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# PortCalls

The Philippines' only shipping and transport guide

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## Cargo trucks get another 6-month reprieve from anti-overloading policy

- The moratorium on enforcement of the anti-overloading policy for trucks under codes 12-2 and 12-3 extended for another six months to June 30
- The moratorium gives truckers more time to acquire additional transport equipment to conform with the gross vehicle weight requirement under Republic Act 8794
- The moratorium has been continuously extended since 2013 on repeated request from truckers
- The Confederation of Truckers Association of the Philippines,

Inc. has for years requested the permanent suspension of the policy prohibiting overloading of trucks with codes 12-2 and 12-3

CARGO trucks with codes 12-2 and 12-3 have been given another six-month reprieve from the enforcement of the anti-overloading policy.

Public Works Secretary Mark Villar and Transportation Secretary Arthur Tugade signed the public advisory extending the moratorium to June 30, 2021 "to give haulers/truckers more time to acquire additional transport equipment  
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## From 90 days, trucks-for-hire provisional authority now valid for one year

- The Land Transportation Franchising and Regulatory Board (LTFRB) has extended the validity of provisional authority (PA) for trucks-for-hire from 90 days to one year
- Validity period starts on the date of the PA
- Truckers' group welcomes development but continues to push for moratorium on policy banning 15-year-old trucks from roads

THE provisional authority (PA) for trucks-for-hire (TH) is now valid for one year instead of just 90 days, the Land Transportation Franchising and Regulatory Board (LTFRB) announced.

The extension was granted considering the vital role THs play in moving essential goods all over the country, according to LTFRB Board Resolution No. 033 series of 2021 dated April 10, 2021. Validity period will start on the date  
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## INTRODUCTION TO BUSINESS ANALYTICS FOR LOGISTICS PROFESSIONALS

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April 29, 2021, 2 to 5pm  
Investment cost: P2,500 (VAT inclusive)

## Nippon Express reclaims lead in revised 2020 PH forwarder stats

- Cargo handled by international airfreight forwarders declined 2.2% in 2020 from 2019, according to revised data from the Civil Aeronautics Board
- Nippon Express Philippines reclaimed the top international air freight forwarder spot under revised stats
- Consolidations rose 13.7% while breakbulking and direct shipments dropped 12.3% and 14%, respectively

CARGO handled by international airfreight forwarders reached 346.463 million kilograms (kg) in 2020, a 2.2% decline from 354.373 million kg posted in 2019, according to revised data from the Civil Aeronautics Board (CAB).

The updated data as of March 26 includes report revisions from Nippon Express Philippines Corp. and Jupiter Logistics Philippines, Inc. according to CAB.

With the update, Nippon Express came out as the top international air freight forwarder in terms of volume for the

12th straight year in 2020. In the February 7 preliminary data, Jupiter Logistics was the top freight forwarder.

Consolidations, which accounted for 46.78% of the total forwarding volume, rose 13.7% to 162.074 million kg from 142.528 million kg in 2019.

Breakbulking, with a 34.57% share of the total, decreased 12.3% to 119.778 million kg from 136.635 million kg in 2019.

Direct shipments likewise dropped 14% to 64.611 million kg from 75.209 million kg recorded in 2019.

The Association of Asia Pacific Airlines earlier said international air cargo demand fell by 15.5% in 2020 while offered freight capacity plunged by 24.4%. It noted, however, that global economic activity rebounded in the second half of 2020, buoyed by the increase in export orders and the rising demand for the speedy delivery of merchandise by air.

Nippon Express handled 55.761 million kg in 2020, 16.09% of the total, placing it first on CAB's list of the top 30 international air freight forwarders for 2020.

Top 10 newcomer NRU Cargo Forwarder followed in second place with 32.943 million kg or 9.51%.

U-Freight Philippines, Inc. jumped from 16th place to third with 18.843 million kg or 5.44%, while Yusen Logistics Philippines, Inc. remained in fourth place with 15.968 million kg or 4.61%.

Schenker Philippines, Inc. dropped two places to fifth with 13.698 million kg or 3.95% while UPS Delbros Transport, Inc. went two ranks up to sixth with 11.969 million kg or 3.08%.

Still in seventh place was Kintetsu World Express Phil., Inc. with 11.365 million kg or 3.28%, followed by DHL Express (Philippines) Corp., which jumped four spots to eighth place with 10.623 million kg or 3.07%.

Trans-global Consolidators, Inc., previously in second place, fell to ninth with 10.387 million kg or 3%, while DHL Global Forwarding (Philippines), Inc., formerly ranked sixth, completes the top 10 with 9.435 million kg or 2.72%.

In 11th to 20th places were Federal Express Pacific Ltd. (9.369 million kg);

Expeditors Philippines, Inc. (9.116 million kg); Kuenhe + Nagel, Inc. (7.941 million kg); DSV Air & Sear, Inc. (7.783 million kg); ATR International Freight, Inc. (7.617 million kg); Morrison Express Philippines, Inc. (7.240 million kg); TYCS Logistics International, Inc. (5.651 million kg); CEVA Logistics Philippines, Inc. (5.447 million kg); Polaris Express Logistics Corp. (5.147 million kg); and NNR Global Logistics (Phils), Inc. (4.630 million kg).

Completing the top 30 list were Jupiter Logistics (3.805 million kg); Agility International Logistics, Inc. (3.450 million kg); Dimerco Express Philippines, Inc. (3.406 million kg); World Alliance Freight, Inc. (3.299 million kg); UPS SCS (Philippines), Inc. (2.778 million kg); AAI Worldwide Logistics, Inc. (2.546 million kg); Bollore Logistics Philippines, Inc. (2.247 million kg); Hankyu Hanshin Express Philippines, Inc. (2.021 million kg); CNT Air Express, Inc. (1.972 million kg); and Panalpina World Transport (Phils), Inc. (1.893 million kg). — **Roumina Pablo**

## Truck drivers, helpers fall under 4th priority group for vaccination



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Truck drivers and helpers (pahinante) are among those included in the fourth priority group of workers for vaccination, as recommended by the National Economic and Development Authority

About 12.833 million workers are under the A4 priority group, of which 3.672 million are in the A4.1 subgroup or commuter transport and logistics group

Also part of the A4 priority group are workers engaged in the manufacturing of food, beverage, medical and pharmaceutical products and construction workers in government infrastructure projects

Vaccination of the A4 priority group is set to start in July

Truck drivers and helpers (pahinante) are listed among logistics personnel that fall under the A4 priority group of workers and sectors recommended for immediate vaccination by the National Economic and Development Authority (NEDA) under the National COVID-19 Vaccine Deployment Plan.

