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# PortCalls

The Philippines' only shipping and transport guide

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## DOTr sets transport guidelines under ECQ

- Maritime, aviation and road transportation in areas under National Capital Region (NCR) Plus is operational but will be under capacity restrictions during the enhanced community quarantine from March 29 to April 4
- Vessel and cargo-handling operations and other port-related ancillary services and activities will continue during the ECQ period
- Logistics service providers (delivery and courier services, cargo handling, warehousing, trucking, freight forwarding, port operations and shipping lines) may operate at 100% capacity
- International inbound passenger capacity at Ninoy Aquino International Airport remains limited to a maximum of 1,500 passengers per day
- Airlines may conduct domestic commercial operations but must comply with restrictions on capacity and frequency of flights imposed by local government units outside NCR Plus

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# Measures rolled out to ease Matnog port road congestion

- Measures have been laid out to address hampered shipping operations along the Matnog-Allen route due to perennial congestion and truck queuing
- Financial assistance proposed to encourage shipping companies to ply the route
- Opening of additional ro-ro ramps and adoption of a maximum three-hour port stay rule also eyed
- Implementation of a Terminal Appointment Booking System, a study on construction of a dry port/truck holding facility, and another study on port expansion through reclamation proposed

MARITIME agencies have laid out measures to address hampered shipping operations along the Matnog-Allen route caused by perennial congestion and truck queuing along the road leading to Matnog Port.

Matnog Port is a vital port in Luzon as it is the jump-off port to the Visayas and Mindanao.

An inter-agency investigation revealed that Matnog port in Sorsogon suffers from a lack of ro-ro (roll-on/roll-off) vessels to ferry trucks across San Bernardino Strait to Samar, the Philippine Ports Authority (PPA), Philippine Coast Guard (PCG), and Maritime Industry Authority (MARINA) said in a joint statement.

Only nine vessels with Certificates of Public Convenience (CPC) serviced the route from January 1 to March 17, 2021. At least 12 vessels should normally be operating on the route, the agencies noted. Non-operating vessels were reported to be either under repair or unable to sail as they are not equipped for harsh sea conditions.

To encourage more shipping operations on the Matnog-Allen route, MARINA and PPA will initiate a financial assistance program for shipping operators under Republic Act No. 11494 or Bayanihan 2.

MARINA also advised shipping companies to increase trip frequency to compensate for vessel shortage, and replace dry-docked vessels to ensure stable operations of the route. It is likewise reviewing the schedule and number of trips per day of shipping companies under their CPCs.

The authorities said this has resulted in the increase in the number of vessels servicing the route to 10.

GT Express Shipping said it is willing to resume operations of its landing craft tank, Star Asia, which has a carrying capacity of 20 cargo trucks.

The authorities said they are confident the number of vessels being deployed "will be enough to make sure that cargo trucks can smoothly unload their cargo at the port and resolve the issue of queuing."

PPA, meanwhile, recently opened two additional ro-ro ramps, increasing Matnog port's ro-ro ramps to eight, to address the lack of infrastructure and increase port safety. The ro-ro ramps consist of seven ramps for regular vessels and one specialized ramp for FastCat ferry boats.

Efficiency-raising measures

To improve efficiency, MARINA, PPA and PCG will also immediately do the following:

- PPA to implement a rule prescribing a maximum of three hours of port stay (including maneuvering time) to help define the average turnaround time of vessels, which is at least eight hours during normal sea and weather conditions

- MARINA to advise ships to complete three ships calls per day
- PCG to be the last to board and conduct clearance of vessel prior to scheduled departure to help enforce the three-hour maximum stay rule

Also proposed for approval of the Department of Transportation (DOTr) are the following:

- Ship calls to be increased based on the maximum shipping capacity in Matnog Port. If the maximum three-hour rule is implemented, one regular ramp can accommodate eight ship calls within 24 hours. Meanwhile, one specialized ramp for FastCat will accommodate three ship calls per day. Hence, the agencies can enforce 59 ship calls per day in normal sea and weather conditions.
- MARINA to provide at least 18 ships to maximize the shipping capacity of Matnog Port, with due consideration to the safety of navigation along the route.
- Alternate ports will be opened to divert other rolling cargoes. PPA has initially identified Bulan and Castilla Ports as possible alternative ports.
- PPA to implement a Terminal Appointment Booking System, a system already being implemented at Manila international terminals to spread out the entry and exit of trucks within the day and avoid truck queues.
- PPA to study the construction of a dry port/truck holding facility to decongest the highway leading to Matnog Port.

- PPA to study the expansion of the port through reclamation.

On the issue of "fixing" and corruption that compounds the problem of cargo truck queuing, the agencies noted this involves queuing of cargo trucks outside port premises. They said the Sorsogon Provincial Police has been tasked to implement the first in, first out (FIFO) policy to maintain orderly and efficient queuing of rolling cargoes along the highway.

The FIFO policy was implemented in December last year by the Sorsogon provincial government with port and maritime authorities in a bid to resolve the perennial problem of congestion and complaints against fixers.

"Hence, the policy and occurrences outside the port premises are beyond the control of the DOTr maritime sector agencies," the agencies said.

Moreover, they noted that queuing of vehicles does not occur inside the port and all rolling cargoes allowed entry to the port have already secured slots on board vessels prior to entry.

Additional actions

Still, PPA, besides introducing the issuance of priority numbers to maintain orderly queuing, has deployed additional operations personnel and port police officers.

Additionally, PPA has engaged the public through an active information dissemination campaign on the process flow, as well as applicable fees of the port authority and shipping lines. Public notices have been posted along the highway, within the Matnog Terminal Complex, and the port premises.

