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# PortCalls

The Philippines' only shipping and transport guide

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## AISL: No empty container shortage but there's deficit in vessel space

- There is no shortage of empty containers in the Philippines although space on mother vessels is in short supply, according to the president of the Association of International Shipping Lines
- The problem of shipping space will likely be resolved by the second quarter after the Chinese New Year rush
- AISL expects 10% better cargo volumes in the Philippines in 2021 as long as no "hard lockdowns" are implemented. But figure will still be short of 2019 volumes.

THERE is no shortage of empty containers in the Philippines although space on mother vessels is in short supply, Association of International Shipping Lines (AISL) president Patrick Ronas told *PortCalls* in an email.

Since last year there have been global issues with equipment shortage, but more particularly in Asia, due to a confluence of factors, but primarily due to COVID-19 pandemic. A new analysis by Drewry consultancy said cargo shippers may have to endure the current very high freight rates for some time as the container logjam is seen to continue at least until the second

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# OECD proposes changes to boost PH logistics sector

- The Organisation for Economic Co-operation and Development and Philippine Competition Commission recommended 99 pro-competition actions/measures to boost the country's logistics sector and level the playing field between private and state-owned firms
- The recommendations include ensuring road freight transportation is not classified as a public utility, effectively removing the sector's 40% restriction on foreign ownership
- Other proposals: separation of operational, regulatory, and commercial functions of port authorities; lifting minimum capital requirements for logistics providers; concentration into a single ministry the task of regulating freight forwarders; and repeal of indicative rates for freight forwarding services to ensure there is no collusion among service providers
- The Philippine logistics sector has a market size of US\$11 billion, accounting for approximately 4% of the country's gross domestic product

THE Organisation for Economic Co-operation and Development (OECD) and Philippine Competition Commission (PCC) recommended 99 pro-competition actions/measures to boost the country's logistics sector, including ensuring road freight transportation is not classified as a public utility, effectively removing the sector's 40% restriction on foreign ownership.

Other measures include separation of operational, regulatory, and commercial functions of port authorities; lifting minimum capital requirements for logistics providers; concentration into a single ministry the task of regulating freight forwarders; and repeal of indicative rates for freight forwarding services to ensure there is no collusion among service providers.

The recommendations are contained in two reports launched virtually on January 29. The first report is "Competition Assessment Reviews: Logistics Sector in the Philippines" and the second "Competitive Neutrality Reviews: Small-Package Delivery Services in the Philippines".

The first report reviewed regulatory

constraints on competition in the logistics sector for road and maritime freight transports, freight forwarding, and value-added services. The assessment prioritized 96 pieces of legislation and identified 76 regulatory barriers where changes could be made to foster greater competition in the logistics sector.

The second report focused on small-package delivery services to demonstrate how competitive neutrality is applied in the logistics sector, in this case between private firms and the state-owned Philippine Postal Corporation (PHLPost). The assessment prioritized 56 pieces of legislation and identified 23 regulatory barriers where changes could be made to foster competition in the small-package delivery services by levelling the playing field between public and private companies.

The recommendations resulted from studying more than 150 laws and regulations covering freight transport (by road, railway and water), freight forwarding, warehousing, small package delivery services, and value-added services.

The reports noted the logistics sector's crucial role in the Philippine economic development with a market size of US\$11 billion, which accounts for approximately 4% of the country's gross domestic product.

They flagged competition issues in the logistics sector as rules that may limit market entry, exemptions from the competition law, and rules granting preferential treatment only to certain companies resulting in uneven competition in the market.

Recommendations for the road freight sector under the first report are:

- Ensure road freight transportation is not considered a public utility. This will remove the 40% foreign equity restriction in the sector and remove the certificate of public convenience requirement for road freight transport
- Make all licenses and permits required for trucks for hire available through a single application to a single agency. Separate processes to obtain port-related activity permits should be removed.

Recommendations for maritime are:

- Separate the operational, regulatory, and commercial functions of port authorities, including the Philippine Ports Authority, ensuring that an independent body has the power to adopt regulations re-

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garding ports and port operations.

- Allow operators to carry out repairs, alterations and fulfil any dry-docking requirements in overseas shipyards that impose equivalent standards to those required in the Philippines.
- Maritime authorities should work together to remove any overlapping requirements, for example, safety-certificate requirements.