The latest NEDA recommendation provides a detailed list of sectors and individuals and follows the Inter-Agency Task Force for the Management of Emerging Infectious Diseases' (IATF) resolution approving priority groups under A4.

IATF Resolution No. 110 signed on April 15 approved the list of

sectors and eligible workers under A4 as recommended by the NEDA-led National Task Force against COVID-19 Recovery Cluster.

Workers under A4 belong to priority economic sectors, which are sectors or groups that have high levels of interaction with or exposure to the public and cannot dutifully practice the minimum public health standards at work; are needed to ensure security, consumer and worker safety; and are working in priority government projects.

These are:

- A4.1 – Commuter transport (land, air, and sea), including logistics
- A4.2 – Public and private wet and dry market vendors; frontline workers in groceries, supermarkets, delivery services
- A4.3 – Workers in manufacturing for food, beverage, medical and pharmaceutical products
- A4.4 – Frontline workers in food retail, including food service delivery

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### I80 Service - (MNL NORTH - HONGKONG)

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MCC ANDALAS	115N	23-Apr	24-Apr	29-Apr
MCC ANDALAS	116N	30-Apr	1-May	6-May
MCC ANDALAS	117N	7-May	8-May	13-May

LCT SI/DOCS: THU 1500H / Cargo: 0300H FRI (Above schedule is subject to change without prior notice)

### CPV Service (MNL NH - HONGKONG)

VESSEL	VOY	ETA NORTH	ETD NORTH	ETA HONGKONG
PACIFIC GRACE	W128	26-Apr	28-Apr	30-Apr
PACIFIC GRACE	W128	3-May	5-May	7-May
PACIFIC GRACE	W130	10-May	12-May	14-May

LCT SI/DOCS: 1000H MONDAY / LCT CARGO: 1000H MONDAY (Above schedule is subject to change without prior notice)

### TPE Service (MNL NH - KAOHSIUNG)

VESSEL	VOY NO.	LCT NORTH	ETD NORTH	ETA KAOHSIUNG (2 Days)
YM CREDEBILITY	013N	16-Apr	18-Apr	20-Apr
YM CREDEBILITY	014N	23-Apr	25-Apr	27-Apr
YM CREDEBILITY	015N	30-Apr	2-May	4-May

LCT SI/DOCS : 0900H THURSDAY / LCT CARGO: 0700H FRIDAY (Above schedule is subject to change without prior notice)

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The Philippines' only shipping and transport guide

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# BOC-MICP starts up E-TRACC arming station

- The Bureau of Customs Manila International Port activated on April 15 its Electronic Tracking of Containerized Cargoes (E-TRACC) arming station
- The arming station facilitates seamless and efficient arming and removal of trackers and provides office space for MICP's E-TRACC team
- Additional trackers were also acquired, raising the collection district's markers to 2,000
- E-TRACC tracks inland movement of containerized cargoes during transit and transfer to other customs territories and facilities

THE Bureau of Customs (BOC)-Manila International Port (MICP) has activated on April 15 its Electronic Tracking of Containerized Cargoes (E-TRACC) arming station to bolster implementation of the system that tracks inland movement of containerized cargoes during transit and transfer to other customs territories and facilities.

The arming station is designed to facilitate seamless and efficient arming and removal of trackers and provides office space for MICP's E-TRACC team, BOC said in a statement.

Additional trackers were also acquired, raising the collection district's functioning markers to 2,000.

E-TRACC is a web-based system implemented by BOC last year to track inland movement of containerized cargoes during transit and transfer to other customs territories and facilities. It allows BOC to track, monitor, and audit the location and condition of cargoes, as well as obtain real-time alarms on diversion and tampering of cargoes.

BOC earlier said the E-TRACC System is "an effective tool for preventing erroneous delivery of containers, thus preventing issues on missing containers or unauthorized diversion of the carriers and misdelivery."

Since the June 2020 rollout nationwide until early March this year, the E-TRACC system has recorded 699 corridor alerts (deviation from registered routes), 32 security alerts, 18 unauthorized departures, and 84 unauthorized end trips. Corresponding penalties were charged against the violators.

Under Customs Memorandum Order (CMO) No. 04-2020, which implements the E-TRACC system, an electronic customs seal (ECS) is required during the transfer of cargo to a container yard/container freight station or other customs facilities and warehouses; transit of cargo bound for Free Zones, inland customs office, depots, or terminals; transit to customs bonded warehouse (CBWs); export of cargo from Free Zones, inland customs office, depots or terminals, and CBWs to port of loading; and transfer of shipments subject to further verification and/or monitoring.

# PAL sets trial run for IATA travel pass

- Philippine Airlines will conduct a trial run of the International Air Transport Association (IATA) digital platform that helps passengers manage COVID-19-era health requirements
- IATA's Travel Pass will be used on flights from Manila to Los Angeles and Singapore from May to June 2021
- PAL is the first domestic airline to test the new digital technology from IATA
- The IATA Travel Pass is a global-standard mobile application that validates and authenticates the passenger health requirements and regulations for travel of all countries

tion that validates and authenticates the passenger health requirements and regulations for travel of all countries

PHILIPPINE AIRLINES (PAL) will be the first domestic airline to test the International Air Transport Association's (IATA) Travel Pass, a digital platform that helps international passengers manage COVID-19-era health requirements.

IATA's Travel Pass will be used for the flag carrier's flights from Manila to Los Angeles and Singapore on select dates from May to June 2021, the carrier said in a statement.

"We want to make it simple for our customers to travel safely. The IATA Travel Pass will help them verify that they comply with health rules and COVID test requirements, so they can board our flights with assurance and confidence," PAL president and chief operating officer Gilbert Santa Maria said.

"Restarting international aviation safely has been at the forefront of IATA's Travel Pass initiative. We are proud to partner with Philippines Airlines—the first airline in the Philippines—to trial the app and demonstrate that this technology can securely, conveniently and efficiently help manage passenger travel health credentials," said IATA senior vice president for airport, passenger, cargo and security Nick Careen.

The IATA Travel Pass is a global-standard mobile application that validates and authenticates the passenger health requirements and regulations for travel of all countries. The digital health application will enable a passenger to create a digital ID based on the standards of the International Civil Aviation Organization (ICAO).