Port police have been directed to remove unauthorized persons from the premises of Matnog Port. —*Roumina Pablo*

## CREATE Act cuts corporate tax, exempts COVID-19 vaccine imports from duties

- Signed on March 26, the Corporate Recovery and Tax Incentives for Enterprises (CREATE) Act reduces corporate income taxes and providing incentives to businesses affected by the pandemic
- The law cuts corporate income tax from 30% to 20% for small enterprises, and to 25% for big firms
- It rationalizes fiscal incentives granted to investors and provides for a new system in administering incentives
- The measure exempts imports of COVID-19 vaccines from value-added tax and import duties
- Several provisions in the bill were vetoed, including those on real property VAT exemptions and tax incentives

PRESIDENT Rodrigo Duterte has signed into law the Corporate Recovery and Tax Incentives for Enterprises (CREATE) Act, which will reduce corporate income taxes and provide incentives to help businesses recover from the COVID-19 pandemic.

The President signed CREATE Act, a priority measure of his administration,

on March 26, a day before it would have lapsed into law and more than a month after it was approved by the bicameral conference committee of the House of Representatives and the Senate. Duterte, however, also vetoed several items in the proposed legislation.

Republic Act 11534 cuts corporate income tax in the country, the highest in Southeast Asia, from the current 30% to 20% for micro, small and medium enterprises, and to 25% for big firms.

It also rationalizes fiscal incentives granted to investors in a bid to attract more foreign investment, and provides for a new system in the administration of incentives, making them targeted, performance-based, and time-bound.

### Import-free

The new measure will also exempt imports of COVID-19 vaccines from value-added tax and import duties. Imports of COVID-19 medicines and personal protective equipment will be VAT-free but only until December 2023.

The law exempts from VAT "all drugs, vaccines and medical devices specifically prescribed and directly used for the treatment of COVID-19 and the drugs for the

treatment of COVID-19 approved by the Food and Drug Administration for use in clinical trials, including raw materials directly necessary for the production of the such drugs."

In addition, the sale of medicines for diabetes, cholesterol-control and hypertension will be VAT-exempt, beginning Jan. 1, 2020, while VAT exemptions for cancer, mental illness, tuberculosis and kidney medicines will be retroactive to Jan. 1, 2021.

The law aims to help distressed businesses recover from the COVID-19 pandemic and encourage more investors to place capital into the country. Foreign direct investments are a key source of employment for Filipinos, with more capital often expected to generate more jobs.

The law also offers higher incentives for enterprises outside of metropolitan areas and additional incentives for enterprises that fully relocate outside Metro Manila or to areas that are recovering from disasters or armed conflict.

The Philippine economy contracted by a record 9.5% in 2020, the steepest economic contraction in the country's history, making the nation one of the

worst affected in the region.

### Vetoed provisions

At the same time, Duterte vetoed several items included in CREATE Law. He thumbed down some of the portions on real property VAT exemptions, sections granting redundant incentives, those automatically approving applications for tax incentives after a certain number of days, and lines allowing registered companies to apply for new incentives they already enjoy.

Also vetoed was the provision enumerating the industries that are up for incentives. The reason cited for the rejection is there are industries mentioned that do not merit support through incentives or are expected to become obsolete shortly.

Duterte also rejected a would-be limit on the power of the Fiscal Incentives Review Board over projects or activities with an investment capital of above P1 billion.

In addition, he vetoed provisions that would allow a future President to exempt an investment promotion agency from coverage of the CREATE Act.

RA 11534 takes effect 15 days after its complete publication in the Official Gazette or in a newspaper of general circulation.

## Duterte green lights higher MAV for pork imports

- President Rodrigo Duterte has recommended increasing the minimum access volume (MAV) for pork imports by 350,000 metric tons (MT) in addition to the current 54,210 MT MAV for this year
- This is to immediately augment the supply of pork, stabilize increasing prices, and address the pressing issues on food security
- Farmers' and hog growers' groups slammed the recommendation, raising concerns it will hurt local

### hog growers

PRESIDENT Rodrigo Duterte has recommended the increase in the minimum access volume (MAV) for pork imports by 350,000 metric tons (MT) in addition to the current 54,210 MT MAV for this year, according to presidential spokesman Harry Roque.

"This is to immediately augment the supply of pork, stabilize increasing prices, and address the pressing issues on food security," Roque said in a statement on March 26, confirming that Duterte's rec-

ommendation was sent to Congress through a letter.

The MAV refers to the volume of quantity of a specific agricultural commodity that may be imported with a lower tariff.

The DA last February formally requested raising the MAV for pork imports to 400,00 MT to address supply shortage and high prices due to the outbreak of African Swine Fever (ASF) and alleged manipulation of market prices.

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# Manila, Subic, Batangas ports unveil Holy Week schedule

- Vessel and yard operations at Manila, Batangas, and Subic ports will be temporarily suspended on April 2 in observance of the Holy Week
- The Bureau of Customs will conduct a database upgrade of the Electronic-to-Mobile (E2M) System on April 2 from 1 a.m. to 5 p.m.

VESSEL and yard operations at Manila, Batangas, and Subic ports will be temporarily suspended on April 2 in observance of Holy Week.

In an advisory, port operator Asian Terminals Inc. (ATI) said yard, gate, and vessel operations at Manila South Harbor Container Terminal Division, Manila South Harbor Stevedoring Division, Batangas Container Terminal, and ATI Batangas Inc. will be temporarily suspended from 7 a.m. of April 2 to 7 a.m. of April 3 in observance of Holy Week.

ATI's Laguna depot operations will also be temporarily suspended from 5 a.m. of April 2 to 8 a.m. of April 3.

The gates of Manila International Container will also be temporarily closed from 4 a.m. on April 2, while the port will be closed starting 7 a.m. on the same day. Operations will resume at 7 a.m. on April 3.