Proposals for freight forwarding and warehouses:

- Concentrate responsibilities for the regulation of all freight forwarders, regardless of their mode of transport, into a single ministry.
- Repeal indicative rates for freight-

forwarding services that can give an incentive to service providers to coordinate and keep rates high.

- Allow accreditation of freight forwarders on a national level. Remove the authorization procedure for individual branches of freight forwarders or allow accreditation of all physical offices in one application.

For small package delivery services, the key recommendations are:

- Allow foreign participation in the market for express-delivery services.
- Remove minimum prices for postal services including for small pack-

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## List of nationally controlled goods requiring authorization released

- The Nationally Controlled Goods List of items needing authorization from the Strategic Trade Management Office to import, export, transit, and transship is now out
- The NCGL covers export, transit, and transshipment of goods to and from North Korea and Iran
- STMO also issued Memorandum Circular No. 21-06, which implements guidelines for financing and brokering under the Strategic Trade Management Act

THE Strategic Trade Management Committee has issued the Nationally Controlled Goods List (NCGL) of items that require Strategic Trade Management Office (STMO) authorization to import, export, transit, and transship.

The NCGL forms Annex 3 of the National Strategic Goods List (NSGL), which also includes military list (Annex 1) and dual-use list (Annex 2). Annexes 1 and 2 were released much earlier.

NCGL is a list of nationally controlled goods, which are strategic goods placed

under unilateral controls for reasons of national security, foreign policy, antiterrorism, crime control, and public safety.

Strategic goods refer to both military goods (for example, firearms) and dual-use goods. As the name suggests, dual-use goods not only have a civilian use; they can also be used to produce weapons of mass destruction, ballistic missiles or conventional military goods.

NCGL implements sanctioned items for export, import, transit and transshipment to and from specific countries identified by the United Nations Security Council (UNSC) as set out in the lists of UNSC documents.

NCGL currently covers export, transit, and transshipment of goods to and from North Korea and Iran.

Prohibited items for export to North Korea under the NCGL include hot cells; polymeric substances; metals, compounds, propellants and constituent chemicals for propellants; toxic chemicals, toxic chemical agent precursors, and chemicals for decontamination of chemical warfare agents.

Examples of prohibited items for import

from North Korea include manufacturing machine and equipment; all flash X-ray machines and parts or components of pulsed power systems designed therefrom; cameras; metal and metal ores; and wood and articles of wood.

Prohibited items for import from Iran are also listed in Annex 1 of the NSGL, while prohibited exports are set out in the lists of UNSCR 2231 and its subsequent resolutions which could contribute to Iran's nuclear-related program.

All export, transit, transshipment, and import of items in the NCGL that fall under exemption provisions will require STMO authorization prior to actual export, transit, transshipment, and import.

This is pursuant to the Strategic Trade Management Act (STMA), or Republic Act No. 10697 (An Act Preventing the Proliferation of Weapons of Mass Destruction [WMD] by Managing the Trade in Strategic Goods, the Provision of Related Service, and for Other Purposes).

RA 10697 was signed in 2016 to comply with United Nations Security

Council Resolution No. 1540. The UN resolution "imposes binding obligations on all states to adopt legislation to prevent the proliferation of nuclear, chemical and biological weapons, and their means of delivery, and establish appropriate domestic controls over related materials to prevent their illicit trafficking."

RA 10697's implementing rules and regulations was signed only in September 2018.

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# COVID sinks PH cargo volume by 13.7% in 2020

- Cargo volume handled by Philippine Ports Authority ports in 2020 dropped 13.7%
- Domestic cargoes declined 24% while foreign cargoes decreased 7%
- Container throughput contracted 14% last year
- Shipcalls dropped 36.1%, passenger traffic plunged 70.3%, and roll-on/roll-off traffic contracted 35.1%

CARGO volume handled by Philippine ports in 2020 dropped 13.7% to 229.807 million metric tons (mt) from 266.417 million mt in 2019 as both domestic and foreign cargoes recorded declines, data from the Philippine Ports Authority (PPA) showed.

PPA earlier said it expected ship calls and cargo volumes to decline amid the coronavirus disease (COVID-19) pandemic, which has significantly affected global and domestic trade, restricted movements of goods and people, and caused economic slowdowns worldwide.