IATA and the International Airlines Group (IAG) worked together to develop the Travel Pass to support the safe reo-

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BOC said the trackers, or the ECS, are designed to alert any tampering and allows for the swift action of BOC's Enforcement and Security Service Quick Reaction Team to prevent the possibility of smuggling activities.

All container vans covered by CMO 04-2020 should be affixed with an ECS before being cleared to depart from the starting point or point of discharge for the voyage to the end point or point of destination.

Except when warranted under CMO 04-2020, customs cargo clearance must be fully completed before any shipment can be sealed with an ECS.

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Xiumei Shanghai	2112N	05/11	05/18	05/30	05/21	05/21	05/25	05/25	05/22	05/27	05/25
KMTC Ulsan	2111N	05/19	05/26	06/07	05/29	05/29	06/02	06/02	05/30	06/04	06/02
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Hyundai Integral	0109N	05/09	05/11	05/16	05/20	05/24	05/24	05/25	05/24	05/25	05/25
Hyundai Grace	0111N	05/18	05/20	05/25	05/29	06/02	06/02	06/03	06/02	06/03	06/03
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KMTC Gwangyang	2105S	05/03	05/06	05/09	05/10	05/14	05/17	05/18	05/11	05/19	05/27
KMTC Shanghai	2106S	05/13	05/16	05/19	05/20	05/24	05/27	05/28	05/21	05/29	06/06
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POHANG	HIROSHIMA	LIANYUNGANG	YANTAI	AND MANY MORE							
THAILAND	MIZUSHIMA	AND MANY MORE++	AND MANY MORE++	AND MANY MORE							
BANGKOK	MOJI			ICDS+++							
LAEMCHABANG	HOSOSHIMA										
LATKABANG	IMABARI										
SIAM	YOKOHAMA										
	ISHIKARI										
	NAOETSU										
	TAKAMATSU										
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ICD TUGHLAKABAD	JEBEL ALI	SHUWAIK									
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AND MANY MORE++											
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## From 90 days, trucks-for-hire...

Continued from page 1

of the PA and the extension is without “prejudice to the outcome or resolution of their main application” for Certificate of Public Convenience (CPC), the resolution said.

Confederation of Truckers Association of the Philippines (CTAP) president Pepito Dino told *PortCalls* in a text message that anything that can help road transportation, particularly THs, “is very welcome to us.”

The resolution noted that the LTFRB Board recognizes the challenges brought about by the COVID-19 pandemic, especially in the setting of hearing schedules. From March 16 to November 30 last year, it said, the limited number of hearing officers effectively led to the cancellation of hearings. For applications received from June 1, 2020, the new schedule would take more than three months from the filing of application.

And despite the drastic change in hearing schedules of applications, causing truckers “to renew their PA several times until their CPC is issued”, trucks operating outside of Philippine Economic Zone Authority (PEZA) economic zones still had a PA validity period of 90 days, the resolution observed.

LTFRB in 2019 granted truckers operating in PEZA zones 365 days of PA validity to ensure continuous and unhampered operations of truckers in economic zones.

The resolution pointed out that just like truckers operating in PEZA, truck-for-hire services outside the zone are equally important so their operations should also not be interrupted and hampered, especially in this time of pandemic, as they play “a vital role in the movement

of essential goods all over the country, such as but not limited to foods, medicines, materials and other basic commodities.”

CTAP’s Dino said the new policy will not affect truck units whose franchises have already expired due to the 15-year-old truck age policy.

He confirmed that CTAP is still pushing for the re-imposition of the moratorium on the 15-year-old truck age policy as the group maintains roadworthiness, not age, should be the basis for franchise.

CTAP earlier reiterated this position during a March 19 meeting between LTFRB and truckers.

CTAP’s call comes after the moratorium on the implementation of the policy on 15-year-old trucks under LTFRB Memorandum Circular (MC) No. 2018-007, issued in 2018, lapsed in June 2020; the moratorium was later extended until December 29, 2020 through MC 2020-032.

MC 2018-007 was issued to conform with Department of Transportation (DOTr) Department Order (DO) No. 2017-09, which was signed in 2017 and reinforces DO 2002-030 on the mandatory age limit for buses-for-hire and THs covered by the Certificate of Public Convenience or CPC.

DO 2002-030 calls for replacing old, dilapidated public utility vehicles (PUVs) such as THs to modernize the country’s fleet and prevent accidents and untoward incidents.

As a result, Dino said some member truckers with units of more than 15 years

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HAI HUA	2112N	10-May	11-May	12-May	13-May	14-May
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HAI HUA	2111S	30-Apr	1-May	2-May	3-May	4-May
HAI HUA	2112S	7-May	8-May	9-May	10-May	11-May
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old will no longer be able to renew their CPC this year due to the expiration of the moratorium.

He added that according to LTFRB records, about 43% of truck owners have complied with the truck age requirement. But he said the bigger 57% will find it difficult to re-fleet as they have yet to recover from the impact of the COVID-19 pandemic.

In a 2018 forum with truckers, LTFRB chairman Martin Delgra III noted roadworthiness will be the basis for granting CPC to PUVs such as trucks, going by a provision in MC 2018-007, which said that once Motor Vehicle Inspection System (MVIS) Centers are established, a roadworthiness certificate will become

the basis for a PUV’s roadworthiness.

In 2019, DOTr said it hoped to start in 2020 granting privately operated Motor Vehicle Inspection Centers the authority to determine if trucks were roadworthy regardless of age. The plan has yet to materialize.

CTAP and the Alliance of Concerned Truck Owners & Organizations are pushing for speedy establishment and implementation of MVIS for heavy vehicles, including trucks.

CTAP said it supports the MVIS as it “will institutionalize a technology-driven vehicle inspection service to determine the roadworthiness of TH trucks in the proper issuance of franchise.” – **Roumina Pablo**

## Priority agencies for TradeNet onboarding identified

- Trade regulatory government agencies (TRGA) with IT departments and automated trade-related processing systems are a priority in the onboarding to TradeNet
- Also a priority are TRGAs that have undertaken onboarding activities such as business data gathering and commodity codes identification
- TRGAs not complying with the order to get on board TradeNet will be sent warnings and may face investigations or appropriate administrative actions

TRADE regulatory government agencies (TRGA) that have their own information technology departments and automated systems for trade-related processes will come first in the onboarding to TradeNet, the government’s platform for processing applications for import and export permits.

