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PortCalls

The Philippines' only shipping and transport guide

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EO creates trade facilitation committee to improve PH customs procedures

- President Rodrigo Duterte signed Executive Order 136 creating a trade facilitation committee to streamline and improve customs procedures in the country
- Signed on May 18, the order creates the Philippine Trade Facilitation Committee (PTFC) in compliance with the World Trade Organization Trade Facilitation Agreement
- Under EO 136, the PTFC is tasked to study, propose and coordinate the position, activities, or actions of the Philippine government on matters pertaining to implementation of the WTO-TFA and other trade facilitation commitments
- The PTFRC is to be chaired by the Department of Finance, with the Department of Trade and Industry as co-chair and the Bureau of Customs as vice chair and various concerned government agencies as members

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Exports raise PH cargo volumes by 1.2% in first quarter

- Cargo volume at Philippine ports grew 1.2% in the first quarter of 2021, helped along by double-digit growth in export shipments
- Container volumes rose 3.5% in Q1 2021 vs Q1 2020
- Export cargoes increased 41% while imports crashed 11%

CARGOES handled by Philippine ports in the first quarter of 2021 inched up 1.2% to 54.853 million metric tons (MT) from 54.218 million MT year-on-year as export volumes posted a double-digit growth

during the period. Foreign cargoes comprised 60% and domestic cargoes 40% of total volumes handled by ports under the Philippine Ports Authority's (PPA) jurisdiction in the first three months of the year, the latest PPA data showed. Foreign cargoes rose 2.1% to 32.838 million MT from 32.153 million MT. Domestic cargoes slipped 0.23% to 22.014 million MT from 22.065 million MT. Of the total foreign cargoes, imports accounted for 65% and exports the rest.

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EO creates trade facilitation committee...

Continued from page 1

PRESIDENT Rodrigo Duterte has signed an executive order creating a trade facilitation committee to streamline and improve customs procedures in the country.

EO 136, signed on May 18, creates the Philippine Trade Facilitation Committee (PTFC) to be chaired by the Department of Finance (DOF), with the Department of Trade and Industry (DTI) as co-chair and the Bureau of Customs as vice chair.

The creation of the committee is in compliance with the World Trade Organization (WTO) Trade Facilitation Agreement (TFA), which mandates member states to establish and/or maintain a national committee on trade facilitation or designate an existing mechanism to facilitate both domestic coordination and implementation of the provisions of the TFA.

The Philippines ratified the WTO-TFA in 2016 and the agreement entered into force in 2017.

"To faithfully comply with our commitments under the WTO-TFA, there is a need to establish a body which would streamline and improve customs procedures and facilitate the implementation of rational, efficient, and simple customs rules which will reduce the cost of trade

transactions, and enable micro, small, and medium-sized enterprises to participate more actively in international trade," according to the the EO.

Under EO 136, the PTFC is tasked to study, propose, and coordinate the position, activities, or actions of the Philippine government on matters pertaining to the implementation of the WTO-TFA and other trade facilitation commitments.

It should also call on the assistance of and coordinate with relevant government agencies and stakeholders on various trade and trade-related concerns covered by the WTO-TFA and other trade facilitation commitments.

The PTFC will propose to the National Economic and Development Authority (NEDA) Board Committee on Tariff and Related Matters (CTRM) trade regulations, measures, and practices, which are consistent with the objectives of the WTO-TFA and other trade facilitation commitments, to expedite movement, release, and clearance of goods.

The committee is tasked to undertake outreach, advocacy, capacity-building, and studies among its members and stakeholders to increase awareness of the best practices and benefits of trade facilitation.

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Tape Authority, the PTFC should ensure compliance with Republic Act 11032 or the Ease of Doing Business and Efficient Government Service Delivery Act of 2018 in relation to trade facilitation.

The PTFC may prescribe internal rules and guidelines in the performance of its duties and functions and for the conduct of its affairs.

Members of the PTFC include the Department of Agriculture, Department of Foreign Affairs, NEDA, Department of Environment and Natural Resources,

Department of Transportation, Tariff Commission, Bangko Sentral ng Pilipinas, DTI-Bureau of International Trade Relations, DTI-Bureau of Import Services, Food and Drug Administration, and the Philippine Economic Zone Authority.

The initial funding requirements for the implementation of EO 136 will be charged against current appropriations of the member-agencies of the PTFC. The budgetary requirements for the succeeding years will be incorporated in the annual budget proposals of the member-agencies.

Fast Logistics invests P1.4B in ecommerce firm Great Deals

- E-commerce enabler Great Deals has raised \$30 million (about P1.4 billion) in Series B funding led by logistics service provider Fast Group
- The funding round was led by Fast Group with support from private equity firms CVC Capital Partners and Navegar
- The new capital will be deployed in technology development and

construction of an automated state-of-the-art fulfillment center, both critical to meet growing demand in e-commerce and to level-up the game in customer experience

E-commerce enabler Great Deals e-Commerce Corp. has raised \$30 million (P1.4 billion) in Series B funding led by logistics service provider Fast Group.

Fast Group was supported by private equity and investment advisory firm CVC Capital Partners and private equity firm Navegar. Navegar had already infused \$12-million Series A fund into Great Deals.

The new capital will be deployed in technology development and the construction of an automated state-of-the-art fulfillment center which are both critical to meet the growing demand in

e-commerce and to level-up the game in customer experience, Great Deal said in a statement.

