistent rules, regulations, and circulars. — **Roumina Pablo**

## P4.9M in ecstasy pills seized at Manila post office

- An individual was arrested on Feb 15 after claiming a package containing 2,878 ecstasy tablets worth P4.893 million
- The package was misdeclared as containing clothes and shoes
- The 12 packs of ecstasy tablets were discovered concealed inside the walls of the package

the Bureau of Customs (BOC) said in a statement.

The apprehension was the result of a controlled delivery operation conducted by BOC-Ninoy Aquino International Airport (NAIA), Philippine Drug Enforcement Agency (PDEA) and NAIA Inter-Agency Drug Interdiction Task Group (NAIA-IADITG).

Records showed that the package was declared to contain "2 Women Clothes, 1 Kids Clothes & 1 Shoes" and was sent by a certain Mary Lumbao Edward from The Netherlands. It was consigned to a resident of Malate, Manila.

Upon further profiling and examination and K-9 sweeping, 12 packs of ecstasy tablets were discovered concealed inside

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ALS FAUNA	094N	MAR 3	MAR 5	094S	MAR 8	MAR 9	MAR 9	MAR 11	MAR 15	MAR 17
SEASPAN NEW YORK	016N	MAR 5	MAR 7	016S	MAR 11	MAR 12	MAR 12	MAR 14	MAR 19	MAR 21

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ELEFTERIA EXPRESS	0004E	FEB 18	FEB 19	0004W	FEB 24	FEB 25	FEB 26	FEB 28	MAR 4	MAR 5
MIA SCHULTE	0CS2R1INC	FEB 25	FEB 26	0CS2R1INC	MAR 3	MAR 5	MAR 5	MAR 7	MAR 11	MAR 12
ELEFTERIA EXPRESS	0005E	MAR 4	MAR 5	0005W	MAR 10	MAR 11	MAR 12	MAR 14	MAR 18	MAR 19
MIA SCHULTE	0CS2R1INC	MAR 11	MAR 12	0CS2R1INC	MAR 17	MAR 19	MAR 19	MAR 21	MAR 25	MAR 26

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# 18km section of CL Link Expressway to open May 15

- The Central Luzon Link Expressway (CLLEX) Phase 1 Project's 18-kilometer portion running from Tarlac City to Aliaga, Nueva Ecija will be opened to the motoring public on May 15, 2021
- The 4.1-km Tarlac Section and 6.4-km Rio Chico River Bridge Section—which includes a 1.5-km Rio Chico Viaduct—have been completed
- The 9.2-km Aliaga Section and 10.3-km Cabanatuan Section are 78.46% and 85.04% complete, respectively
- Once completed, CLLEX Phase 1 will cut travel time between Tarlac City and Cabanatuan City from 70 minutes to just 20 minutes

A portion of the Central Luzon Link Expressway (CLLEX) Phase 1 Project from Tarlac City to Aliaga, Nueva Ecija will be opened to the motoring public on May 15, 2021, according to the Department of Public Works and Highways (DPWH).

Within the next 90 days, the project's 18-kilometer (km) section—which starts from the connection of Subic-Clark-Tarlac Expressway (SCTEX) and Tarlac-Pangasinan-La Union Expressway (TPLEX) in Balingcanaway, Tarlac City up to the Aliaga Interchange in Nueva Ecija—will be substantially completed, Public Works Secretary Mark Villar said in a statement.

CLLEX Phase 1 is a four-lane, 30-km expressway that will cut travel time between the two large cities of Tarlac City

and Cabanatuan City from 70 minutes to just 20 minutes, benefiting around 11,200 daily motorists and commuters and easing traffic on Daang Maharlika Highway by about 48%.

CLLEX Project Phase 1 begins from the connection of SCTEX and TPLEX in Balingcanaway, Tarlac City, and ends at the Pan-Philippine Highway (Daang Maharlika) in Caalibangbangan, Cabanatuan City.

As of February 15, the 4.1-km Tarlac Section and 6.4-km Rio Chico River Bridge Section—which includes a 1.5 km Rio Chico Viaduct—have been completed, while the 9.2-km Aliaga Section and 10.3-km Cabanatuan Section are 78.46% and 85.04% complete, respectively.

The Aliaga section includes construction of the 42-meter Guimba-Aliaga

underpass bridge and Aliaga interchange.

The Cabanatuan Section includes the Cabanatuan and San Juan interchanges.

An additional 4.8-km component of the expressway project from the junction of Carmen-Cabanatuan Road is the Zaragoza Interchange section, which comprises a 2.8-km access free road and a 2-km interchange ramp that will cross over the embankment of CLLEX main expressway by an overpass.