Total volumes handled by ports under PPA's jurisdiction in 2020 comprised 34% domestic cargoes and 66% foreign cargoes.

Domestic cargoes, which recorded the biggest drop, tanked 24% to 79.274 million mt last year from 104.428 million mt in 2019.

Foreign cargoes slid 7% to 150.533 million mt last year from 161.989 million mt in 2019.

Imports went down 10% to 90.298 million mt from 100.298 million mt, while exports declined 2.4% to 60.235 million

mt from 61.691 million mt.

In terms of region, 50% of the total cargo was handled by Luzon ports, 34% by Mindanao ports and 16% by Visayas ports.

Cargo volume in Luzon ports fell 22.3% last year to 115.332 million mt from 148.358 million mt in 2019. Visayas ports also handled less cargo last year with 36.630 million mt, 9.9% less than the 40.659 million mt in 2019.

The only region to post a slight improvement last year was Mindanao, where ports handled 77.845 million mt, 0.6% higher than the 77.400 million mt recorded in 2019.

In terms of containers, PPA ports registered a 14% contraction last year with 6.762 million twenty-foot equivalent units (TEU) serviced from 7.866 million TEUs in 2019.

Domestic containers declined 13.3% to 2.745 million TEUs from 3.166 million TEUs while foreign boxes decreased 14.5% to 4.017 million TEUs from 4.700 million TEUs.

Import containers shrank 14.2% to 2.005 million TEUs from 2.337 million TEUs. Also down 14.9% were export containers with 2.012 million TEUs from 2.363 million TEUs in 2019.

Shipcalls last year went down 36.1% to 321,560 vessels from 503,098 vessels in 2019. Domestic shipcalls plunged 36.9% to 310,151 vessels from 491,836 vessels, while foreign shipcalls increased 1.3% to 11,409 vessels from 11,262.

Passenger traffic last year was heavily affected by travel restrictions due to the pandemic, plunging 70.3% to 24.902 million passengers from 83.721 million



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## BOC standardizes units of quantity for Box No. 41 of goods declaration

- The Bureau of Customs has released the standard units of quantity in filling in Box No. 41 when lodging goods declaration in the Electronic-to-Mobile System
- Customs Memorandum Order No. 02-2021 adopts the World Customs Organization recommendation to use standard units based on the Harmonized Commodity Description and Coding System

DECLARANTS should use standard units of quantity such as kilograms for weight or meters for length to fill in Box No. 41 (supplemental units) when lodging the goods declaration in the Electronic-to-Mobile (E2M) System, according to a new Bureau of Customs (BOC) order.

Customs Memorandum Order (CMO) No. 02-2021 provides supplemental guide-

lines and amends Annex A of CMO 49-2019 to include standard units of quantity for the mandatory filling in of Box No. 41.

CMO 02-2021 seeks to adopt the recommendation of the World Customs Organization to use standard units to facilitate collection, comparison, and analysis of international statistics based on the Harmonized Commodity Description and Coding System (HS).

CMO 49-2019 issued in 2019 requires declarants to accomplish completely and properly the supplemental units under Box No. 41 of the goods declaration in E2M.

In relation to this, BOC in 2019 updated its E2M system to include other units of measurement besides kilograms in establishing the volume of different types of commodities and shipments and to help the bureau properly assess and collect duties and taxes on imported articles.

The standards of units to be imple-

mented under CMO 02-2021 include:

- Weight – kg, carat
- Length – meters (m)
- Area – square meters (m2)
- Volume – cubic meters (m3), liters (l)
- Electrical power – 1,000 kilowatt hours (kWh)
- Numbers (units) – pieces/items (u), pairs (2u), thousands of pieces/items, packs (u [jeu/pack])

Annex A under CMO 02-2021 enumerates the commodities under the 6-digit tariff line (HS Code subheading) of the ASEAN (Association of Southeast Asian Nations) Harmonized Tariff Nomenclatures (AHTN). It also covers commodities classifiable under the 8-digit tariff line (AHTN subheading) of the same 6-digit tariff line (HS Code subheading).

Under CMO 02-2021, BOC's Management Information System and Technology Group should ensure the ap-

propriate standard units of quantity are automatically reflected in Box No. 41 of the goods declaration based on Annex A, and that the lodgment of entries will only be accepted by the system once the supplemental unit has been filled out by the declarant.