Also a priority are TRGAs that have undertaken onboarding activities such as business data gathering and commodity codes identification.

This was agreed on during the joint cluster virtual conference of the National

Single Window (NSW) Technical Working Group (TWG) on April 20 in order to expedite the onboarding of TRGAs, according to the Bureau of Customs (BOC).

BOC said that based on initial survey findings of the Department of Finance (DOF)’s TradeNet Project Management Office, majority of the TRGAs already have their own IT departments, with a number of agencies having their own automated systems for trade-related processes.

The Anti-Red Tape Authority (ARTA), as vice chair for NSW Onboarding Matters, during the conference reported a decision to send out notices of warning to agencies that are non-responsive and non-compliant with the Ease of Doing Business and Anti-Red Tape Advisory (EODB-ARTA) Council Resolution No. 12 and ARTA Memorandum Circular (MC) No. 2021-01 issued last March 5.

The EODB-ARTA Council Resolution No. 12 mandates the onboarding of 73 TRGAs involved in the processing and issuance of license, permit, clearance, and

certification for the movement (import-export-transit) of cargo to TradeNet by the second week of April.

ARTA MC 2021-01 mandates TRGAs to get on board TradeNet within 10 weeks from the issuance of MC 2021-01 and after receiving a letter-request to onboard that was signed by ARTA, DOF, BOC and the Department of Trade and Industry.

MC 2021-01 grouped TRGAs into clusters, with priority agencies that are already using the old NSW and are part of the National Effort for the Harmonization of Efficient Measures of Inter-related Agencies Program on Logistics.

The other clusters are the logistics and port operations; agriculture and food cluster; chemicals, oils, minerals, environment cluster; general merchandise and retail sector; tax and duty exempt cluster; relief consignment and foreign donations cluster; monitoring and oversight cluster; economic zones and freeport zones cluster; and Association of Southeast Asian Na-

Turn to page 7

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CNC MARS	ONC4CE1NC	27-Apr	29-Apr	30-Apr	3-May	10-May	10-May	14-May	15-May	17-May	19-May
NORDLEOPARD	ONC4GE1NC	4-May	6-May	7-May	10-May	13-May	13-May	17-May	18-May	20-May	22-May

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OLYMPIA	0JV58N1NC	2-May	4-May	6-May	8-May	10-May	11-May	12-May	12-May	13-May
AS ROMINA	0JV5AN1NC	9-May	11-May	13-May	15-May	17-May	18-May	19-May	19-May	20-May

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MOTHER VESSEL	VOY. NO.	MNL (NH)	MNL (SH)	TOKYO	YOKOHAMA	OMAEZAKI	NAGOYA	KOBE	ETA
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TR ARAMIS	0IZ89N1NC	2-May	3-May	10-May	10-May	12-May	13-May	14-May	14-May
GH SCIROCCO	0IZ8FN1NC	9-May	10-May	17-May	17-May	19-May	20-May	21-May	21-May

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MOTHER VESSEL	VOY. NO.	MNL (NH)	MNL (SH)	LIANYUNGANG	QINGDAO	NANSHA
ALS JUVENTUS	OKRIUN1NC	29-Apr	1-May	6-May	8-May	12-May
JACK LONDON	OKRIYN1NC	6-May	8-May	13-May	15-May	19-May
MORGANA		13-May	15-May	20-May	22-May	26-May

(CHINA 1 NB) DIRECT SERVICE TO CHINA							
MOTHER VESSEL	VOY. NO.	MNL (NH)	MNL (SH)	SHANGHAI	NINGBO	SHANTOU	SHEKOU
SEATTLE C	0QA8IN1NC	OMIT	28-Apr	OMIT	OMIT	4-May	5-May
BALTIC NORTH	0QA8KN1NC	2-May	5-May	8-May	9-May	11-May	12-May
TBA	0QA8MN1NC	BLANK SAILING, WEEK 20					

(CP6) DIRECT SERVICE TO CHINA & PUSAN (WEEKEND)								
MOTHER VESSEL	VOY. NO.	MNL (SH)	MNL (NH)	LIANYUNGANG	QINGDAO	PUSAN (HYUT)	PUSAN (HBTC)	SHANGHAI
HYUNDAI GRACE	0CB4GN1NC	25-Apr	27-Apr	1-May	2-May	5-May	5-May	8-May
HYUNDAI VOYAGER		BLANK SAILING						
HYUNDAI INTEGRAL	0CB4KN1NC	9-May	11-May	15-May	16-May	19-May	19-May	22-May

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

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# Cargo trucks get another 6-month reprieve...

Continued from page 1

to conform with the latest GVW [gross vehicle weight].”

The moratorium covers enforcement of the anti-overloading policy for trucks categorized under codes 12-2 and 12-3; it took effect on January 1, 2021 after the last moratorium expired on December 31, 2020.

The Department of Public Works and Highways (DPWH) has applied the moratorium since January 1 despite late publication of the official notice.

The moratorium relating to trucks coded 12-2 and 12-3 has been continuously extended since 2013 upon repeated re-

quest of truckers. Code 12-2 trucks are semi-trailers with three axles on the towing trucks and two axles on the trailers; code 12-3 trucks are semi-trailers with three axles on the towing trucks and three axles on the trailer. These truck types are commonly used to deliver container cargoes.

Other truck/trailer codes must follow the current maximum allowable gross vehicle weight (MAGVW) under Republic Act (R.A.) No. 8794 (An Act Imposing a Motor Vehicle User's Charge on Owners of all Types of Motor Vehicles and for Other Purposes), or Anti-Overloading Act.

## CTAP's call

The Confederation of Truckers Association of the Philippines, Inc. (CTAP), however, has for years requested the DPWH to permanently suspend enforcement of the MAGVW for trucks with codes 12-2 and 12-3.

Not getting a permanent suspension, CTAP has also asked DPWH to extend the moratorium, or to amend revised implementing rules and regulations of RA 8794 to increase the MAGVW of codes 12-2 and 12-3, the two most commonly used trucks for carrying cargoes in the

Philippines.

In a letter to DPWH's Villar in June 2019, CTAP said that even if an indefinite period to comply with the prescribed MAGVW under the law's revised IRR was given to truckers, “there would not be any transport equipment anywhere in the world that will satisfy the gross vehicle weight of 41,500 kilograms for 12-2 and 42,000 kg for 12-3.”