The gates of Subic Bay International Terminal Corp. (SBITC) will likewise be temporarily closed on April 2 starting 5 a.m., while yard and vessel operations

will be closed from 7 a.m. on the same day. Operations will resume at 7 a.m. on April 3. Billing, however, will be closed from April 1 to 4.


Subic Bay Metropolitan Authority Seaport Department will deploy a skeleton workforce during Holy Week, according to general manager Jerome Martinez.

Meanwhile, the Bureau of Customs' (BOC) Management Information System and Technology Group will conduct a database upgrade of the Electronic-to-Mobile (E2M) System on April 2 from 1 a.m. to 5 p.m., according to Office of the Commissioner Memo No. 53-2021 dated March 16. During this time, the E2M production server will be unavailable, but stakeholders can still submit their electronic goods declaration to their BOC-accredited value service providers.

Port and maritime authorities in a joint statement on March 28 said vessel operations, cargo-handling operations, and other port-related ancillary services and activities will continue during the enhanced community quarantine (ECQ) period in Metro Manila, Bulacan, Cavite, Laguna, and Rizal—collectively known as NCR Plus—from March 29 to April 4. This coincides with this year's Holy Week.

The joint advisory was issued after the government announced on March 27 that NCR Plus will again be placed under ECQ from March 29 to April 4, 2021 amidst the rise of COVID-19 cases in the country.

Passenger vessels will continue opera-



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**Singapore to Manila** 4 days Transit  
**Los Angeles to Manila** 21 days Transit

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# DOTr sets transport guidelines...

- Public utility vehicles, including buses, jeepneys, tricycles, taxis, transport network vehicle services, UV express services and shuttle services, are limited to 50% passenger capacity

MARITIME, aviation and road transportation in Metro Manila, Bulacan, Cavite, Rizal and Laguna will remain operational during the enforcement of enhanced community quarantine (ECQ) from March 29 to April 4 but subject to capacity restrictions and other guidelines.

Vessel operations, cargo-handling operations, and other port-related ancillary services and activities will continue during the ECQ period, according to a joint advisory issued by port and maritime authorities on March 28.

Passenger vessels may continue operations at 50% capacity following protocols provided by the Department of Transportation (DOTr) in accordance with Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF) Resolution 106-A issued on March 27.

Under the latest IATF omnibus guidelines on implementation of community quarantine in the Philippines, as amended, the only ones allowed to travel on board maritime vessels and to enter government or private ports are the following:

- Health and emergency frontline services personnel
- Government officials and government frontline personnel
- Duly authorized humanitarian assistance actors
- Persons traveling for medical or humanitarian reasons
- Persons going to the airport for travel abroad
- Anyone crossing zones for work or business permitted in the zone of destination, and going back home
- Returning or repatriated overseas Filipino workers and other overseas Filipinos returning to their places of residence

Maritime travel will be subject to requirements to be imposed by local

government units (LGU) where voyages originate and end.

All maritime vessels and port facilities must observe stricter adherence to health protocols as well as fully comply with orders from other concerned agencies.

The joint advisory was issued after government announced on March 27 that National Capital Region (NCR) Plus—composed of Metro Manila, Bulacan, Cavite, Rizal, and Laguna—will again be placed under ECQ from March 29 to April 4, 2021 amid the rise of COVID-19 cases in the country.

According to the latest IATF omnibus guidelines dated March 28, public transport (road, rail, maritime and aviation) will be allowed to operate at the capacity set by DOTr and following the protocols provided by the agency.

The movement of cargo/delivery vehicles as well as vehicles used by public utility companies should be unhampered.

Logistics service providers (delivery and courier services, cargo handling, warehousing, trucking, freight forwarding, port operations and shipping lines) are allowed to operate at 100% capacity.

### Seaports

In a separate advisory, port operator Asian Terminals Inc. said that in observance of Holy Week, yard, gate, and vessel operations will be temporarily suspended from 7 a.m. of April 2 to 7 a.m. of April 3 at Manila South Harbor Container Terminal Division, Manila South Harbor Stevedoring Division, Batangas Container Terminal, and ATI Batangas Inc. ATI's Laguna depot will be closed from 5 a.m. of April 2 to 8 a.m. of April 3.

The gates of Manila International Container will also be temporarily closed from 4 a.m. on April 2, while the port will be closed starting 7 a.m. on the same day. Operations will resume at 7 a.m. on April 3.

Air transportation is allowed but at capacities provided by DOTr and in compliance with the agency's protocols, according to the transport department in a media briefing on March 28.

tions at 50% capacity, following protocols provided by the Department of Transportation in accordance with the Inter-Agency Task Force for the Management of Emerging Infectious Diseases Resolution 106-A

issued on March 27.

Maritime travel will be subject to requirements to be imposed by the local government units (LGU) where voyages originate and end. - **Roumina Pablo**

Continued from page 1

International inbound passenger capacity at the country's main gateway, Ninoy Aquino International Airport, will remain limited to a maximum of 1,500 passengers per day.

Domestic commercial operations of airlines will be allowed subject to compliance with requirements or restrictions on capacity and frequency of flights that may be imposed by all LGUs outside NCR Plus.

Airlines must observe the following:


- Strictly implement and adhere to health and safety protocols/measures
- Provide immediate notification of the status of flights to passengers whose flights

may be cancelled or postponed
















• Strictly adhere to the provisions of the Air Passenger Bill of Rights in case of flight cancellations

Only authorized persons outside of their residence are allowed to travel by air, and departing passengers will be screened by airlines to validate their purpose for travel.