The P11.8-billion expressway project is aimed at developing the provinces through connective infrastructure that will cut down travel time while also helping farmers in Nueva Ecija, the Philippines' rice granary, to deliver their crops to the markets of Central Luzon and Metro Manila.

# OTS releases updated rules on air cargo security...

Continued from page 2

controls to prevent perpetrators from carrying out an act due to access controls in place and the inability to reach the target; to detect an action which has taken place so that appropriate countermeasures can be employed; and to deter perpetrators from attempting an attack because perceived personal risk involved is considered too high.

- Appropriate security controls associated with the key pillars that characterize a secure supply chain (facility security, personnel security, training, screening, chain of custody, and oversight and compliance) must be implemented by each of the entities operating within the secure supply chain.

## Screening exemptions

There are, however, cargo and mail that are exempted from screening or that will require the use of alternative security measures because of the special nature of some types of cargo as defined in the Airport Security Program and Airport Operator's Security Program. These cargoes, same as in MC 2017-005, include:

- High-value cargo
- Diplomatic mails
- Live animals such as livestock or pets
- Vaccines and other perishable medical items
- Life sustaining items
- Human remains
- Dangerous goods/hazardous materials
- Other exemptions

MC 2020-007 also provides the standards for accepting, handling, storage and loading of cargo; and procedures for mail security from acceptance to screening.

Similar to MC 2017-005, MC 2020-007 also outlines the responsibilities of the appropriate government authorities, Philippine National Police Aviation Security Unit (PNP-AVSEU), airport operators, aircraft operators, ground-handling agents, and cargo operators.

MC 2020-07 now provides the "pillars of secure supply chain," which include facility security, personnel security training, screening of cargo and mail, chain of custody, and internal quality control. It also outlines the requirements for contingency plans.

Misrepresentation of information or fraud in the execution of consignment security declaration (CSD) will be ground for criminal prosecution, or perpetual disqualification or ban to transact or do business at the airport.

A CSD is a written certification, in hard copy or electronic form, made by the entity that makes the cargo secure and is accessible to all parties in the supply chain, attesting that the consignment to which the document refers is a known cargo, where security controls have been applied to.

PNP-AVSEU and airport personnel who fail to implement and enforce the security measure under MC 2020-007 will be subject to administrative cases for neglect of duty.

Aircraft operators, ground handlers, cargo operators who violate the procedures for accepting, storing, handling, or loading of cargo will be liable for damages and injury caused to third person. In the event of act of unlawful interference, and the proximate cause is the negligence of the airline operator and/or ground handling agent, they will be subject to civil penalties and/or criminal prosecution, in accordance with existing rules and regulations. — *Roumina Pablo*

# P4.9M in ecstasy pills...

Continued from previous page

the walls of the box/packaging. Chemical laboratory analysis from PDEA showed the tablets were positive for ecstasy, a known party drug.

The illegal drugs are now in the custody of PDEA, as is the claimant, who is facing criminal charges for violation of Republic Act (RA) 9165 or the Comprehensive Dangerous Drugs Act, in relation to Sections 118 (Prohibited Importation), 1113 (Goods Liable for Seizure and Forfeiture) and 1401 (Unlawful Importation) of RA 10863, or the Customs Modernization and Tariff Act.

A total of 23,482 ecstasy tablets worth P42.27 million were seized by BOC-NAIA with PDEA and NAIA-IADITG in 2020. BOC NAIA last year also condemned and destroyed 373.19 tons of unsafe and other hazardous goods, including unregistered medicines and pharmaceuticals without Food and Drug Administration permits and clearances.

**HYUNDAI MERCHANT MARINE  
PHILIPPINES CO. INC.**

**USA SERVICE**

PACIFIC SOUTHWEST 8 SERVICE via BUSAN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ETA LAX	ETA OAK	
CALLAO BRIDGE	188N	02/20	02/24	HYUNDAI EARTH	0026E	03/08	03/19	03/26	
MOL SUCCESS	118N	02/27	03/03	HYUNDAI MARS	0027E	03/15	03/26	04/02	
NORDMARSH	2041N	03/06	03/10	HYUNDAI MARS	0027E	03/15	03/26	04/02	

**PACIFIC NORTHWEST 3 (PN3) via BUSAN**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KRPUS	MOTHER VESSEL	VOY. NO.	ETD KRPUS	ETA VAN	ETA SEA	
CALLAO BRIDGE	188N	02/20	02/24	SEASPAN YANGTZE	0015E	03/09	03/27	03/31	
MOL SUCCESS	118N	02/27	03/03	SEASPAN YANGTZE	0015E	03/09	03/27	03/31	
NORDMARSH	2041N	03/06	03/10	NAVIOS CONSTELLATION	0015E	03/24	04/04	04/08	