CMO 02-2021 also provides the equivalent E2M codes of the standard units of quantity. For goods with applicable standard unit of quantity under kg, the declaration in Box No. 41 will no longer be necessary provided the actual net weight of the goods is already reflected in the E2M goods declaration.

CMO 02-2021 is without prejudice to any subsequent updates to be issued by the Customs commissioner.

Failure to comply with any provision of CMO 02-2021 will be penalized accordingly pursuant to existing rules and regulations. - **Roumina Pablo**

## 60-day price ceiling for pork, chicken set in NCR

- A 60-day price cap on pork and chicken products has been mandated in the National Capital Region
- Executive Order No. 124, which took effect on February 1, implements the price ceiling of P270 per kilogram for pork kasim/pigue, P300 per kg for liempo, and P160 per kg for dressed chicken
- Prices of pork and chicken have been rising due to the reduced local pork output as a result of the African Swine Fever outbreak

in the country

PRESIDENT Rodrigo Duterte on Feb 1 signed Executive Order No. 124, which placed a 60-day cap on prices of pork and chicken products in the National Capital Region (NCR).

Prices of the commodities have risen due to reduced supply in the wake of the African Swine Fever (ASF) outbreak.

The EO sets the ceiling price for pork kasim/pigue at P270 per kilogram, for liempo at P300 per kg; and for dressed chicken at P160 per kg.

The price ceiling took effect on Feb-

ruary 8.

"The current retail prices of basic necessities in the National Capital Region such as pork and chicken have increased significantly, causing undue burden to Filipinos, especially the underprivileged and marginalized," EO 124 states.

Aside from the price cap, the Inter-Agency Task Force for the Management of Emerging Infectious Diseases recently designated the country's nautical highway and the Maharlika Highway in Luzon as special hog lanes to guarantee the unhampered transport of hog shipments from Visayas and Mindanao.

The move seeks to avert pork and poultry shortages in Metro Manila and greater Luzon due to the ASF, of which the first outbreak in the country was recorded in 2019. Nearly 500,000 hogs in the country have so far been culled due to the disease.

The Department of Agriculture, which recommended the price cap, also proposed increasing the minimum access volume of meat import allocation from 54,000 metric tons to 162,000 metric tons.

Agriculture Secretary William Dar said the agency will also investigate if there is manipulation of pork and chicken prices by traders.

## US donates radiation detection equipment to BOC

- The United States Department of Energy Nuclear Smuggling Detection and Deterrence has

donated radiation detection equipment to the Bureau of Customs to boost border protection

and security capabilities

- The equipment includes four Radioisotope Identification Device

Radseeker CS and two Radiation Pagers that will support the detection operations of the Megaports Radiation Detection System installed at selected ports—Port

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Hansa Augsburg	21004N	17-Feb	18-Feb		23-Feb	HIT / 24-Feb	SKU / 25-Feb

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Hansa Augsburg	21003N	6-Feb	8-Feb	OMIT	12-Feb	SKU / 13-Feb	HIT / 14-Feb
TS Laemchabang	21003N	13-Feb	15-Feb	OMIT	19-Feb	SKU / 20-Feb	HIT / 21-Feb

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Seaspan Guayaquil	106W	9-Feb	10-Feb	-	-
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SEASPAN NEW YORK	014N	FEB 6	FEB 8	014S	FEB 12	FEB 13	FEB 13	FEB 15	FEB 20	FEB 22
ALS FAUNA	093N	FEB 17	FEB 19	093S	FEB 22	FEB 23	FEB 23	FEB 25	MAR 2	MAR 4
SEASPAN NEW YORK	015N	FEB 20	FEB 22	015S	FEB 26	FEB 27	FEB 27	MAR 1	MAR 6	MAR 8
ALS FAUNA	094N	MAR 2	MAR 4	094S	MAR 7	MAR 8	MAR 8	MAR 10	MAR 15	MAR 17

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CAPE ARAXOS	0CS1Z2RINC	JAN 29	JAN 30	0CS1Z2RINC	FEB 3	FEB 5	FEB 6	FEB 7	FEB 12	Phase out
Blank Sailing										
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ELEFTERIA EXPRESS	0004E	FEB 18	FEB 19	0004W	FEB 24	FEB 25	FEB 26	FEB 28	MAR 4	MAR 5
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## Metro Pacific, Keppel complete buyout of Subic petrol import facility

- Metro Pacific Investments Corp. (MPIC), together with Keppel Infrastructure Trust (KIT), has completed the acquisition of Philippine Coastal Storage Pipeline Corporation (PCSPC)
- MPIC and KIT also entered into a shareholders' agreement to govern their relationship in managing the facility
- PCSPC is the largest independent storage facility in the Philippines with a storage capacity of about 6 million barrels

METRO Pacific Investments Corp. (MPIC), together with Keppel Infrastructure Trust (KIT), has formally acquired Philippine Coastal Storage Pipeline Corporation (PC-SPC), the largest petroleum products import terminal in the Philippines.