Road transport will remain operational. Public utility vehicles, including bus, jeepneys, tricycles, taxis, transport network vehicle services, UV express services, and shuttle services, are limited to 50% passenger capacity. - **Roumina Pablo**



**PUBLIC & PRIVATE TRANSPORT ALLOWED DURING THE ECQ**  
(MARCH 29 - APRIL 4, 2021)

PUBLIC TRANSPORTATION		PRIVATE TRANSPORTATION	
MODE	MAX. ALLOWABLE CAPACITY	MODE	MAX. ALLOWABLE CAPACITY
 DOMESTIC/INTERNATIONAL FLIGHTS	- DOMESTIC FLIGHTS: ALLOWED FOR APOR - INTERNATIONAL FLIGHTS: ALLOWED; INBOUND PASSENGER CAPACITY LIMITED TO 1,500 IN NAIA	 SHUTTLE SERVICE	- FOR APOR ONLY; - ONE SEAT APART AND OTHER GUIDELINES IN ACCORDANCE WITH DTI-DOLE JMC NO. 2020-04-A
 SEA VESSELS (GO-RO)	- ALLOWED FOR APOR - 50% CAPACITY	 CAR/SUV	- FOR APOR ONLY; - MAX OF 2 PAX / ROW - ONLY 1 PAX ALLOWED ON THE DRIVER'S ROW
 TRAIN	- ALLOWED FOR APOR - 20-30% CAPACITY *HOLD WEEK MAINTENANCE IS SCHEDULED FROM MARCH 29 TO APRIL 4	 MOTORCYCLE TAXI/PRIVATE MCS	- FOR APOR ONLY; - MAXIMUM OF ONE BACKRIDE ONLY
 PUBLIC UTILITY BUS	- ALLOWED FOR APOR - 50% OF VEHICLE'S CAPACITY - NO STANDING PASSENGERS	 BICYCLE	- FOR APOR ONLY
 TRADITIONAL/MODERN JEEPNEY	- ALLOWED FOR APOR - 50% CAPACITY (ONE-SEAT APART) - NO STANDING PASSENGERS - ONLY 1 PAX ALLOWED ON THE DRIVER'S ROW (IF NO CONNECTOR)	 E-SCOOTER	- FOR APOR ONLY; - SUBJECT TO EXISTING TRAFFIC POLICIES
 UV EXPRESS	- ALLOWED FOR APOR - MAX OF 2 PAX / ROW, NOT EXCEEDING 50% VEHICLE CAPACITY - ONLY 1 PAX ALLOWED ON THE DRIVER'S ROW	<p>HEALTH PROTOCOLS SHALL BE STRICTLY ENFORCED ACROSS ALL MODES OF PUBLIC TRANSPORTATION; PASSENGERS OF PRIVATE VEHICLES SHALL OBSERVE THE APPROVED IATF POLICY ON FACE MASKS.</p> <p>INTER-REGIONAL TRAVELS, SUCH AS DOMESTIC FLIGHTS AND PROVINCIAL BUS OPERATIONS ARE SUBJECT TO LGU RESTRICTIONS AND REQUIREMENTS.</p> <p>APOR = Authorized Persons Outside of Residence</p> <p><b>ALLOWED</b></p>	
 TAXI	- ALLOWED FOR APOR - MAX OF 2 PAX / ROW - ONLY 1 PAX ALLOWED ON THE DRIVER'S ROW		
 TNVS	- ALLOWED FOR APOR - MAX OF 2 PAX / ROW - ONLY 1 PAX ALLOWED ON THE DRIVER'S ROW - MULTIPLE BOOKING NOT ALLOWED		
 TRICYCLE	- ALLOWED FOR APOR - MAX OF 1 PAX IN THE SIDE-CAR - NO PASSENGER SHALL BE SEATED RIGHT BESIDE / BEHIND THE DRIVER		
 PROVINCIAL BUSES	- FOR APOR ONLY - POINT-TO-POINT TRIPS - SHOULD NOT EXCEED 50% CAPACITY		

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FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA XIA	ETA NAN	ETA SKU	ETA HKG
Seagara Mas	21005N	5-Apr	OMIT		SKU / 7-Apr	ONW / 8-Apr	OMIT
TS Laemchabang	21006N	6-Apr	7-Apr		9-Apr	10-Apr	11-Apr

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

FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA XIA	ETA NAN	ETA HKG	ETA SKU
Mitra Bhum	21010N	6-Apr	7-Apr	OMIT	13-Apr	14-Apr	15-Apr
TBN	21006N	BLANK SAILING DUE TO NO AVAILABLE VESSEL					

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

FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA LYG	ETA TAO
Derby D	OKRIEN	3-Apr	5-Apr	10-Apr	6-May
Navios Dedication	OKRIIN	8-Apr	10-Apr	17-Apr	13-May

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

FEEDER VESSEL	VOY.	ETD MNL (STH)	ETD MNL (NTH)	ETA SHA WQQ4	ETA NBO
Hammonia Berolina	114W	6-Apr	7-Apr	12-Apr	13-Apr
Maersk Davao	115W	13-Apr	14-Apr	19-Apr	20-Apr

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

FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETA TAICHUNG	ETA XIAMEN	ETA NANSHA
Seaspan Lumaco	112N	6-Apr	10-Apr	12-Apr	14-Apr
JPO Pisces	113N	13-Apr	17-Apr	19-Apr	21-Apr

SCHEDULES ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE



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## PHILEXPORT one-stop shop to sign CO while ECD is closed

- Exporters should go to the Philippine Exporters Confederation, Inc. (PHILEXPORT) office in Pasay City to have their certificate of origin (CO) signed while the Bureau of Customs' (BOC) Export Coordination Division (ECD) remains temporarily closed
- The ECD may still be reached by email and through BOC's Customer Care Portal system for instructions on processing and to respond to exporters' queries
- PHILEXPORT's One-Stop Export Documentation Center has a designated customs officer to sign the COs

EXPORTERS should go to the Philippine Exporters Confederation, Inc. (PHILEXPORT) office in Pasay City to submit their certificate of origin (CO) and have it signed while the Bureau of Customs' (BOC) Export Coordination Division (ECD) is temporarily closed.