Great Deals founder and chief executive officer (CEO) Steve Sy said: "We recognize that Philippine logistics is by far the toughest across the ASEAN region and remains to impede our e-commerce penetration outside GMA (Greater Manila area). With this funding and strategic

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Lorenzo Shipping net loss drops 61% in 2020, recovery 'in full swing'

- Domestic carrier Lorenzo Shipping Corp.'s (LSC) net loss of P68.25 million in 2020 is a decline of 61% from the P174.46 million net loss in 2019
- Freight revenues were 10% lower and operating expense fell by 12% due to the decline in economic activity brought about by quarantine restrictions
- LSC said its "recovery is already in full swing" following improvement of gross profit

and significant reduction in net loss despite the COVID-19 pandemic

DOMESTIC carrier Lorenzo Shipping Corp. (LSC) recorded a net loss of P68.25 million in 2020, a decline of 61% from its P174.46 million net loss in 2019.

Freight revenues last year amounted to P2.66 billion, 10% lower than the P2.94 billion revenues in 2019, LSC said in a regulatory disclosure.

Total operating expense in 2020

shrank by 12% to P2.56 billion from P2.91 billion in 2019.

Quarantine crimps revenue

LSC attributed the decrease in freight revenue and direct cost to the decline in economic activity brought about by quarantine restrictions that started in the middle of March 2020 due to the ongoing COVID-19 pandemic.

The carrier has assessed that "the series of community lockdowns has a minimal impact" on its operations because the company belongs to those industries that are exempted from strict restrictions and are allowed to operate. It said the impact was more on the slowdown of container cargoes in port areas affected by strict community lockdowns.

Gross profit, meanwhile, was recorded at P98.26 million, a 218% increase from P30.93 million in 2019.

LSC said its "recovery is already in full swing" as noted from the improvement of its gross profit and the significant reduction in net loss despite the COVID-19 pandemic.

The carrier said it took "actions at profit rebuilding" in the form of bunker adjustment, excise tax recoveries, pass on of other increases in various port-related charges, and massive cost rationalization.

For this year, it will implement the same plans as needed. These include unhampered vessel and service reliability as top priorities in light of quarantine restrictions and attention on building up load factor per voyage given the decrease in overall market volume due to the pandemic.

The well-being of its workforce is also given importance

through maximizing productivity and modifying work processes in view of the limitations arising from necessary health and safety protocols.

Cost-reduction programs are also continuously implemented using all available digital tools to ensure efficiency. Billing and collection is closely monitored and managed in expectation of low liquidity in an economic downturn during quarantine.




Lastly, depending on market conditions during the ongoing pandemic, any excess capacity and non-profitable routes are scrutinized and rationalized as necessary.

LSC operates a fleet of nine vessels deployed to the key ports in Manila, the Visayas and Mindanao. The carrier's vessels have a capacity ranging from 300 twenty-foot equivalent units to 797 TEUs with speeds of 11 knots to 15 knots.

It also owns various types of equipment as well as facilities for handling cargoes, including land-based forklifts, top lifts, trucks, container yards, and warehouses at its branches and agencies.

PortCalls

Webinars for June 2021

Contributing to the Bottomline: Cost Management in Procurement and Supply	Customs Processing for Dangerous Goods	Introduction to Logistics Management
<p>June 3, 2021; 1-5pm Investment cost: P3,000</p> <p>At a time of reduced revenues, how can your company control costs in the area of procurement and supply? This 4-hour webinar will discuss what cost management in procurement and supply is all about; the differences between cost savings, cost avoidance and cost reduction; and the role of supply management in cost reduction, in the process unlocking techniques in procurement and supply cost management.</p> <p> Jose Emmanuel Estrera, CPM, DSM, CPSM Faculty, De La Salle-College of St. Benilde School and Ateneo Graduate School of Business-Center for Continuing Education</p>	<p>June 11, 2021; 10:30-12pm Investment cost: P2,000</p> <p>Step-by-step operational details for clearing dangerous goods at the Bureau of Customs, including documentary requirements, is the subject of this 1.5-hour webinar. A clear understanding of processes will shield dangerous goods importers from making costly mistakes during customs clearance.</p> <p> Dexter Pedreza International Trade & Customs Consultant</p>	<p>June 25, 2021; 1-5pm Investment cost: P3,000</p> <p>This four-hour webinar explains the importance of logistics operations; defines various functions and activities under logistics management; details different transport modes (inbound and outbound) to efficiently move goods; and discusses challenges in logistics operations and industry trends.</p> <p> Ramon Guevara, CPM, DSM President, Foundation of the Society of Fellows in Supply Management</p>

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The Philippines' only shipping and transport guide

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PH slashes 2021 growth forecast

- The Development Budget Coordination Committee has lowered its growth forecast for the Philippine economy this year to 6% to 7% from 6.5% to 7.5%
- For 2022, the GDP is seen to return to pre-COVID-19 growth levels by growing at 7% to 9% and by 6% to 7% in 2023 and 2024
- Philippines has to grow at least 10% in the next three quarters to reach lower end of GDP target
- Goods exports will expand 8% this year and 6% by 2022, while goods imports are expected to grow by 12% this year and 10% in 2022
- Revenues are maintained at the DBCC-approved levels in December 2020 at P2.88 trillion for 2021 and will increase to P3.29 trillion for 2022

THE Development Budget Coordination Committee (DBCC) has lowered its growth forecast for the Philippine economy this year to 6% to 7% after new COVID-19 variants emerged and stricter quarantine restrictions were imposed in the National Capital Region (NCR) Plus area in the second quarter of the year.