In a position paper submitted to DPWH in 2017, CTAP explained that the average weight of containers arriving in the Philippines is around 30,000 kg to 36,000 kg, which means that if the minimum weight is added to the tare weight of the tractor head and trailer (15,000 kg on average), the total weight would be 43,500 kg, already an automatic violation of the law.

CTAP also explained that to comply with the MAGVW, “we would need a truck and trailer with a tare weight of around 10,000 kg to 11,500 kg, which would be impossible since the average tare weight of such is 15,000 kg for code 12-2 and 16,000 kg for code 12-3.”

Instead of enforcing the MAGVW, CTAP proposes that DPWH use the requirement of 13.5 tons per axle as sole basis for weight limit of trucks as this is “the norm among compliant truckers.”

CTAP noted that the 13.5 tons per axle basis “will not cripple the economy” unlike the MAGVW “that will prevent most truckers [from pulling] out containers from the ports because they will be automatically cited for overloading.”

Truckers earlier said they are being apprehended for overloading based on two reasons: MAGVW, as per the revised IRR, and the 13.5 tons per axle, which is stated under RA 8794.

Truckers said they prefer the basis of 13.5 tons per axle, which is already part of the law, and which they can comply with.

Under Section 6 (Penalty for Overloading) of RA 8794, “An amount equivalent to twenty five percent (25%) of the MVUC [Motor Vehicle User's Charge] shall be imposed on trucks and trailers for loading beyond their prescribed gross vehicle weight: provided, that no axle load shall exceed thirteen thousand five hundred kilograms (13,500 kg).” – *Roumina Pablo*

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TS Pusan	21008N	5-May			OMIT			HIT / 10-May		ONW / 11-May			12-May
<b>MBX - Manila - Nansha - Shekou - Hongkong</b> LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H													
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA	XIA	ETA	NAN	ETA	SKU	ETA	HKG
Mitra Bhum	21015N	2-May		3-May				7-May		8-May			9-May
TS Laemchabang	21011N	9-May		10-May				14-May		15-May			16-May
<b>BMX - Manila - Lianyungang - Qingdao</b> LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H													
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA	LYG	ETA	TAO				
CMA CGM Caijue		29-Apr		1-May				8-May	3-Jun				
Jack London	OKRIYN	6-May		8-May				15-May	10-Jun				
<b>PH3 - Manila - Ningbo - Shanghai</b> LCT: CARGO: NORTH SAT 0500H / SOUTH FRI 1000H													
FEEDER VESSEL	VOY.	ETD	MNL (STH)	ETD	MNL (NTH)	ETA	SHA	WQG4	ETA	NBO			
Seoul Tower	116W	20-Apr		21-Apr			26-Apr			27-Apr			
Evridiki G	117W	27-Apr		28-Apr			3-May			4-May			
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FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA	SHA	WQG1	ETA	NBO (CMICT)			
Green Earth	20N	3-May		4-May			8-May			10-May			
TBN		BLANK SAILING DURING LABOR FESTIVAL											
<b>IA3 - Manila North - Taichung</b> LCT: CARGO: NH SUN 1700H													
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETA	TAICHUNG	ETA	XIAMEN	ETA	NANSHA				
Seaspan Lumaco	116N	4-May		8-May			10-May		12-May				
JPO Pisces	117N	11-May		15-May			17-May		19-May				

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HONG PROSPERITY2108N		APR 28	APR 29	APR 30	MAY 5	MAY 6	MAY 8
MARINE TARABA N048		MAY 5	MAY 6	MAY 7	MAY 12	MAY 13	MAY 15
NO VESSEL							CANCELLED VOYAGE
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WM1 SERVICE DIRECT MANILA - SHANTOU(2) - QUANZHOU(2-3) - XIAMEN(3-4)						
VESSEL	VOY	MIP ETD/MON	MNS ETD/TUE	SWA ETA/THU	QUA ETA/FRI	XMN ETA/SAT
SINOTRANS TIANJIN	2116N	20-Apr	21-Apr	23-Apr	24-Apr	25-Apr
SINOTRANS TIANJIN	2117N	CANCELLED VOYAGE				
SINOTRANS TIANJIN	2118N	4-May	5-May	7-May	8-May	9-May
SINOTRANS TIANJIN	2119N	11-May	12-May	14-May	15-May	16-May
LCT: (NORTH) MON 0600H & (SOUTH) TUE 0100H • TUE SAILING						

CPS SERVICE DIRECT MANILA - SHANGHAI(4) - NINGBO(5)						
VESSEL	VOY	MNN ETD/THU	MNS ETD/FRI	SFS	SHA ETA/SAT	NBO ETA/SUN
SITC GENSAN	2109N	APR 15	APR 16	-	APR 23	APR 24
ZHONG WAI YUN XIN GANG 2108N		APR 22	APR 23	-	APR 30	MAY 1
SITC GENSAN	2110N	APR 29	APR 30	-	MAY 7	MAY 8
ZHONG WAI YUN XIN GANG 2109N		MAY 6	MAY 7	-	MAY 14	MAY 15
LCT: (MIP) TUE/1800H: (SOUTH) WED/1800H • FRI SAILING FOR PERISHABLE GOODS: (MIP) WED/1800H: (SOUTH) THU/1800H						

CNP2 SERVICE DIRECT MANILA NH - MANILA SH - SUBIC - QINGDAO - NINGBO - QUANZHOU							
VESSEL	VOY	MNN ETD/WED	MNS ETD/THU	SUBIC ETD/FRI	TAO ETA/WED	NBO ETA/THU	QZJ ETA/SAT
AS FENJA	013N	21-Apr	22-Apr	23-Apr	5-May	7-May	9-May
ISEACO FORTUNE	040N	28-Apr	29-Apr	30-Apr	12-May	14-May	16-May
NO VESSEL							
CANCELLED VOYAGE							
AS FENJA	014N	12-May	13-May	14-May	26-May	28-May	30-May
LCT: (NORTH) MON/1200H: (SOUTH) TUE/1200H: (SUBIC) THU/1200H • FRI SAILING FOR PERISHABLE GOODS: (NORTH) TUE/1200H: (SOUTH) WED/1200H: (SUBIC) FRI/1200H							