MPIC in a regulatory disclosure said they completed on January 29 the acquisition of 100% of the total issued capital stock of Philippine Tank Storage International Holdings, Inc. (PTSI) from Macquarie Infrastructure Holdings (Philippines) Pte. Ltd., Government Service Insurance System and Langoer Investments Holding B.V.

PTSI wholly owns PCSPC, the largest independent storage facility in the Philippines with a storage capacity of about 6 million barrels when it completes an expansion in early 2021.

The shares of PTSI were indirectly acquired by MPIC and KIT through a Philippine holding company, KM Infrastructure Holdings, Inc., which was 80% owned by Bay Philippines

Holdings Corp and 20% owned by MPIC.

Also on January 29, Bay Philippines and MPIC entered into a deed of sale whereby KIT agreed to sell to MPIC about 30% of the outstanding shares of KM Infrastructure, for a total purchase price of some P4.1 billion.

Following the KM sale, MPIC's total shareholding in KM Infrastructure increased to about 50% of its total outstanding capital stock.

Turn to next page

## List of nationally controlled goods...

Continued from page 2

Under the law, traders, transport companies, and logistics service providers moving strategic goods need to be registered and licensed with the STMO, an office attached to the Department of Trade and Industry that establishes the systems for managing the trade of strategic goods pursuant to STMA.

The STMA regulates the export, import, transit and transshipment, re-export and reassignment of strategic goods, software and technology and the provision of related services in order to prevent WMD from proliferating.

### MC 21-06: Guide for financing

Relatedly, STMO has also issued Memorandum Circular (MC) No. 21-06, which implements the guidelines for financing and brokering under the STMA.

Under MC 21-06, any natural or juridical person operating within the Philippines or any Filipino person wherever located should apply for an individual authorization from the STMO to be able to engage in brokering activities or financing activities relating to nationally controlled goods.

Brokering refers to activities such as negotiating or arranging transactions that involve the shipment of strategic goods from a foreign country to any other foreign country, or selling or buying with the intent to move strategic goods that are in a broker's possession or control from a foreign country to any other foreign country.

It also covers any activity that include the financing, transportation, freight forwarding or taking any other action that facilitates the manufacture, export, or import of a strategic good, irrespective of its origin and which may include preliminary discussions, introductory meetings, and other very basic sales activities by

intermediaries.

Financing, on the other hand, refers to making available or providing funds to facilitate the movement/flow of strategic goods and/or related service if this contributes to WMD or their means of delivery; or military goods if destined for a destination subject to a UN Security Council embargo or prohibited/restricted end-users.

An individual authorization, meanwhile, is one of the three types of authorization under STMA and is given to one natural/juridical person with respect to one end-user covering one or more strategic goods.

Any natural or juridical person operating within the Philippines or any Filipino person, wherever located, is prohibited from engaging in brokering and financing activities, if the parties involved in the transaction/s are any of the following:

- a designated person under UNSC Resolution (UNSCR) 1718 and its subsequent resolutions;
- a designated person under UNSCR 2231 and its subsequent resolutions;
- any entity owned or controlled by a designated person;
- any individual or entity that acts on behalf of or under the direction of a designated person; or
- any person in, or who is a national of, North Korea

Except for documentary requirements, the application of individual authorization for goods under Annex III will be the same process provided under STMO's MC 20-26, which provides the guidelines on export authorization.

Any violation of MC 21-06 will be considered unlawful under Section 19 of the STMA, and will be penalized accordingly. — Roumina Pablo

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# AISL: No empty container shortage but there's deficit...

Continued from page 1

quarter of this year.