In December last year, DBCC had a slightly higher projection of 6.5% to 7.5% gross domestic product growth for this year. To reach the lower end of this original full-year target, Socioeconomic Planning Secretary Karl Chua earlier said the Philippine economy will have to grow by at least

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HAI HUA	2112N	22-May	23-May	24-May	25-May	26-May
HAI HUA	2113N	28-May	29-May	30-May	31-May	1-Jun
HAI HUA	2114N	3-Jun	4-Jun	5-Jun	6-Jun	7-Jun
HAI HUA	2115N	9-Jun	10-Jun	11-Jun	12-Jun	13-Jun

LCT MIP: MON 0900 HRS / SH: TUE 1700 HRS

IMPORT SCHEDULE VESSEL	VOY NO.	XIAMEN ETA/ETD	WEITOU ETA/ETD	SHIHU ETA/ETD	MANILA NH ETA/ETD	MANILA SH ETA/ETD
HAI HUA	2112S	19-May	20-May	21-May	22-May	23-May
HAI HUA	2113S	25-May	26-May	27-May	28-May	29-May
HAI HUA	2114S	31-May	1-Jun	2-Jun	3-Jun	4-Jun
HAI HUA	2115S	6-Jun	7-Jun	8-Jun	9-Jun	10-Jun

Above schedule is subject to change without prior notice

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First section of NLEX Connector project 35% complete

- Construction of the NLEX Connector's first 5-kilometer section from Caloocan Interchange to España Interchange is in full swing and has reached Abad Santos Street and Blumentritt in Manila
- The project is now 35% complete
- The next 3-km elevated section between España Interchange and the vicinity of the Polytechnic University of the Philippines in Sta. Mesa, Manila is ready for construction by June 2021
- Once opened, this P23-billion connector road will reduce travel time from NLEX to SLEX from two hours to just 20 minutes to support business activities in Central Luzon and Calabarzon

CONSTRUCTION of the North Luzon Expressway (NLEX) Connector's first 5-kilometer (km) section between Caloocan and España Interchanges is in full swing, now reaching Abad Santos Street and Blumentritt in Manila.

Public Works and Highways Secretary Mark Villar said the project is now 35% complete, with bored piling works and concrete casting of columns having started in the Manila area from Solis all the way to Dimasalang.

The Department of Public Works and Highways, together with concessionaire NLEX Corp., is also working to speed up the right-of-way delivery within the properties of the Philippine National Railways (PNR).

Once completed, the first 5-km section of the NLEX connector will bring

commuters directly to the University Belt in Manila.

Using PNR tracks

The elevated expressway section is being constructed inside the PNR tracks between Harbor Link-Caloocan Interchange along C3 Road/5th Avenue and España Boulevard in Sampaloc, Manila. This section will have on and off ramps on España Interchange and will make NLEX directly accessible from the heart of Manila.

The next 3-km elevated section between España Interchange and the vicinity of the Polytechnic University of the Philippines in Sta. Mesa, Manila is ready for construction by June 2021.

"We are doing everything we can to accelerate the completion of this high

impact expressway that will benefit the motoring public. The entire 8-km NLEX Connector is vital to ensure improved mobility within Metro Manila," NLEX Corp. president and general manager J. Luigi Bautista said.

The NLEX Connector uses the new Super T girders to help fast-track construction.

Once opened, this P23-billion connector road will provide better access to Manila Port, Ninoy Aquino International Airport, and Clark International Airport, and accommodate around 35,000 motorists daily. It is expected to reduce travel time from NLEX to South Luzon Expressway (SLEX) from two hours to just 20 minutes and to support business activities in the fast-growing Central Luzon and Calabarzon regions.

PPA general manager voted IAPH vice president

- Philippine Ports Authority (PPA) general manager Jay Daniel Santiago has been elected vice president for Asia, South East and Oceania of the International Association of Ports and Harbors (IAPH) for the period 2021-2023
- Santiago was elected following a voting by the IAPH members held from April 12 to May 3

- Santiago said this is a milestone that presents both an opportunity and a challenge for the Philippines to be recognized as a global maritime power

PHILIPPINE Ports Authority (PPA) general manager Jay Daniel Santiago has been elected vice president for Asia, South East and Oceania of the International Association of Ports and Harbors (IAPH)

for the period 2021 to 2023.

In a letter dated May 13, 2021, IAPH secretary-general Masahiko Furuichi said Santiago was elected following a voting of confidence by the IAPH members held from April 12 to May 3.

"Voting result was duly approved by the Legal Counsellors," the letter added.

In a statement, Santiago said the development is both an opportunity and a challenge for the entire PPA organization.

"This is a great milestone for the agency since all the positive changes being implemented by the agency are likewise being recognized internationally," Santiago said.

The PPA chief said the agency is "fully committed to working even harder and better for the Philippines to continue to be globally recognized as a maritime power."






IAPH is a global alliance of ports, representing some 180 ports and some 140 port-related businesses in 90 countries.

The member ports together handle well over 60% of the world's sea-borne trade and nearly 80% of the world's container traffic. It is a non-profit and nongovernmental organization (NGO) with headquarters in Tokyo, Japan.

It is governed by a president and six regional vice presidents for Africa; America, Central and South America, North; Asia, South/West, East and Middle East; Asia, South East and Oceania; and Europe.

Recognized as the only international organization representing the voice of the world port industry, IAPH is granted consultative status as an NGO from five United Nations (UN) specialized agencies and one intergovernmental body.

The consultative status has enabled IAPH to represent at various international fora the views of port managers/directors as well as promote, enhance, and protect the interests of the global port industry.