The temporary closure is "in light of the growing concerns" with rising COVID-19 cases in the country and in support of government measures to prevent further spread of the virus, according to a March 29 memorandum by Assessment and Operations Coordinating Group (AOCG) deputy commissioner Edward James Dy Buco. ECD is under AOCG.

In a separate notice, BOC said: "Rest assured that we remain fully committed to servicing all our clients while we endure the impact of COVID-19 pandemic."

Turn to next page

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ALS FAUNA	095N	MAR 22	MAR 24	096S	MAR 28	MAR 28	MAR 29	APR 1	APR 5	APR 6
SEASpan NEW YORK	017N	MAR 30	APR 1	017S	APR 4	APR 5	APR 5	APR 7	APR 11	APR 13
ALS FAUNA	096N	APR 5	APR 6	096S	APR 10	APR 11	APR 11	APR 13	APR 17	APR 18
SEASpan NEW YORK	018N	APR 11	APR 13	018S	APR 16	APR 17	APR 17	APR 19	APR 23	APR 25
ALS FAUNA	097N	APR 17	APR 18	097S	APR 22	APR 23	APR 23	APR 25	MAY 29	MAY 1

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		ETA	ETD		ETA	ETD	ETA	ETD	ETA	ETD
MIA SCHULTE	0CS27RINC	MAR 25	MAR 26	0CS27RINC	MAR 31	APR 2	APR 2	APR 4	APR 8	APR 9
ELEFTERIA EXPRESS	0007E	APR 1	APR 2	0007W	APR 7	APR 8	APR 9	APR 11	APR 15	APR 16
MIA SCHULTE	0CS29RINC	APR 8	APR 9	0CS29RINC	APR 14	APR 16	APR 16	APR 18	APR 22	APR 23
ELEFTERIA EXPRESS	0008E	APR 15	APR 16	0008W	APR 21	APR 23	APR 23	APR 25	APR 29	APR 30
MIA SCHULTE	0CS2BRINC	APR 22	APR 23	0CS2BRINC	APR 28	APR 30	APR 30	MAY 2	MAY 6	MAY 7

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## Duterte green lights higher MAV...

Continued from page 2

DA said Duterte in a meeting on February 3 approved the proposal "in principle."

### Farmers' groups against hike

Farmers' and hog growers' groups, however, have slammed the proposal.

"The timing of the letter reeks of cowardice. Congress has not been given the chance to deliberate on the matter since the Department of Agriculture knew it can never justify its proposal on a fair platform," Samahang Industriya ng Agrikultura (SINAG) said in a statement. Congress is on a break and will resume on May 17.

SINAG said it is not against importation per se, but pointed out that under the current tariff structure, importers are still able to bring in all the shipments they want and make a profit from it.

The Agricultural Sector Alliance of the Philippines party list also expressed concern that DA's proposal to increase pork meat importation through MAV expansion and impose reduced tariff will kill the local industry.

Senator Francis Pangilinan in a separate statement also requested the government to declare a state of calamity to help hog-raisers recover from the devastating effects of the ASF instead of allowing "pork imports to flood the market."

On March 15, senators adopted Pangilinan's Senate Resolution No. 676 which urges DA to "recommend to the President to declare a state of national calamity" due to the "severe impact" of the ASF on the hog industry.

The resolution noted that the declaration would trigger the use of the National Disaster Risk Reduction and Management Fund and Quick Response Fund to supplement DA's efforts to contain and manage ASF. For 2021, it is estimated that P8 billion is needed to place ASF under control.

Pangilinan noted that Senate hearings on rising pork prices revealed that importers already earn off the current cap on pork imports.

"Hindi na kailangan pang i-expand ang MAV at/o pababain ang tarifa. Pinaayagan ng sistema natin ngayon ang pag-import ng baboy (There is no need to expand MAV and/or lower the tariff rates. Our present system allows the import of pork)," Pangilinan said.

Senator Panfilo Lacson has also pushed for a Senate investigation into the activities of an alleged syndicate within the DA that stands to gain billions of pesos in "tong-pats" (padded costs) from the recommendation to increase the MAV and lower tariff rates on imported pork.

In response, DA has created a special committee to look into allegations, while insisting that "the issuance of MAV in-quota allocation is above-board and non-discretionary."

### Meat importers' approval

The Meat Importers and Traders Association, however, favored the proposal to increase the MAV quota, saying it is a step in the right direction to increase the supply of pork.

The Cold Chain Association of the Philippines, meanwhile, said that while importing 400,00 MT of pork is "per se normal," potential logistics problems could ensue if the 400,000 MT "materialize over a short period of time," and suggested that there has to be a "calibrated response" to the supply issue.

ASF, whose first outbreak in the country was recorded in 2019, has disrupted the operations of hog growers in Luzon, prompting the need for supply to be shipped in from Visayas and Mindanao.

About 95% of pork supply in the Philippines is locally sourced, and while the ASF virus does not pose any health risks to humans, there is no known vaccine to prevent it from spreading to the local livestock and destroying the industry.

The Philippine government earlier placed a 60-day price cap on pork and chicken products in Metro Manila to contain rising prices.