For the Philippines, however, Ronas explained the prevailing situation has little to do with shortage of containers since the Philippine market suffers from imbalanced trade in favor of imports. About 80% of containers being moved out of Manila are empty containers and only 20% are used for export.

"Shipping lines move the empties out otherwise they will be deemed as overstaying and lines have to pay unreasonable fees to customs. Therefore, there is no shortage of containers. What we have is a shortage on the space on the mother vessels," Ronas said.

He explained that a shipping line will not release a container to the shipper if the shipping line is not able to secure a space for it on the mother vessel that call transshipment hubs such as Hong Kong, Shanghai, Busan, Singapore, and Kaohsiung. Otherwise, the containers will be "rolled over and storage fees can accumulate, which shippers will not be prepared to shoulder."

These transshipment hubs are currently rolling over containers as there is not enough vessel space to load them or clear them from the port, Ronas noted.

He explained further that the lack of vessels in transshipment hubs has been affected by congestion in ports where vessels originate, like the US West Coast and some ports in Europe.

Currently, there are ships in the US waiting from four days to a week just to dock, affecting schedule reliability and leading to further delays.

The issue on shipping space will most likely be resolved by the second quarter after the Chinese New Year rush, Ronas said.

On the reported increase of freight

rates due to the global container shortage, Ronas said it's best shippers check with individual carriers "as no carriers' situation is the same."

He said: "There are carriers who are global and there are some that are focused on regional movements. A global carrier who deals in the Philippines may shift their focus on other markets or trades and therefore the price point may differ."

As for blank or cancelled sailings, Ronas explained some carriers are expected to execute blank sailings only to recover lost schedules or try and regain schedule reliability brought about by congestion in some ports. He noted there are reports all available container vessels are already on the water.

## Better 2021 prospects

For this year, Ronas said AISL expects cargo volumes in the Philippines will be better compared to last year as long as no "hard lockdowns" are implemented again as what happened last year.

"We should run 10 percent better (over) last year but may (still) fall short of 2019 volumes by several percentages," he said.

Preliminary data from the Philippine Ports Authority showed cargo volume handled by Philippine ports in 2020 dropped 13.7% to 229.807 million metric tons from 266.417 million mt in 2019 as both domestic and foreign cargoes recorded declines.

While there are some industries that have grown despite the pandemic, Ronas said carriers "would like to see

exports grow to a positive level."

"Our exports year-on-year have been challenged and we hope the government addresses their concerns. Some of the hurdles are structural and are deeply rooted," he added.

The Department of Trade and Industry has adjusted the Philippine export target to US\$105 billion by 2022 from the original target of \$130 billion due to the coronavirus impact and weaker global demand.

Philippine exports are expected to decline 13.6% in 2020, but grow by 12.5% in 2021 and 14.8% in 2022.

Ronas sees digitalization as a definite opportunity for shipping lines. "The pandemic forced all of us to go on-line and retail survived on the web. For some this was a reborn. The industry will also be expected to follow suit as this will be the new benchmark of efficiency. We do also hope that the government agencies in our peripherals continue to improve on their

platforms," he said.

## Vaccine delivery

Asked if the delivery of COVID-19 vaccines globally will have any effect on the container shipping sector, Ronas said cargo planes are "the way to go" at this stage since shipment of vaccines would have to be fast and some would require special temperature environments.

But he noted some vaccines may be shipped through conventional reefer containers and "we should see the participation of carriers with a global reach carrying them."

Ronas said news of vaccines arriving in the country several months from now "will surely instill the confidence in the war against this pandemic."

He said, however, that "we still have to be careful as we expect upswings in the economy later this year." — **Roumina Pablo**

# BOC exceeds Jan collection target by 7%

- Bureau of Customs (BOC) collection for January reached P47.143 billion, 7% higher than the P44.092-billion target
- Eleven of 17 collection districts surpassed their January revenue goals

THE Bureau of Customs (BOC) collected P47.143 billion in January, higher by 7% than the P44.092-billion target.

Of the 17 collection districts, 11 surpassed their January 2021 targets, according to a preliminary report from BOC's Financial Service. These are the Port of Manila, Ninoy Aquino International Airport, Batangas, Legazpi, Iloilo, Tacloban, Cagayan de Oro, Zamboanga, Davao, Subic, and Clark.

In 2020, BOC collected a total of P539.660 billion in revenues, surpassing its annual target of P506.150 billion by 6.6%. The 2020 revenue was, however, 14.4% lower than the P630.571 billion collected in 2019.