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MOUNT NICHOLSON	ONC4SE1NC	25-May	27-May	28-May	31-May	3-Jun	3-Jun	7-Jun	8-Jun	10-Jun	12-Jun
CNC SATURN	ONC4WE1NC	1-Jun	3-Jun	4-Jun	7-Jun	10-Jun	10-Jun	14-Jun	15-Jun	17-Jun	19-Jun
CNC MARS	ONC5OE1NC	8-Jun	10-Jun	11-Jun	14-Jun	17-Jun	17-Jun	21-Jun	22-Jun	24-Jun	26-Jun

(NCX3CP8-(CNC)) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	PHSFS ETD	KAO ETD
HANSA FRESENBURG	OKD08E1NC	30-May	31-May	4-Jun	8-Jun
AS ROMINA	OKD0CE1NC	6-Jun	7-Jun	11-Jun	15-Jun
OLYMPIA	OKD0CE1NC	13-Jun	14-Jun	18-Jun	22-Jun

(CSECP2 - WB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	HONGKONG ETA	SHEKOU ETA
CNC SATURN	ONC4UN1NC	27-May	28-May	29-May
CNC MARS	ONC4YN1NC	3-Jun	4-Jun	5-Jun
NORLEOPARD	ONC52N1NC	10-Jun	11-Jun	12-Jun

(JPX) DIRECT SERVICE TO JAPAN

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	TOKYO ETD	YOKOHAMA ETD	OMAEZAKI ETA	NAGOYA ETA	KOBE ETA
VICTOR	OIZSGN1NC	23-May	24-May	31-May	31-May	2-Jun	2-Jun	3-Jun
SPIIL CITRA	OIZ8HN1NC	-	31-May	7-Jun	7-Jun	-	9-Jun	10-Jun
TR ARAMIS	OIZ8JN1NC	-	7-Jun	14-Jun	14-Jun	-	16-Jun	17-Jun

(PHX) DIRECT SERVICE TO SINGAPORE

MOTHER VESSEL	VOY. NO.	SUBIC ETD	MNL (NH) ETA	SINGAPORE ETA
SEASPAN NEW YORK	ORM6CS1MA	27-May	29-May	4-Jun
ALS FAUNA	ORM6ES1MA	4-Jun	6-Jun	11-Jun
SEASPAN NEW YORK	ORM6GS1MA	10-Jun	12-Jun	18-Jun

(BMXKCS) DIRECT SERVICE FM MANILA TO CHINA (MID-WEEK)

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	LIANYUNGANG ETA	QINGDAO ETA	NANSHA ETA
NAVIOS DEDICATION	OKRJAN1NC	27-May	29-May	4-Jun	6-Jun	10-Jun
JONATHAN SWIFT	OKRJEN1NC	3-Jun	5-Jun	10-Jun	12-Jun	16-Jun
NAVIOS DELIGHT	OKRJIN1NC	10-Jun	12-Jun	16-Jun	18-Jun	22-Jun

(CHINA 1 NB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	SHANGHAI ETD	NINGBO ETA	SHANTOU ETA	SHEKOU ETA
SEATTLE C	OQA8QN1NC	23-May	26-May	29-May	30-May	1-Jun	2-Jun
BALTIC NORTH	OQA8SN1NC	30-May	2-Jun	8-Jun	9-Jun	11-Jun	12-Jun
HENG HUI 5	OQA8UN1NC	6-Jun	9-Jun	12-Jun	13-Jun	15-Jun	16-Jun

(CP6) DIRECT SERVICE TO CHINA & PUSAN (WEEKEND)

MOTHER VESSEL	VOY. NO.	MNL (SH) ETD	MNL (NH) ETD	LIANYUNGANG ETA	QINGDAO ETA	PUSAN (HYUT) ETA	PUSAN (HBTC) ETA	SHANGHAI ETA
HYUNDAI INTEGRAL	0CB4QN1NC	30-May	1-Jun	9-Jun	6-Jun	9-Jun	9-Jun	12-Jun
HYUNDAI GRACE	0CB4SN1NC	6-Jun	8-Jun	12-Jun	13-Jun	16-Jun	16-Jun	19-Jun
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PH slashes 2021...

Continued from previous page

10.1% in the remaining three quarters.

For 2022, the GDP is seen to return to pre-COVID-19 growth levels by growing at 7% to 9%, and is expected to grow by 6% to 7% in 2023 and 2024.

"The effects of the COVID-19 pandemic may remain in the short-term, but we are optimistic that the economy will return to its upward growth trajectory starting this year," the committee said in a statement.

The country's GDP shrank 4.2% in the first quarter of 2021, its fifth consecutive quarter of decline amidst continuing

restrictions due to the COVID-19 pandemic.

DBCC said its growth prospects and economic recovery will be underpinned by three interventions to arrest the spread of COVID-19 and help the poor cope with the impact of the quarantines.

These interventions include the intensified implementation of the prevent, detect, isolate, treat, and recover strategy and the full vaccination of residents in areas with the highest risk, such as the NCR Plus areas of Metro Manila, Bulacan, Cavite, Laguna, and Rizal, as well as

Pampanga, Cebu City, and Davao City.

Another intervention is the reduction of the gap from detection to isolation of COVID-19 positive cases from seven to five days. This involves measures such as the use of digitally assisted contact tracing, which could potentially reduce cases by around 51% according to epidemiological models.

Lastly, around P170 billion will be needed to fund supplemental social support for those hardest hit by the pandemic as well as to fund improved health protocols. A version of this proposal is currently being deliberated in the Lower House, and is contingent on raising additional savings

and revenues to remain deficit neutral.

In line with recent positive trends in global trade, the DBCC forecasts that goods exports will expand 8% this year and 6% in 2022.

Goods imports are also expected to grow by 12% this year and 10% in 2022 as domestic demand bounces back.


For 2023 to 2024, goods exports and imports are projected to grow by 6% and 8%, respectively.

Furthermore, the growth forecast for services exports is maintained at 6% for 2021 to 2024. On the other hand, services imports are projected to grow by 7% in 2021 and by 8% for 2022 to 2024.

Revenues are maintained at the DBCC-approved levels in December 2020 at P2.88 trillion for 2021 and will be increased to P3.29 trillion for 2022.

As economic activities are expected to pick up over the medium term, revenue collections are pegged at P3.59 trillion and P4 trillion for 2023 and 2024, respectively.