**EAST COAST SERVICE 4 (EC4) SERVICE via SINGAPORE**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	NYC	ORF	SAV	CST
ALS FAUNA	093S	02/25	03/02	MEISHAN BRIDGE	0013E	03/09	04/01	04/04	04/07	04/08
SEASPAN NEW YORK	015S	03/01	03/06	YM WELLHEAD	0030E	03/17	04/10	04/13	04/16	04/17
ALS FAUNA	094S	03/10	03/15	MONACO BRIDGE	0014E	03/21	04/13	04/16	04/18	04/20

**EAST COAST SERVICE 5 (EC5) SERVICE via SINGAPORE**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	USNYC	SAV	JAX	ORF
ALS FAUNA	093S	02/25	03/02	YM MANDATE	0070E	03/04	03/29	04/01	04/03	04/05
SEASPAN NEW YORK	015S	03/01	03/06	ONE MARVEL	0054E	03/11	04/05	04/08	04/10	04/12
ALS FAUNA	094S	03/10	03/15	MOL MOTIVATOR	0055E	03/18	04/12	04/15	04/17	04/19

**FAR EAST PENDULUM 1 (FP1) VIA SGSIN**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	LEH
ALS FAUNA	093S	02/25	03/02	NYK VIRGO	0069W	03/05	03/25	03/28	03/31
SEASPAN NEW YORK	015S	03/01	03/06	NYK VEGA	0070W	03/15	04/07	04/10	04/10
ALS FAUNA	094S	03/10	03/15	TBA		03/22	04/11	04/14	04/17

**FAR EAST PENDULUM 2 (FP2) VIA SGSIN**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	ANR	SOU
ALS FAUNA	093S	02/25	03/02	YM WELLSRING	0008W	03/10	04/02	04/04	04/07	04/10
SEASPAN NEW YORK	015S	03/01	03/06	ONE COLUMBA	0010W	03/18	04/10	04/12	04/14	04/18
ALS FAUNA	094S	03/10	03/15	ONE COLUMBA	0010W	03/18	04/10	04/12	04/14	04/18

**MED1 (MD1) SERVICE via SINGAPORE**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	BCN	VLC	GOA
ALS FAUNA	089S	12/13	12/18	ESSEN EXPRESS	036W	12/24	01/13	01/16	01/23
SEASPAN NEW YORK	011S	12/20	12/25	ONE MANCHESTER	026W	12/31	01/20	01/23	01/30
ALS FAUNA	090S	12/27	01/01	BASIE EXPRESS	038W	01/07	01/27	01/30	02/06

**MED2 (MD2) SERVICE via SINGAPORE**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	SPE	GOA	FOS
ALS FAUNA	089S	12/13	12/18	ULSAN EXPRESS	034W	12/23	01/10	01/12	01/16
SEASPAN NEW YORK	011S	12/20	12/25	AL DHAIL	016W	12/30	01/17	01/19	01/23
ALS FAUNA	090S	12/27	01/01	TBA	022W	01/06	02/24	01/26	01/30

**NEW WEST LATIN SERVICE 2 (NW2) SERVICE via BUSAN**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ZLO	LAZ	PTY	BUN	CLL	SAI	LQN
APLENGLAND OFDIEIEMA	12/12	12/16	12/17	MSC LAUREN	027E	12/21	01/05	01/07	01/11	01/13	01/16	01/21	01/25
KMTC MUNDRA 2005E	12/13	12/17	12/17	MSC JEWEL	028E	12/28	01/12	01/14	01/18	01/20	01/23	01/28	02/01
XIN CHI WAN	055E	12/20	12/24	MSC ELISA	855E	01/04	01/19	01/21	01/25	01/27	01/30	02/04	02/08

**KPX (KOREA PHILIPPINES EXPRESS)**

FEEDER VESSEL	VOY. NO.	ETA PHMNL	ETA VNNGN	ETA HKHKG	ETA CNSHK	ETA KRINC
KMTC GWANGYANG	026S	11/12	11/15	11/15	11/19	11/23
KMTC PUSAN	121S	11/19	11/22	11/25	11/26	11/30
KMTC SHANGHAI	163S	11/26	11/29	12/02	12/03	12/07