# Metro Pacific, Keppel complete buyout of Subic...

Continued from previous page

In addition to paying the purchase price for the additional 30% stake, MPIC also agreed to reimburse KIT for transaction costs and expenses relating to the sale of said stake.

MPIC and KIT also entered into a shareholders' agreement to govern their relationship in managing KM Infrastructure and its subsidiaries, the deal containing, among others, customary governance provisions, transfer provisions and deadlock resolution mechanisms.

Through this investment, MPIC earlier said it will be able to diversify its portfolio and revenue streams in a new industry vertical with strong growth potential. The company noted that PCSPC generates stable cash flows via take-or-pay contracts with high-quality off-takers.

Located in the Subic Bay Freeport Zone, PCSPC is a 150-hectare facility comprised of 86 storage tanks, two piers and a pipeline infrastructure connecting the entire facility. It provides a well-connected distribution hub to the largest economic catchment area—Metro Manila and north and central Luzon.

MPIC's portfolio of infrastructure assets include power, toll roads, and water, as well as logistics, healthcare and light rail, which are all primarily located in the Philippines.

KIT's portfolio of infrastructure assets, on the other hand, includes waste treatment, water desalination, power generation and transmission, piped gas production and retailing, and chemicals manufacture and distribution, which are primarily in Singapore and Australia.

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AS SERAFINA	008N	02/13	02/17	HYUNDAI EARTH	0026E	02/24	03/07	03/14			
CALLAO BRIDGE	188N	02/20	02/24	HYUNDAI MARS	0027E	03/04	03/15	03/22			

PACIFIC NORTHWEST 3 (PN3) via BUSAN											
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MOL SUCCESS	117N	02/06	02/10	HYUNDAI FORCE	0088E	02/12	02/23	02/27			
AS SERAFINA	008N	02/13	02/17	SEASPAN THAMES	0020E	02/22	02/27	03/03			
CALLAO BRIDGE	188N	02/20	02/24	NAVIOS CONSTELLATION	0015E	03/01	03/05	03/09			

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	091S	02/05	02/10	MADRID BRIDGE	0013E	02/21	03/13	03/16	03/19	03/20	
SEASPAN NEW YORK	014S	02/11	02/16	MADRID BRIDGE	0013E	02/21	03/13	03/16	03/19	03/20	
ALS FAUNA	093S	02/18	02/23	MEISHAN BRIDGE	0013E	03/01	03/18	03/21	03/24	03/26	

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ALS FAUNA	092S	02/05	02/10	YM MODESTY	0050E	02/20	03/17	03/20	03/22	03/24	
SEASPAN NEW YORK	014S	02/11	02/16	YM MODESTY	0050E	02/20	03/17	03/20	03/22	03/24	
ALS FAUNA	093S	02/18	02/23	ONE MARVEL	0054E	03/04	03/29	04/01	04/03	04/05	

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FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	LEH		
ALS FAUNA	092S	02/05	02/10	NYK ORION	065W	02/06	02/28	03/03	03/06		
SEASPAN NEW YORK	014S	02/11	02/16	NYK ORION	0065W	02/19	03/11	03/14	03/17		
ALS FAUNA	093S	02/18	02/23	NYK VEGA	0070W	03/01	03/21	03/24	03/27		

FAR EAST PENDULUM 2 (FP2) VIA SGSIN											
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ALS FAUNA	092S	02/05	02/10	YM WISDOM	0008W	02/17	03/11	03/13	03/16	03/19	
SEASPAN NEW YORK	014S	02/11	02/16	ONE SWAN	0016W	02/24	03/18	03/20	03/23	03/26	
ALS FAUNA	093S	02/18	02/23	YM WELLSRING	0008W	03/03	03/25	03/27	03/30	04/02	

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	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	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	MSC ELISA	855E	01/04	01/19	01/21	01/25	01/27	01/30	02/04	02/08	

KPX (KOREA PHILIPPINES EXPRESS)											
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KMTC GWANGYANG	026S	11/12	11/15	11/18	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					

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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								
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## US donates radiation detection equipment... *Continued from page 3*

of Manila, Manila International Container Port, and Port of Cebu

THE United States Department of Energy Nuclear Smuggling Detection and Deterrence has donated radiation detection equipment to the Bureau of Customs (BOC) to help in its border protection and security capabilities.