DBCC primarily reviews and approves the macroeconomic targets, revenue projections, borrowing level, aggregate budget level and expenditure priorities, and recommends to the Cabinet and the President the consolidated public sector financial position and the national government fiscal program.



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FEEDER VESSEL	VOY. NO.	ETD	MNL (NTH)	ETD MNL (STH)	ETA NAN	ETA HKG	ETA SKU		
TS Laemchabang	21013N	26-May	27-May	27-May	1-Jun	2-Jun	2-Jun		
TS Pusan	21010N	2-Jun	3-Jun	3-Jun	8-Jun	9-Jun	10-Jun		

MBX - Manila - Nansha - Shekou - Hongkong								LCT CARGO: NORTH / FRI 0900H * SOUTH / SAT 0900H	
FEEDER VESSEL	VOY. NO.	ETD	MNL (NTH)	ETD MNL (STH)	ETA NAN	ETA SKU	ETA HKG		
TS Shenzhen	21011N	OMIT	25-May	25-May	HIT / 31-May	ONW / 1-Jun	SKU / 2-Jun		
Mitra Bhum	21018N	29-May	31-May	31-May	OMIT	2-Jun	3-Jun		

BMX - Manila - Qingdao - Dalian								LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H	
FEEDER VESSEL	VOY. NO.	ETD	MNL (NTH)	ETD MNL (STH)	ETA TAO	ETA DAI			
Navios Dedication	OKRJAN	27-May	29-May	29-May	5-Jun	1-Jul			
Jonathan Swift	OKRJEN	3-Jun	5-Jun	5-Jun	12-Jun	8-Jul			

NCX3 - Manila - Shanghai - Ningbo								LCT: CARGO: NORTH SAT 0900H / SOUTH SUN 0900H	
FEEDER VESSEL	VOY. NO.	ETD	MNL (NTH)	ETD MNL (STH)	ETA SHA WQG4	ETA NBO (CMICT)			
Hansa Fresenburg	21007E	30-May	31-May	31-May	4-Jun	5-Jun			
AS Romina	OKDOCE	6-Jun	7-Jun	7-Jun	11-Jun	12-Jun			

SPX - Manila - Shanghai - Ningbo								LCT: CARGO: NORTH FRI 0900H / SOUTH SAT 0900H	
FEEDER VESSEL	VOY. NO.	ETD	MNL (NTH)	ETD MNL (STH)	ETA SHA WQG1	ETA NBO (CMICT)			
Green Earth	22N	7-Jun	8-Jun	8-Jun	12-Jun	14-Jun			
Hansa Augsburg	21010N	14-Jun	15-Jun	15-Jun	19-Jun	21-Jun			

IA3 - Manila North - Taichung								LCT: CARGO: NH SUN 1700H	
FEEDER VESSEL	VOY. NO.	ETD	MNL (NTH)	ETA TAICHUNG	ETA XIAMEN	ETA NANSHA			
Androusa	119N	28-May	30-May	30-May	1-Jun	2-Jun			
Seaspan Lumaco	120N	1-Jun	5-Jun	5-Jun	7-Jun	9-Jun			

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HONG PROSPERITY2109N		MAY 19	MAY 20	MAY 21	MAY 26	MAY 27	MAY 29
MARINE TARABA N049		MAY 26	MAY 27	SKIP	SKIP	SKIP	SKIP
HONG PROSPERITY2109N		JUN 2	JUN 3	JUN 4	JUN 9	JUN 10	JUN 12
EASLINE QINGDAO N013		JUN 9	JUN 10	JUN 11	JUN 16	JUN 17	JUN 19

LCT: (SOUTH) MON/1200H: (MIP) TUE/1200H: (SUBIC) THU/1200H • FRI SAILING
FOR PERISHABLE GOODS: (SOUTH) TUE/1200H: (MIP) WED/1200H: (SUBIC) FRI/1200H

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	2120N	18-May	19-May	21-May	22-May	23-May
SINOTRANS TIANJIN	2121N	CANCELLED VOYAGE				
SINOTRANS TIANJIN	2122N	1-Jun	2-Jun	4-Jun	5-Jun	6-Jun
SINOTRANS TIANJIN	2123N	8-Jun	9-Jun	11-Jun	12-Jun	13-Jun

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	NBO ETA/SUN
CANCELLED VOYAGE		MAY 20	MAY 21	-	MAY 28
ZHONG WAI YUN XIN GANG 2110N		MAY 27	MAY 28	-	JUN 4
SITC GENSAN 2112N		JUN 3	JUN 4	-	JUN 11
ZHONG WAI YUN XIN GANG 2111N		JUN 10	JUN 11	-	JUN 18

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
ISEACO FORTUNE 041N		19-May	20-May	21-May	2-Jun	4-Jun	6-Jun
NO VESSEL		CANCELLED VOYAGE					
AS FENJA 015N		2-Jun	3-Jun	4-Jun	16-Jun	18-Jun	20-Jun
ISEACO FORTUNE 042N		9-Jun	10-Jun	11-Jun	23-Jun	25-Jun	27-Jun

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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MOTHER VESSEL	VOY. NO.	ETD BTG	ETD MNL(NH)	ETD SUBIC	ETA NAN	ETA SHE	ETA QZD	ETA HAI	ETA DAN	ETA LCH	
WISDOM GRACE	2116W	27-May	29-May	SKIP	2-Jun	2-Jun	4-Jun	5-Jun	7-Jun	11-Jun	
SITC RIZHAO	2118W	3-Jun	5-Jun	SKIP	9-Jun	9-Jun	11-Jun	12-Jun	14-Jun	18-Jun	