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# BOC sets Mar 30 testing of Automated Bonds Management System

- The Bureau of Customs (BOC) will implement on March 30, 2021 a one-day dry run of its Automated Bonds Management System (ABMS) for transit cargoes
- During the dry run, all electronic lodgment of transit goods declarations will require the attachment of bond policy at the Terms of Payment
- The dry run ensures smooth re-implementation on April 5 of the ABMS for transit cargoes
- The ABMS for transit cargoes is suspended from March 15 to April 4 to address technical and administrative issues

THE Bureau of Customs (BOC) will implement on March 30, 2021 a one-day dry run to test its Automated Bonds Management System (ABMS) for transit cargoes.

During the dry run, all electronic lodgment of transit goods declarations will require the attachment of bond policy at the Terms of Payment (TOP), according to a memorandum dated March 25 by Assessment and Operations Coordinating Group deputy commissioner Edward James Dy Buco.

He said the dry run is meant to ensure smooth re-implementation on April 5 of the ABMS for transit cargoes.

"We will closely monitor this activity to ensure that all technical and administrative issues have been addressed before we resume the implementation. All issues encountered must be reported quickly to the Deputy Collector for Operations of the respective ports," Dy Buco added.

In a text message, Dy Buco said the dry run covers ports nationwide and will continue despite the prevailing enhanced community quarantine in Metro Manila, Bulacan, Laguna, Cavite, and Rizal, collectively referred to as NCR (National Capital

Region) Plus. NCR Plus was placed under ECQ from March 29 to April 4 to temper the surge in COVID-19 cases.

The ABMS for transit cargoes is suspended from March 15 to April 4 in order to address technical and administrative issues.

The temporary suspension was put in place so as not to "affect the delivery of imported materials to Philippine Economic Zone Authority (PEZA)-registered enterprises due to errors encountered in the tagging of 'Release' in the system for transit shipments," according to Office of the Commissioner (OCOM) Memo No. 49-2021 dated March 12.

These errors have caused delays in the tagging of shipments upon their arrival at the PEZA zones.

With implementation suspended, the ports will be conducting the manual processing and charging against the general transport security bond (GTSB).

Since March 1, all electronically lodged transit goods declarations are required to have an approved bond policy in the ABMS of BOC's Electronic-to-Mobile (E2M) System.

ABMS is a BOC-wide system that handles the processing of bond transactions, monitors and manages bond balances, and flags bonds that have matured. ABMS was established under Customs Memorandum Order (CMO) No. 14-2012, which provides the procedures for implementing the ABMS in all customs ports.

CMO 30-2020, meanwhile, provides guidelines for implementing ABMS for the processing of GTSB, which is a form of security to guarantee

payment of duties and taxes and other obligations to BOC. The CMO applies to all transit bond accounts opened under the E2M System in all collection districts, including sub-ports and other BOC offices.

Under CMO 30-2020, only the approved bond policy can be used in the TOP upon filing of the transit single administrative document (TSAD) in the E2M, and bond credit as payment instrument will be used. Upon registration of the TSAD, the ABMS will change the status of the bond policy to "Charged" if there is available fund balance.

All transit shipments transferred to Free Zones from the port of discharge must be tagged "Arrived" in the E2M Transit System by the authorized Customs officer in the following period:

- For single containers, within 24 hours from arrival of the shipment at the Free Zone

- For multiple containers, within 24 hours from arrival of the last container of the shipment at the Free Zone

Once the TSAD is tagged "Arrived" at the port of destination, the ABMS will automatically revert the amount charged to the original bond balance.

Any alarm raised in the Electronic Tracking of Containerized Cargo (E-TRACC) system must be reported, pursuant to CMO 04-2020, which establishes E-TRACC.

The E-TRACC, launched in May last year, is a web-based system that tracks the inland movement of containerized cargoes during transit and transfer to other customs territories and facilities.

Failure by the importer to have the GTSB-secured containers arrive on time at the designated destination without a valid reason is sufficient ground for the bond to be forfeited. — **Roumina Pablo**

## Kerry Logistics posts record 2020 revenue, profit growth

- Revenue increased by 30%, core operating profit by 20% and core net profit by 33% in 2020 compared to 2019
- International freight forwarding segment recorded a high 64% increase in profit
- Integrated logistics segment recorded a profit increase of 6% over 2019

SUPPLY chain company Kerry Logistics Network Limited (KLN) said it achieved record growth in 2020 as revenue expanded 30% and core net profit rose 33% compared to 2019.

In a statement, the Hong Kong-headquartered company said revenue went up 30% to HKD53.4 billion (US\$6.9 billion) in 2020, while core net profit jumped 33% to HKD1.8 billion. Core operating profit rose by 20% to HKD3.3 billion year-over-year.

William Ma, group managing director of KLN Group, said the role of logistics in 2020 became "ever more paramount" with human mobility severely curtailed and global supply chain severely disrupted by the COVID-19 pandemic.

"Even as the pandemic forced millions of corporate employees around the world to work from home, our teams have been working tirelessly on

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## PHILEXPORT one-stop shop...

Continued from previous page

While closed until further notice, the ECD may still be reached via email or the BOC's Customer Care Portal System (client.customs.gov.ph) to process exporters' instructions and respond to their queries, according to the notice.

Dy Buco confirmed to PortCalls in a text message that a customs officer is assigned to PHILEXPORT's One-Stop Export Documentation Center.

Part of the confederation's services, the one-stop shop processes export declarations by air and by sea such as COs, as well as the export commodity clearances of BOC, Bureau of Fisheries and Aquatic Resources, and Bureau of Plant Industry.

A CO is a document declaring in which country a commodity or good was manufactured, and under many treaty agreements, it is required for cross-border trade so as to determine whether certain goods are eligible for import or are subject to duties.

The one-stop shop will be open until March 31 (half-day) and will temporarily close during Holy Week, resuming operations on April 5.