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SITC INCHON	2114W	29-Apr		1-May	2-May	5-May	5-May	7-May	8-May	10-May	14-May
WISDOM GRACE	2114W	6-May		8-May	9-May	12-May	12-May	14-May	15-May	17-May	21-May
LCT (CARGO): BATANGAS/TUE 2359H (THU SAILING) * MNL NH/WED 2359H (SAT SAILING) * SUBIC/THU CARGO 1200H/DOCS 1000H (SUN SAILING)											

CPS SERVICE (MNL NH - MNL SH - XIAMEN - SHANGHAI - NINGBO)					
MOTHER VESSEL	VOY. NO.	ETD MNL(NH)	ETA MNL(SH)	ETA SHA	ETA NBO
SITC GENSAN	2110N	30-Apr	1-May	5-May	8-May
ZHONG WAI YUN XIN GANG 2109N		7-May	8-May	12-May	15-May
LCT (CARGO): MNL NH/THU 1200H (FRI SAILING) * MNL SH/ FRI 1200H (SAT SAILING)					

CMI SERVICE (BATANGAS - SHANGHAI - XIAMEN - SHEKOU - NANSHA - HO CHI MINH - JAKARTA - SEMARANG - MAKASSAR)													
MOTHER VESSEL	VOY. NO.	ETD	BTG	ETA SHA	ETA NBO	ETA XIA	ETA SHE	ETA NAN	ETA BIN	ETA JKT	ETA SEM	ETA SUR	ETA MAK
SITC SHEKOU	2109N	1-May		5-May	7-May	9-May	10-May		15-May	18-May	20-May	22-May	24-May
MERATUS TOMINI	2109N	8-May		12-May	14-May	16-May	17-May		22-May	25-May	27-May	29-May	31-May
LCT (CARGO): BATANGAS/THU 2359H (SAT SAILING)													

NEW SERVICE CPX5 SERVICE (MANILA NH - QUANZHOU (SHIHU) - QUANZHOU (WEITOU) - XIAMEN)						
MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA MNL (SH)	ETA QUA (SHIHU)	ETA QUA (WEITOU)	ETA XMN
HAIAN LINK	2110N	29-Apr	-	1-May	1-May	2-May
SITC HAIPHONG	2117N	28-Apr	29-April	8-May	9-May	9-May
LCT (CARGO): MNL NH/MON 2359H (WED SAILING)						

NEW SERVICE CPV SERVICE (MNL NH-HONGKONG-NANSHA-SHEKOU-HAIPHONG-QINZHOU)											
MOTHER VESSEL	VOY. NO.	ETD MNL(NH)	ETA MNL (SH)	ETA HKG	ETA NAN	ETA SHK	ETA HAI	ETA QZJ			
PACIFIC GRACE	2128W	CANCELLED VOYAGE									
PACIFIC GRACE	2130W	5-May		7-May	SKIP	9-May	SKIP	SKIP			
LCT (CARGO): MNL NH/ SUN 2359H (WED SAILING)											

SES SERVICE (SUBIC - BATANGAS - CEBU - HONGKONG - SHEKOU)							
MOTHER VESSEL	VOY. NO.	ETD SUBIC	ETA MNL SH	ETA BTG	ETA CEB	ETA HNG	ETA SHE
WAN HAI 213	N397	3-May	-	4-May	5-May	11-May	12-May
WAN HAI 225	N367	10-May	-	11-May	12-May	18-May	19-May

CPX6 SERVICE (MNL NH-MNL SH-DAVAO (SASA)-DAVAO (DICT)-GEN SAN-SHANGHAI-QINGDAO)									
MOTHER VESSEL	VOY. NO.	ETD SUBIC	ETA MNL(NH)	ETA MNL SH	ETA CEB	ETA GEN	ETA DVO	ETA SHA	ETA QIN
SITC PORT KLANG	2113N	2-May	5-May	SKIP	8-May	SKIP	SKIP	15-May	17-May
SITC SINGAPORE	2113N	9-May	12-May	SKIP	15-May	SKIP	SKIP	22-May	24-May
LCT (CARGO): SASA-FRI 1900H (SUN SAILING) / DICT-SAT 1200H (MON SAILING) / GEN SAN-SUN 2400H (TUE SAILING)									

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**PAL sets trial run for IATA...**

opening of borders by helping manage and verify the secure flow of necessary testing or vaccine information among governments, airlines, laboratories and travelers. During the trial, PAL passengers will also be able to add their itinerary to the app and review the health rules and regulations of their destination, especially on the required COVID-19 testing before their departure. The Travel Pass also enables partner and accredited COVID-19 testing centers to upload laboratory test results to the app. One of the flag carrier's testing partners, Detoxicare Molecular Diagnostics

Laboratory, will be accredited by IATA during the trial to upload test results to the said app. Passengers can then receive verified test results and a confirmation that they meet all health requirements for the destination. Using the Travel Pass will also fast-track the airport check-in process, reduce passenger congestion at the airport, and ensure seamless onward travel, PAL noted. The app will be available to iOS and Android users. Once downloaded, the IATA Travel Pass app allows travelers to upload their passport for digital biometrics.

Continued from page 3  
 PAL's trial of the IATA Travel Pass is in line with the Department of Tourism's (DOT) efforts to harness digital solutions for a safe reopening of Philippine tourism. In a statement last April 7, DOT secretary Bernadette Romulo-Puyat said once the country's adoption of the IATA Travel Pass is put into motion, "the DOT hopes to safely reopen our tourist destinations to international visitors and revive the tourism industry as a whole ... when the time is right." PAL joins 27 participating airlines from 25 countries in conducting trial runs for Travel Pass.

In addition to the selected Los Angeles and Singapore routes, PAL currently operates flights to other cities in the U.S., Canada, Southeast Asia and the Middle East.



## Making Plans for Resilience

By HENRIK BATALLONES  
SCMAP Marketing and Communications Executive



**SCMAP  
PERSPECTIVE**

THIS past week, as we continue working on the next issue of our official magazine, *Supply Chain Philippines*, I wrote about two industry roadmaps that are poised to impact the country's supply chain sector for years to come. As testament to their importance, both were launched despite the disruption caused by the COVID-19 pandemic—yet another indicator that supply chain will play a key role in economic recovery.

The first, E-Commerce Philippines 2022, is one where SCMAP played a role in, having been involved in several consultations representing the logistics sector. The scope of this roadmap, which was launched by the Department of Trade and Industry last January, is massive. It defines e-commerce as not just the sort you'd experience when there's a sale on Lazada or Shopee. It goes further. Subscribed to Spotify? Booked a ride via Grab? Bought plane tickets through the Cebu Pacific website? (Those were the days, eh?) All

e-commerce. The roadmap recognizes that e-commerce is not just a part of the economy, but the future of the economy, one that's much closer in sight as we embraced technologies to cope with the pandemic and its accompanying restrictions.