LCT (CARGO): BATANGAS/TUE 2359H (THU SAILING) * MNL NH/WED 2359H (SAT SAILING) * SUBIC/THU CARGO 1200H/DOCS 1000H (SUN 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 HAN	ETA BIN	ETA JKT	ETA SEM	ETA SUR	ETA MAK
SITC SHEKOU	2111N	29-May	2-Jun	4-Jun	6-Jun	7-Jun		SKIP	15-Jun	17-Jun	19-Jun	21-Jun
MERATUS TOMINI	2111N	5-Jun	9-Jun	11-Jun	13-Jun	14-Jun		19-Jun	22-Jun	24-Jun	26-Jun	28-Jun

LCT (CARGO): BATANGAS/THU 2359H (SAT SAILING)

CPX1 SERVICE (MNL SH - BATANGAS - CEBU - CAGAYAN - DAVAO - DALIAN - TIANJIN - QINGDAO - SHANGHAI)												
MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETD MNL SH	ETD BTG	ETD CEB	ETD DICT	ETD CDO	ETA SHA	ETA DIL	ETA TNG	ETA TAO	ETA SHA
SITC CAGAYAN	2111N	SKIP	31-May	1-Jun	3-Jun	7-Jun	9-Jun	12-Jun	14-Jun	16-Jun	18-Jun	20-Jun
SITC MAKASSAR	2113N	SKIP	7-Jun	8-Jun	10-Jun	14-Jun	16-Jun	19-Jun	21-Jun	23-Jun	25-Jun	27-Jun

LCT (CARGO): MNL SH/THU 1200H (SAT SAILING) * BATANGAS/SAT 0600H (MON SAILING) * CEB/SUN 0600H(TUE SAILING)

CPS SERVICE (MNL NH - MNL SH - XIAMEN - SHANGHAI - NINGBO)									
MOTHER VESSEL	VOY. NO.	ETD MNL(NH)	ETA MNL(SH)	ETA SHA	ETA NBO				
ZONG WAI YUN XIN GANG	2110N	28-May	29-May	2-Jun	5-Jun				
SITC GENSAN	2112N	4-Jun	5-Jun	9-Jun	12-Jun				

LCT (CARGO): MNL NH/THU 1200H (FRI SAILING) * MNL SH/FRI 1200H (SAT SAILING)

(NEW ROTATION) CPX5 SERVICE (MANILA NH - MNL SH - SHEKOU - HONGKONG - NANSHA)									
MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA MNL (SH)	ETA SHE	ETA HNG	ETA NAN	ETA SHHU	ETA WEI	ETA XMN
SITC HAIPHONG	2123N	26-May	SKIP	28-May	SKIP	SKIP	4-Jun	5-Jun	6-Jun
HAIAN LINK	2115N	2-Jun	SKIP	SKIP	SKIP	SKIP	11-Jun	12-Jun	13-Jun

LCT (CARGO): MNL NH/MON 2359H (WED SAILING)

NEW SERVICE CPX3 SERVICE (MNL NH - MNL SH - QUANZHOU (SHIHU) - QUANZHOU (WEITOU) - XIAMEN)									
MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA MNL (SH)	ETA SHIHU	ETA WEI	ETA SHE	ETA HNG	ETA NAN	ETA XMN
SITC INCHON	2117N	29-May	SKIP			30-May	31-May	1-Jun	
SITC HAIPHONG	2125N	SKIP		2-Jun	25-Jun			4-Jun	5-Jun

LCT (CARGO): MNL NH/TUE 1700H (WED SAILING) MNL SH/FRI 1700H

SES SERVICE (SUBIC - BATANGAS - CEBU - HONGKONG - SHEKOU)						
MOTHER VESSEL	VOY. NO.	ETD SUBIC	ETD MNL SH	ETD BTG	ETA HNG	ETA SHE
WAN HAI 213	N399	31-May	-	1-Jun	2-Jun	8-Jun
WAN HAI 225	N369	7-Jun	-	8-Jun	9-Jun	15-Jun

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Cebu Pacific's 9th A321neo aircraft soon to enter domestic service

- Low-cost carrier Cebu Pacific has received its ninth brand-new Airbus A321neo aircraft, known to deliver 20% fuel cost savings
- The carrier is transitioning to an all-NEO fleet to reduce its carbon emissions and contribute to the airline's sustainability goals
- The newest aircraft is set to enter into service within this month on domestic routes



Low-cost carrier Cebu Pacific has received its ninth brand-new Airbus A321neo (new engine option) aircraft as it transitions to an all-NEO fleet and integrates eco-friendly initiatives into its operations. The A321neo is known to deliver 20% fuel cost savings, which would translate to even lower fares for passengers, Cebu Pacific said in a statement.

The transition to an all-NEO fleet is part of the carrier's commitment to reduce its carbon emissions and contribute to the airline's sustainability goals. The A321neo is more fuel-efficient with nearly 50% reduction in noise footprint compared to the previous generation of aircraft. "We are happy to continue moving forward with our long-term fleet plan in line with our commitment to keep providing safe and affordable travel for every Juan. Now more than ever, ensuring our operations are as efficient and sustainable as possible is of top priority and we are glad to have started with this journey

even before the pandemic," Cebu Pacific chief strategy officer Alex Reyes said. The newest aircraft is set to enter into service within this month and fly to various Philippine destinations across the carrier's domestic network of 44 routes. To date, the Cebu Pacific fleet of aircraft is comprised of nine A321neo, 25 A320, seven A321ceo, five A320neo, seven A330, six ATR 72-500, and 13 ATR 72-600 aircraft. Its fleet also has two ATR freighters and one A330 freighter. The local carrier currently operates one of the youngest fleets in the world with an average age of 5.75 years.

(Re)startup

By HENRIK BATALLONES
SCMAP Marketing and Communications Executive



SCMAP PERSPECTIVE

THE news late last week that major logistics player Fast Logistics is acquiring a stake in e-commerce enabler GreatDeals reminded me of the exciting times ahead for the Philippine supply chain sector. It is something you would tend to forget, admittedly, considering all the gloom of the past fourteen months.