The equipment donated on February 1 includes four Radioisotope Identification Device Radseeker CS and two Radiation Pagers that will support the detection operations of the Megaports Radiation Detection System installed at selected ports—Port of Manila, Manila International Container Port, and Port of Cebu.

BOC said the equipment will comple-

ment its existing border security equipment and programs, specifically in the detection of radiological and nuclear materials.

“The donations are expected to enhance the Philippine’s capability in monitoring and protecting the country’s border against the entry of radioactive materials that could be used in making nuclear weapons,” BOC said in a statement.

Customs commissioner Rey Leonardo Guerrero thanked the US government for the logistical support extended to BOC towards improvement of its trade control systems and border security measures.

The US Drug Enforcement Agency and US Department of State’s Office of International Narcotics and Law Enforcement Affairs last December 2020 have also donated three handheld drug analyzers to BOC to help counter drug flows into the Philippines.

## OECD proposes changes to boost PH... *Continued from page 2*

ages. Alternatively, the regulator should increase transparency around the mechanism to calculate minimum rates.

- Grant new licenses to every applicant for courier services that fulfils stated conditions. Currently no licenses are being awarded.

For horizontal and regional issues, key recommendations include:

- Create a database of all laws and regulations. As a first step, authorities should publish on their website all relevant legislation within their purview. Every piece of legislation should include subsequent amendments so that all legislation has a consolidated, updated version.
- Consider lifting minimum capital requirements for logistics providers. Alternatively, ensure that minimum capital requirements are the same for all businesses, irrespective of whether they are Philippine or foreign entities.
- Continue the process of digitalization of all application procedures for logistics-related authorizations.

On international agreements, the first report recommends that TradeNet, the Philippines’ National Single Window, be activated and made operational as soon as possible.

It must be noted that many of the recommendations have already been previously cited in different roadmaps, including the National Logistics Master Plan and Philippine Multimodal and Logistics Roadmap.

The second report listed the following key recommendations for the small package delivery services:

Adequately compensate PHLPOST for its public service obligations (PSO) and ensure accounting separation between PHLPOST’s PSO and commercial activities.

Subject PHLPOST’s commercial activities to licensing requirements comparable to those imposed on other players.

Amend legislation to clarify that PHLPOST does not exercise any regulatory powers on the sector.

Ensure legislation explicitly states that DICT-PRD sectoral regulation applies equally to PHLPOST and its competitors.

Amend legislation to reflect that the state will not grant any preferential (financial) treatment to PHLPOST.

At the launch, PCC chairperson Arsenio Balisacan threw PCC support to government’s “pro-competition initiatives of government to modernize and simplify its processes and eliminate red tape. A competitive logistics industry is vital to recovery and key to increasing consumer welfare in the new normal, especially

with the rise of digital commerce in bridging supply and demand in our markets.”

For his part, OECD deputy director for financial and enterprise affairs Antonio Gomes said: “Ultimately, the policy recommendations in the reviews are about investment, jobs and growth. There is a need to reduce unnecessary legal and regulatory restrictions to competition, thus bringing prices down, and improving the quality of goods and services and increasing innovation.”

OECD cited a Department of Trade and Industry report pointing to the cost of logistics to sales in the Philippines at 27%, much higher than its Association of South East Asian Nations (ASEAN) neighbors’. The OECD reports cited the country ranks 60<sup>th</sup> in World Bank’s Logistics Performance Index (LPI) in 2018, with timeliness and customs considered as the two most challenging areas and low scores for infrastructure and logistics competence.

The reports are part of a region-wide project to foster competition under the ASEAN Competition Action Plan 2016-2025. The assessments were conducted in

*Continued from page 2*



partnership with ASEAN and the government of the United Kingdom.

“The UK government fully supports the goals and initiatives under the ASEAN Competition Action Plan 2016-2025 to help member countries build a fair and competitive environment where innovation, entrepreneurship, investments, and trade and industry could thrive,” UK ambassador to the Philippines Daniel Pruce said at the launch of the reports.

OECD said its non-binding recommendations to boost competition and foster productivity growth in the logistics sector in the Philippines can, if suitably implemented, assist in making regulations under review fit for purpose and contribute to making the country more competitive internationally. – **Roumina Pablo**

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