HYUNDAI MERCHANT MARINE  
PHILIPPINES CO. INC.

USA SERVICE

LCT DOCS: WED 1700HRS  
LCT CNTR: THU 0100HRS

PACIFIC SOUTHWEST 8 SERVICE via KAOHSIUNG									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ETA LAX	ETA OAK	
NORDMARSH	2043N	04/17	04/21	HYUNDAI EARTH	0027E	04/27	05/08	05/15	
CALLAO BRIDGE	191N	04/24	04/28	HYUNDAI MARS	0028E	05/02	05/13	05/20	
MOL SUCCESS	121N	05/01	05/05	HYUNDAI JUPITER	0018E	05/30	06/15	06/27	

LCT DOCS: FRI 1700HRS / LCT CNTR: SAT 0700HRS

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	190N	04/03	04/07	SEASPAN GANGES	0022E	04/12	04/23	04/27	
MOL SUCCESS	120N	04/10	04/14	YM TOTALITY	004E	04/19	04/30	05/04	
NORDMARSH	2043N	04/17	04/21	SEASPAN THAMES	0021E	05/03	05/14	05/18	

LCT DOCS: FRI 0800H  
LCT CNTR: FRI 0800H

EAST COAST SERVICE 4 (EC4) SERVICE via SINGAPORE										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	NYC	ORF	SAV	CST
SEASPAN NEW YORK	017S	04/06	04/11	YM WARMTH	0027E	04/18	05/12	05/15	05/18	05/20
ALS FAUNA	096S	04/13	04/18	ONE MINATO	0013E	04/24	05/13	05/16	05/19	05/21
SEASPAN NEW YORK	018S	04/20	04/25	ONE MUNCHEN	0028E	04/29	05/20	05/23	05/26	05/28

LCT DOCS: FRI 0800HRS DELIVERY: MICP  
LCT CNTR: FRI 0800HRS

EAST COAST SERVICE 5 (EC5) SERVICE via SINGAPORE										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	USNYC	SAV	JAX	ORF
SEASPAN NEW YORK	017S	04/06	04/11	CONTI ANNAPURNA	0009E	04/15	05/10	05/13	05/15	05/17
ALS FAUNA	096S	04/13	04/18	MOL MAESTRO	0057E	04/25	05/17	05/20	05/23	05/24
SEASPAN NEW YORK	018S	04/20	04/25	TBA		04/29	05/24	05/27	05/29	05/31

LCT DOCS: FRI 0800H \* LCT CNTR: FRI 0800H

FAR EAST PENDULUM 1 (FP1) VIA SGSIN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	LEH
SEASPAN NEW YORK	017S	04/06	04/11	VOID		04/19	05/09	05/12	05/15
ALS FAUNA	096S	04/09	04/14	VOID		04/26	05/16	05/19	05/22
SEASPAN NEW YORK	018S	04/20	04/25	VOID		05/03	05/23	05/26	05/29

LCT DOCS: FRI 0800HRS \* LCT CNTR: FRI 0800HRS \* DELIVERY: MICP

FAR EAST PENDULUM 2 (FP2) VIA SGSIN										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	ANR	SOU
SEASPAN NEW YORK	017S	04/06	04/11	ONE FALCON	0017W	04/19	05/02	05/04	05/07	05/10
ALS FAUNA	096S	04/09	04/14	ONE GRUS	0009W	05/03	05/25	05/28	05/31	06/03
SEASPAN NEW YORK	018S	04/20	04/25	ONE GRUS	0009W	05/03	05/25	05/28	05/31	06/03

LCT DOCS: FRI 0800H \* CNTR: FRI 0800H

MED1 (MD1) SERVICE via SINGAPORE											
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	BCN	VLC	MAPT	GOA	DAM
SEASPAN NEW YORK	017S	04/06	04/11	UNAYZAH	0021W	04/26	05/12	05/15	05/22	05/22	06/03
ALS FAUNA	096S	04/09	04/14	TAYMA	0017W	04/25	05/05	05/08	05/15	05/15	05/20
SEASPAN NEW YORK	018S	04/20	04/25	NEWYORK EXPRESS	0042W	04/29	05/19	05/22	05/26	05/29	06/03

LCT DOCS: FRI 0800H \* CNTR: FRI 0800H

MED2 (MD2) SERVICE via SINGAPORE									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	SPE	GOA	FOS
SEASPAN NEW YORK	017S	04/06	04/11	UM QARN	0017W	04/18	05/07	05/09	05/12
ALS FAUNA	096S	04/09	04/14	ZEPHYR LUMOS	0002W	04/21	05/09	05/11	05/14
SEASPAN NEW YORK	018S	04/20	04/25	SALAHUDDIN	0017W	04/28	05/16	05/18	05/21

MCP  
LCT DOCS: FRI 1700H / LCT CNTR: SAT 0700H

NEW WEST LATIN SERVICE 2 (NW2) SERVICE via BUSAN													
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ZLO	LAZ	PTY	BUN	CLL	SAI	LQN
APL ENGLAND OFDIEIMA	12/12	12/16	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	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

LCT: TUE 1200H/TUE 1700H \* DELIVERY: NORTH

KPX (KOREA PHILIPPINES EXPRESS)						
FEEDER VESSEL	VOY. NO.	ETA PHMNL	ETA VNSGN	ETA HKHKG	ETA CNSHK	ETA KRINC
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

LCT DOCS/FSI: TUE 1200H LCT CARGO: TUE 1900H

CHINA SOUTH EAST 2			
FEEDER VESSEL	VOY. NO.	ETA HKHKG	ETA CNSHK
MOUNT BUTLER	042N	11/13	11/14
NORDAMSTEL	007N	11/19	11/20
CNC MARS	003N	11/26	11/27

LCT MIP: SUN 1200H  
PIC: LOUIE | PIC: ROMMEL

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

LCT: SAT 0600HRS • DELIVERY: MIP

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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# OOCL breaks profit records in 2020 amid 'extremely complicated' market

- **Orient Overseas Container Line achieved record revenue, liftings and profit in 2020 "in an unprecedented and extremely complicated context"**
- **Group reported revenue of US\$8.2 billion, profit from operations of \$903 million, and EBIT of \$1 billion**
- **Liner liftings grew to 7.5 million TEUs**
- **Ordered twelve 23,000-TEU new vessels for delivery in 2023 and 2024**

ORIENT Overseas Container Line (OOCL) saw record revenue, liftings and profit from its core container shipping and logistics business in 2020, the impressive results "achieved in an unprecedented and extremely complicated context."