In what is touted as one of the largest investments in a Philippine startup to date, Great Deals—which has served various global brands and e-commerce platforms since its launch in 2014—raised USD30 million in its latest funding round, with the Fast Group leading the charge. (Helping it along are private equity firms CVC Capital Partners, which itself partnered with Fast last year, and Navegar.) Announcing the deal, both parties tout the potential synergies between Great Deals' e-commerce capabilities and Fast's national logistics network, which has served some of the country's largest FMCGs.

For Philippine e-commerce, this

is indeed big news. It is another vote of confidence in the sector that has seen massive growth in the past year, thanks in most part to restrictions put in place to prevent COVID-19. For a while it seemed established logistics players would take a longer while to enter the space, leaving startups like Logistikus and Entrego—not to mention delivery services like J&T Express and Grab—filling the demand. Now, between this news and the release a few months back of the updated E-Commerce Philippines Roadmap, there's a buzz that one cannot deny.

This also points towards another trend: the importance of these new players in bringing all of Philippine supply chain to a higher level. The complements are clear to see. These startups bring with them new approaches and a tighter embrace of new and emerging technologies. They have an appetite to expand, but a market like the Philippines, with its many islands and outpaced infrastructure and technology networks, is hard to crack. That's where established players, with their longer experience and their wider reach, come in. Of course, these players would also need to be run by leaders whose visions go farther than a few years' time.

Partnerships like these are one way for the country's supply chain sector to

better take advantage of technology and boost its competitiveness in the coming years, a point reiterated in the white paper released by consulting firm YCP Solidance in partnership with SCMAP. It's a point that takes on a greater urgency as we move, tentatively, towards post-pandemic realities.

The more exciting part is that this is just the tip of the iceberg. Already many startups are pushing the boundaries when it comes to utilizing technologies to further the competitiveness of businesses. For the newest issue of our magazine, *Supply Chain Philippines*—you should be able to read it this week, on digital and print—I talked to Frances Barsana of Kickstart Ventures, the venture capital firm of the Ayala Group, which supports Entrego and Zalora, among many others.

"Startups give you access to new capabilities," she said. "They can accelerate your R&D. They give you insight into trends and market opportunities your company may have not realized yet ... Startups can help you solve business problems in a faster and more creative manner."

Already many of these startups offer new solutions to old problems. Among the companies Kickstart supports is Expedock, specializing in AI-powered supply chain solutions, which recently partnered with LBC Express to automate its booking systems. Players like InsightSCS (founded by our president, Pierre Carlo Curay), XLog and Vesl provide platforms to improve

visibility in goods, resources and capital. And, unlike in the Korean drama *Start-Up*, it's not always about new technologies: Malaysia's CollectCo, also supported by Kickstart, empowers brick-and-mortar stores to become collection and delivery points for e-commerce players.

We have always talked about collaboration and how it enables us to better provide value to our customers, partners and shareholders. It's always sounded daunting considering the challenges that lie ahead of us. But a look at the startup scene—and how established players are finally cottoning on—provides us with a glimpse of the possibilities that have yet to be unlocked. Amidst the gloom of the last fourteen months, this is pretty exciting.

SCMAP Live: Join us this Thursday for the latest edition of SCMAP Live. We will revisit the question of the health and wellbeing of our people a year into the pandemic with health reform advocate Dr. Tony Leachon, business consultant Xavier Alpas, and former SCMAP director Jun Arive. Register now for free at scmap.org.

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.

Why Technology Is the Key Differentiator for Freight Forwarders Post-Pandemic

By AMIT MAHESHWARI, CEO, Softlink Global



IT IN LOGISTICS

THE global freight forwarding market is going through an unprecedented change driven by technology, digitalization, trade wars, and the need to develop sustainable supply chains. This change, further pushed by the Covid-19 pandemic, has forced shippers, forwarders, and other logistics service providers or LSPs to reassess their supply chain operations and strategies.

True, the Covid-19 crisis, combined with ongoing change in the forwarding market, is going to accelerate the dependence on cloud-based integrated technology—but is the pandemic really going to be the key differentiator?

Data Insights Create Pathways for Growth

The pandemic came as a big jolt for traditional freight forwarders, who found adjusting to this situation a big worry. One of the major reasons for the inability to adjust is the lack of data and visibility into their operations. Without powerful technological solutions, stakeholders are unable to assess a new situation and react to it.

Software for freight gives the power of data to stakeholders to have visibility and take informed decisions. Companies that have integrated solutions are aware of the tiniest details of the functions and operations. Data insights allow them to fine-tune their operations without affecting the business.

Using Technology for Clarity of Communication

The need for remote working has shown that using manual methods of communicating is slower, unsafe, and unreliable. With an automated system, you can digitize the entire operations and functions and manage workflow seamlessly. You can pinpoint exactly at which stage a shipment is under processing. Communication between your on-field teams and backend teams, customers, and all stakeholders involved is automated and reaches optimal levels. Workflow is configured with auto-alerts that are triggered whenever a milestone is reached or missed.

Moving Towards Everything Electronic

Freight management solutions aid in bringing clarity of decisions with intuitive tabular reports and graphs. It is cumbersome to manage a paper trail of records for enormous volumes of transactions spread across the modes of transport. Compare that with a paperless system with all records electronic. Any detail about any shipment can be searched with just a few clicks.

With the regulatory bodies pushing

for more paperless compliance, you wouldn't be able to stay away from technology for too long. Slowly, e-AWB, e-VGM, and e-invoices are creating a domino effect that will see freight forwarding edging towards 100% paperless compliance. We can expect a larger push for electronic compliance in the post-pandemic world. Besides, the digitalization of your business is the optimal way to get returns on your investment in technology.