**CHINA SOUTH EAST 2**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA HKHKG	ETA CNSHK
MOUNT BUTLER	042N	11/13	11/14	11/15
NORDAMSTEL	007N	11/19	11/20	11/21
CNC MARS	003N	11/26	11/27	11/28

**TTP SERVICE (TIANJIN TO PHILIPPINES)**

FEEDER VESSEL	VOY. NO.	ETD MNL SH-NH	ETA CNLYG	ETA CNTAO	ETA KRPUS	ETA CNSHA
HYUNDAI VOYAGER	099N	11/15 - 11/17	11/22	11/23	11/25	11/28
HYUNDAI DYNASTY	084N	11/22 - 11/24	11/29	11/30	12/02	12/05
HYUNDAI GRACE	103N	11/29 - 12/01	12/06	12/07	12/09	12/12

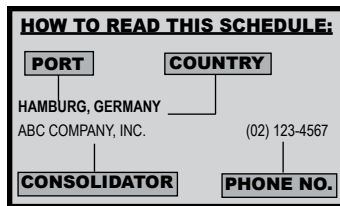
**FME (FAR EAST MADRAS SERVICE)**

FEEDER VESSEL	VOY. NO.	ETD MNL NH	ETA BUS
TABEA	891E	11/19	11/26
SUEZ CANAL	2007E	11/23	12/03
ZANTE	082E	12/04	12/10

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# Singapore passes law recognizing legal status of electronic bills of lading

- Singapore has adopted the United Nations' Model Law on Electronic Transferable Records (MLETR)
- The UNCITRAL MLETR enables the legal use of electronic transferable records (ETRs) both domestically and across borders
- Electronic transferable records are particularly relevant for certain business areas such as transport and logistics
- Singapore has become among the first major trading hubs to adopt the United Nations Commission on International Trade Law (UNCITRAL) Model Law on Electronic Transferable Records (MLETR)

typically include bills of lading, bills of exchange, promissory notes and warehouse receipts.

### Essential commercial tools

According to UNCITRAL, transferable documents and instruments are essential commercial tools. Their availability in electronic form can help facilitate electronic commerce by improving speed and security of transmission, permitting the reuse of data, and automating certain transactions through "smart contracts."



SINGAPORE'S Electronic Transactions Act (Amendment) Bill was passed by the Singapore Parliament on February 1, 2021, and grants electronic bills of lading, promissory notes and bills of exchange the same legal status as their paper equivalents.

Adopted by the UNCITRAL on July 13, 2017, the MLETR is a uniform model law that aims to enable the legal use of electronic transferable records (ETRs) both domestically and across borders. Transferable documents or instruments

ETRs may be particularly relevant for certain business areas such as transport and logistics and finance ("fintech"), and for developing countries interested in establishing a market for electronic warehouse receipts to facilitate farmers' access to credit.

Bills of lading are key legal documents in maritime trade. Compared to the use of

paper-based bills of lading, the adoption of eBLs will enable the shipping industry to benefit from faster transactions, cost savings through reduced administrative cost of cargo holding and document processing, and lowered fraud risks through the use of digital authentication systems, according to Singapore's Infocomm Media Development Authority.

Singapore has a long history of being at the forefront of digital enablement, and the adoption of the model law shows the government's commitment to the facilitation of trade digitization. It paves the way for other nations to follow suit, providing certainty for corporates and banks as they transition to more efficient, transparent and automated trade processes.

# Ngozi Okonjo-Iweala makes history as first woman, African... Continued from page 2

and threw its support behind South Korea trade minister Yoo Myung-hee.

But following Yoo's decision on February 5 to withdraw her candidacy, the administration of newly elected US President Joseph Biden, Jr. dropped the objection and announced instead that Washington extends its "strong support" to the candidacy of Okonjo-Iweala.

Okonjo-Iweala was selected from

eight candidates who participated in the selection process. On October 28, 2020, General Council chair David Walker had informed members that based on consultations with all delegations, Okonjo-Iweala was best poised to attain consensus of the 164 WTO members and that she had the deepest and the broadest support among the membership. At that meeting, the United States was the only WTO member

which said it could not join the consensus.

The process for selecting a new director-general was triggered on May 14 when former director-general Roberto Azevêdo informed WTO members he would be stepping down from his post one year before the expiry of his mandate. He subsequently left office on August 31, 2020.

Okonjo-Iweala is a global finance expert, an economist and international

development professional with over 30 years of experience working in Asia, Africa, Europe, Latin America and North America.

As director-general, Okonjo-Iweala will be heading the only global international organization dealing with the rules of trade between nations. WTO currently has 64 members representing 98% of world trade.



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