As such, the roadmap's scope is wide. Its 22 action points include the accelerated implementation of the National Broadband Plan, which envisions a minimum of 20Mbps Internet speed for every Filipino household; the passing of the Internet Transactions Act, which affirms protections for consumers engaging in online purchases; the updating of regulations to better facilitate movement of goods; the promotion of e-government to encourage faster processes particularly for new online businesses; and the development of skills to enable businesses to embrace e-commerce and for service providers (including those in the gig economy) to better deliver for stakeholders.

The second, the Philippine Cold Chain Industry Roadmap, is more behind-the-scenes in comparison, but it does not play a lesser role. We have discussed in this column the importance of developing our cold chain capabilities to ensure food security, particularly during disasters. COVID-19 has made it

more urgent as we endeavor to distribute vaccines to the general population. The roadmap—spearheaded by the Board of Investments and launched late last year—anticipates continued growth for the sector as demand for food continues to rise—in fact, the increased awareness towards food safety could help drive up demand for cold chain services.

A significant hurdle for the cold chain sector is the heavy investment required to set it up, as well as to operate it, particularly in the context of the Philippines' high energy costs. As such, the roadmap sets out to foster a favorable investment environment, particularly at the local level. This goes both for cold chain facilities as well as cold chain transport. Also significant are proposals for "proactive collaboration" among stakeholders to ensure consistent demand across the year; at the moment, facilities see a peak during Christmas and are underutilized for most of the year. Another proposal is an education campaign that targets misconceptions towards frozen food and that should also drive up demand.

It's easy to dismiss these roadmaps as just words on paper, but we have seen that these provide a common direction for government and the private sector as they work together to fulfill their aims. Much like how businesses map out plans to identify their goals for the years ahead, these roadmaps indicate not just what must be done, but also what we intend to see in the future. Also, these roadmaps are

a vote of confidence in sectors whose roles in growing the economy and making Filipino lives better cannot be discounted.

In recent months there's been a lot more talk about resilience, particularly about what it really means, and what it should mean. Personally, I think it's not right to describe resilience as something that comes innately to people. It's not a personality trait. Resilience is not standing strong while everything changes around you—sooner or later the forces will be irresistible and you'll find yourself flailing, not knowing what to do.

Instead, resilience means building plans, systems, processes and measures that will ensure that one becomes personally prepared to be able to weather any storm and, perhaps, come out stronger. Resilience is long-term, rather than something you switch on by pressing a button. Resilience means working with different people towards achieving common goals, aiming for common visions. One hopes the roadmaps released by supply chain stakeholders in the past few months will help realize these along the way.

*Henrik Batallones is the marketing and communications director of SCMAP, and editor-in-chief of its official publication, Supply Chain Philippines. More information about SCMAP is available at [scmap.org](http://scmap.org).*

## 4 Questions to Ask to Know Your Place Among Forwarder Competitors

By AMIT MAHESHWARI, CEO, *Softlink Global*



**IT IN LOGISTICS**

THERE is little doubt businesses that adapt themselves to the ever-changing demands of the industry will stay relevant in the race. Even technology needs to be in line with current trends to contribute significantly to growth.

Many freight forwarding companies are still relying on traditional and desktop-based software that has historically gotten the job done but has become obsolete in the modern age. Organizations must consider their current ways of working against the likes of cloud-based applications in order to realize the hard truth about competition.

Here are four questions to ask yourself to gauge your standing among the competition.

### Question No. 1: Are you still reliant on paper-based transactions?

The pandemic has changed the way businesses are run. To aid the remote working culture, changes were made

in customs and other freight compliance. A major chunk of operations has already gone paperless. While it was a welcome move for smoother compliance, the early adopters of technology have also gotten a head start in their operations.

e-AWB, e-invoicing, and e-VGM integration are just some examples of paperless compliance that has made operations convenient for the industry. If you are still stuck with the idea that the new normal of remote working and going paperless is just a passing phase, you must think again.

### Question No. 2: Has working with multiple individual software solutions made it easier for your employees?

The information must flow freely across functions in a modern enterprise. Silos happen when functions either can't or won't easily share information with other departments.

When you add multiple software for each function, you add overhead into maintenance without being able to have access to data anytime. Effective logistics management with ERP systems does the job of each of the individual software combined.

By implementing a logistics ERP software, you integrate your freight forwarding operation with sales, CRM, and billing for air, land, and sea freight on a single platform.

### Question No. 3: Are you unable to identify your revenue leakages?

While the top and bottom lines are good indicators of how your organization is faring, the real drivers are the underlying aspects of the business. Logistics and freight forwarding are businesses with multiple touchpoints and steps to complete a shipment end-to-end. It also means incurring costs first before being able to realize the actual profits. This requires an efficient ERP solution that enables you to keep track of revenue leakages and control revenue at each juncture. Thus, keeping track of all your payables and receivables is a necessity of the modern logistician.

Reports consolidating your various charges and revenues must present data readily across all verticals down to the smallest detail. Logi-Sys not only helps you to control revenue leakages but it also generates reports encompassing all business aspects in easy-to-understand formats so you can identify the highs and lows.

### Question No. 4: Do your customers have access to on-demand data?

For any kind of operation, it is paramount to have data and information handy. When a customer requests a quote, you must be able to provide

the rate and freight charges, along with customs clearance fees, for the said product for international or even domestic shipments without too much waiting time.

The distinguishing factor is that your competitors may be able to offer the same quote as you albeit they do so much faster. You don't want opportunities to slip away for such reasons, especially since customer's demands are dynamic and their patience is limited.

Industry-trusted freight software usually provides a self-login portal that your customers can use to request quotes and even check the real-time status of their booked shipment. Providing on-demand data makes your customers feel valued and helps you retain more business.

If you are a freight forwarder who wishes to build a robust business using a best-in-class software solution is a good fit.

*Amit Maheshwari's many years of domain knowledge, vision and deep understanding of logistics marks him as a major thought leader in the industry. Under his leadership, Softlink Global has become a leading global logistics software provider. One of his major creations Logi-Sys is a comprehensive ERP for the freight and logistics industry that has become a global success.*

## Priority agencies for TradeNet onboarding... Continued from page 4

tions (ASEAN) Single Window (ASW) cluster.