The Hong Kong-headquartered company logged operating profit of US\$992 million in 2020 from \$361 million year-on-year, and profit from operations of \$903 million, up from \$195 million in 2019, said Orient Overseas (International) Limited

(OOIL), said parent company of OOCL in a statement.

Group revenue reached \$8.2 billion, an increase from \$6.9 billion in 2019, while EBIT amounted to \$1 billion from \$452.3 million and EBITDA \$1.5 billion from \$881.6 million in 2019.

Profit attributable to equity holders for 2020 is \$902.7 million compared to \$1.3 billion in 2019, including profit on the disposal of Long Beach Container Terminal.

Liner liftings, meanwhile, rose to 7.5 million twenty-foot equivalent units in 2020, higher than the 7.0 million TEUs handled the preceding year.

"Our impressive result for 2020, which includes the highest ever revenue, liftings and profit figures for our core container shipping and logistics business, was achieved in an unprecedented and extremely complicated context" amid the backdrop of the COVID-19 outbreak, said COSCO-owned OOIL.

It said that after initially falling in early 2020, demand recovered dramatically and "since June, the situation for container shipping has been improving."

China was among the first countries to reactivate production and reopen for business, and consumer demand also began to improve in the United States and Europe, propelled by the encouragement of working from home and governmental subsidies.

In turn, OOCL made efforts to put more capacity into service as quickly as possible in order to meet the surprising and unabated surge in demand for space on various trade lanes. In response, the carrier deployed more capacity on some routes in the trans-Pacific peak season in 2020 than it did during the same period in 2019.

However, OOIL said the industry faced dramatic demand swings and tremendous operational difficulties during the year, including lockdowns at different terminals, chokepoints at key hubs in the supply chain, and worker shortage.

"As more and more services were introduced, congestion and equipment availability became more and more problematic. All these elements went together to create operational delays, and a slowdown in the flow of the repositioning

of container boxes, which then in turn created further obstacles," it continued.

Increased cooperation and synergy within COSCO SHIPPING benefited OOCL, which expanded its presence into new routes in many emerging markets, including Latin America.

OOIL said it also placed orders for twelve 23,000-TEU vessels during 2020, which are scheduled to be delivered during 2023-24 for deployment in the Asia-Europe trade.

Its OOCL Logistics also had a fruitful 2020 as rail services between China and Europe, and air freight forwarding were strengthened, warehousing and distribution activities were increased, and new depot and warehousing capacity was added in Thailand and Vietnam.

Looking ahead, OOCL said that despite current strong markets, "the full impact of COVID-19 may not be known for some time" due to fluctuations in freight rates, the shifting balance between shipping supply and global demand, and the continued evolution of supply chains after the challenges of 2020.

# Kerry Logistics posts record 2020 revenue, profit growth...

*Continued from page 5*

the frontline, maintaining 24/7 services across some 150 international hubs to support various industries and sustain people's daily lives."

As a result, he added, "KLN Group achieved record growth in both revenue and core net profit, clearly demonstrating the Group's resilience and capability to evolve through the pandemic."

The international freight forwarding division was the "powerhouse" of the group's business in 2020, accounting for 28% of the total segment profit. The division's profit for the full year 2020 increased by 64% to HKD1.0 billion year-on-year compared to a 40% growth in the first half of 2020.

The growth was mainly driven by a high global demand for pandemic-related goods as well as production and exports from mainland China.

The integrated logistics business recorded a profit of HKD2.6 billion, an increase of 6% as growth was affected by the reduced profit contributed by fewer warehouses in Hong Kong compared with 2019. Growth was mainly driven by the strong performance in Hong Kong (10% profit growth) and Taiwan (19%).

In China, the integrated logistics division bounced back in the second half of 2020, offsetting the 37% drop in profit in the first half of the year, on the back of

the resumption of manufacturing activities, recovery of local consumption, and rapid growth of the e-commerce market.

Kerry Logistics also reported that in China, the 340,000-square-foot chemical logistics center in Cangzhou began operations in the first quarter of 2021. Construction of the 827,000-square-foot logistics center in Qingdao is expected to be completed in the second quarter of 2021.

The 1-million-square-foot logistics center in Guangzhou, the 305,000-square-foot chemical logistics facility in Zhangjiagang, the 644,000-square-foot hub and logistics center in Zhuhai, and the 545,000-square-foot bonded logistics

center in Hainan are expected to complete construction in 2022.

On February 10, 2021, KLN announced that S.F. Holding, which owns Chinese express giant SF Express, has made a cash offer to acquire a controlling stake in KLN for US\$2.3 billion. Kerry Logistics also announced plans to sell some warehouse assets and its Taiwan business to its parent company, Kerry Properties Limited.

Ma said the deal with S.F. Holding "will scale up KLN Group, extending its reach and enhancing its R&D capabilities," as Kerry Logistics seeks to retain its competitiveness and drive changes in the global logistics arena.

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