ARTA warned that those that still fail to comply with the orders will be investigated or meted appropriate administrative actions for violating relevant laws.

These laws include Republic Act (RA) No. 11032 (Ease of Doing Business and Efficient Government Service Delivery Act of 2018), Administrative Order 23

(Eliminating overregulation to promote efficiency of government processes), RA 6713 (Code of Conduct and Ethical Standards for Public Officials and Employees), and RA 3019 (Anti-Graft and Corrupt Practices Act).

TradeNet serves as the country's NSW, the platform required to connect to the ASW, a regional initiative to speed up cargo clearance and promote regional

economic integration by enabling the electronic exchange of border documents among the 10 ASEAN member states.

TradeNet is set to replace NSW Phase 1, currently operated by BOC and which was launched in 2010 and deployed in 2011. In 2017, the NSW Steering Committee issued a resolution to adopt TradeNet as the new NSW.

TradeNet aims to simplify import and

export documentary processes covering an initial 7,400 regulated products. The goal is for all the TRGAs across 18 government departments to be fully interconnected via TradeNet.

ARTA earlier noted that TradeNet currently has only two agencies that are live pilot users. Four agencies are now preparing to go live, 13 agencies are undergoing process refinements, while 26 have been admitted for configuration and linking.











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## Pandemic hands 2GO P1.8B net loss in 2020

- 2GO Group incurred a net loss of P1.8 billion last year, 107% higher than its P892 million net loss in 2019
- Total revenues sank 19%, with most business units registering a decline except distribution
- Freight revenues dropped 10% and revenues from logistics and other services went down 13%

2GO Group, Inc. incurred a net loss of P1.8 billion last year, 107% higher than the P892 million net loss in 2019 primarily due to the reduced economic

activity brought about by the COVID-19 pandemic.

Revenues decreased 19% to P17.409 billion last year from P21.41 billion in 2019, the end-to-end logistics service provider said in a regulatory disclosure. Of the total revenues, the non-shipping business accounted for 78% while the rest were from the shipping business.

2GO said its various business units have been significantly affected by quarantine restrictions imposed since last year, resulting in limited business operations in Luzon and in many other parts of the country for most of 2020.

Travel revenues declined 78% to P839.139 million in 2020 from P3.741 billion in 2019 due to ongoing quarantine-related travel restrictions which began in mid-March and persisted throughout the rest of the year.

Freight revenues dropped 10% to P3.025 billion from P3.361 billion.

Revenues from logistics and other services went down 13% to P5.826 billion from P6.707 billion, with the steepest declines occurring from March to May when most of the country was placed under enhanced community quarantine.

Revenues from distribution were also

affected by the pandemic but registered a 2% increase due to the full-year effect of two principals added in the latter half of 2019.

Cost of services and goods sold fell 14% to P16.857 billion from P19.655 billion in 2019 due to lower volumes handled by the shipping and logistics businesses as well as the group's efforts to improve efficiencies and control costs. General and administrative expenses were also 2% lower year-on-year.

The group incurred P113 million in COVID-19 related expenses last year, mainly spent on personal protective equipment, shuttle services and allowances for employees.

## Truck drivers, helpers fall under 4th priority group...

- A4.5 – Frontline workers in private and government financial services
- A4.6 – Frontline workers in hotels and accommodation establishments
- A4.7 – Priests, rabbis, imams, and other religious leaders
- A4.8 – Security guards/personnel assigned in offices, agencies, and organizations identified in the list of priority industries/sectors
- A4.9 – Frontline workers in private and government news media
- A4.10 – Customer-facing personnel of telecoms, cable and internet service providers, electricity distribution and water distribution utilities
- A4.11 – Frontline personnel in basic education and higher education institutions and agencies
- A4.12 – Overseas Filipino workers, including those scheduled for deployment within two months
- A4.13 – Frontline workers in law/justice, security, and social protection sectors
- A4.14 – Frontline government workers engaged in the operations of

government transport system, quarantine inspection worker safety inspection and other COVID-19 response activities

- A4.15 – Frontline government workers in charge of tax collection, assessment of businesses for incentives, election, national ID, data collection personnel
- A4.16 – Diplomatic community and Department of Foreign Affairs personnel in consular operations
- A4.17 – Department of Public Works and Highways personnel in charge of monitoring government infrastructure projects

Under the latest NEDA recommendation, listed under A4.1 are the following:

- Motorcycle (e.g., Angkas) and tricycle drivers
- Car, taxi, van drivers (including jeepney, taxi/FX drivers), transport network vehicle service (TNVS)
- Bus drivers, train/tram operators
- Truck drivers and helpers (*pahinante*)
- Active seafarers, domestic or international (with recorded sea service within the last two years)
- Aircraft pilots and other associate

professionals

- Transport conductors
- Travel attendants and travel stewards (includes ship stewards)
- Luggage porters
- Service station attendants (includes gasoline attendants)
- Cleaners and janitors in stations, terminals, and airports

Since vaccine supply is limited, the government earlier approved a prioritization framework for its free vaccination program. Those under A4 will be vaccinated after A1 (health workers), A2 (senior citizens), and A3 (persons with comorbidities) groups are through with their jobs.

Eligible workers under the A4 category will be pre-registered according to their place of work.

According to NEDA's recommendation submitted to the Department of Health, there are an estimated 12.833 million workers in the A4 priority group, excluding workers under A4.9 and A4.10, based on the 2015 Census of Population, 2018 List of Establishments, and other

Continued from page 2

administrative data. Of the total, 3.672 million fall under A4.1.

The numbers, however, will need to be finalized specific to each local government unit during the microplanning stage.

"Given the scarcity of the current vaccine supply, NEDA has identified the sectors or groups that have high levels of interaction with the public, and are needed to ensure security, consumer and workers safety. By prioritizing these sectors, we are also indirectly protecting the millions who avail of their services," acting Socioeconomic Planning Secretary Karl Kendrick Chua said in a statement.

NEDA Undersecretary for Policy and Planning Rosemarie Edillon said the government targets to begin vaccinating the A4 priority group in July, as the vaccination of the first three groups nears completion.

"We also project that vaccine supply will be widely available by September 2021, with enough doses to inoculate groups A1 to A4 and to begin vaccine deployment for the remaining adult population not included in the first four priority groups," Edillon added. —**Roumina Pablo**

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