The pandemic situation has highlighted both opportunities and challenges for the freight and logistics industry, but it has also shown that technology is going to be the key differentiator for LSPs.

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 LogiSys is a comprehensive ERP for the freight and logistics industry that has become a global success.

PAL now accepting payments via GCash, PayMaya

- All direct Philippine Airlines (PAL) cargo, ticket office and airport counter transactions now accept payments via GCash and PayMaya
- This over-the-counter payment option allows cargo shippers to scan a quick response (QR) code and pay with their GCash or PayMaya accounts
- GCash and PayMaya can also be used to pay for Manila and Cebu airport check-in transactions
- Payment through PayMaya is available nationwide while GCash, currently available only in Manila and Cebu, can be used

nationwide by May 24, 2021

PHILIPPINE Airlines (PAL) has introduced a new cashless payment method to make it more convenient for customers to pay for their cargo, ticket office and airport check-in transactions.

Starting this month, all direct PAL cargo, ticket office and airport counter transactions now accept payments via GCash and PayMaya.

Scanning QR code

This over-the-counter payment option allows cargo shippers to scan a quick response (QR) code and pay with their GCash or PayMaya accounts, the flag

carrier said in a statement.

Passengers who book their tickets at PAL's ticketing offices nationwide, meanwhile, stand to benefit from the safety, convenience and ease of paying for their tickets via these cashless modes of payment, PAL noted.

GCash and PayMaya can also be used to pay for Manila and Cebu airport check-in transactions such as excess baggage, service class upgrades, choice seats, check-in of allowed animals, security risk items, and other ancillary products.

The PayMaya payment method is available nationwide, while GCash payment, currently available only in Manila

and Cebu, can be used nationwide by May 24, 2021.

PAL has 40 ticketing offices nationwide to serve customers who wish to carry out face-to-face transactions.

It offers cargo services on its network of flights to 29 domestic points and 32 destinations in Asia, North America, Australia and the Middle East.

The flag carrier also operates occasional all-cargo flights on select overseas routes to transport vital shipments including life-saving vaccines, medical equipment and other important supplies. PAL earlier said it would continue to expand its cargo business, which has become its "lifeline" during the COVID-19 pandemic.

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TransPac container premium surcharges accelerate amid space shortage

- Premium service surcharges have brought all-in rates above US\$10,000 per FEU for prompt shipments from North Asia to the US East Coast
- Spot rates from China to US East Coast were in the \$11,000 to \$12,000/FEU range for June shipments, the highest levels ever
- There remain huge backlogs of cargo in Asia, fueling expectation that these firm rates will continue for some time

PREMIUM service surcharges, which guarantee a cargo will make it on the voyage booked, applied by many container shipping lines on the trans-Pacific spot market have ballooned amid a shortage

of empty containers and space on ships, according to S&P Global Platts.

The commodity price reporting agency said premium service surcharges have brought all-in rates above US\$10,000 per forty foot equivalent unit for prompt shipments from North Asia to the US East Coast.

Reports said vessel space and equipment are in such high demand at Asian ports that importers are willing to pay much higher than the already record spot-market rates just to get their shipments to the US in the coming weeks.

This comes as shipowners face heavy port congestion, equipment shortages and other supply chain constraints that have intensified over the last nine months.

The shortage is further exacerbated by limited air freight capacity. Some high-value items that would normally be

delivered by air, such as mobile phones, now have to use containers via sea instead, analysts said.

The container crisis affects all companies that need to ship goods. But analysts say the situation has a pronounced effect on e-commerce retailers that primarily offer consumer goods, many of which are made in China.

As a result, spot rates from China to US East Coast ports such as New York/New Jersey and Savannah, Georgia, were reportedly in the \$11,000 to \$12,000/FEU range for June shipments, the highest levels they have ever been, said Platts.

Premium rates for other trans-Pacific trade lanes have similarly climbed to unprecedented levels. Spot rates with premiums from China to the US West Coast are in the \$8,000-\$9,000/FEU range, with

freight-all-kinds (FAK) rates for the route assessed at \$4,700/FEU on May 14.

FAK rates from Southeast Asia to East and West Coast North America were assessed on May 14 at \$5,450/FEU and \$4,550/FEU, respectively.

The Platts report said there remain huge backlogs of cargo in Asia, fueling expectation that these firm rates will continue for some time.

Bloomberg last month reported that the price for a container of goods from China to the US West Coast and European ports has hovered near record highs for several months, and conditions are ripe for more increases even though spot rates usually soften this time of year. Moreover, new contracts being signed by some of the biggest US importers indicate the spike won't be a short-term blip.

Exports raise PH cargo volumes...

Imports dropped 11% to 21.359 million MT from 24.019 million MT. Exports, on the other hand, jumped 41% to 11.48 million MT from 8.134 million MT.

In terms of regions, cargoes handled by Luzon ports accounted for 59% of the total, while Visayas ports serviced 17% and Mindanao ports 23%.

Luzon ports recorded a slightly higher volume at 0.2% to 32.520 million MT in the first quarter of 2021 from 32.453 million MT year-on-year.

Cargo volumes at the Visayas ports rose 5% to 9.470 million MT from 9.012 million MT.

Mindanao ports posted a 1% uptick with 12.862 million MT from 12.753 million MT.

Container volume up 3.5%

Container volumes reached 1.779 million twenty-foot equivalent units (TEU) in the first three months of 2021, up 3.5%

from the 1.719 million TEUs in the same period in 2020.

Domestic containers were down 1% to 725,100 TEUs from 731,768 TEUs, while foreign boxes were up 6.7% to 1.054 million TEUs from 987,556 TEUs.

Import containers improved 3.3% to 514,965 TEUs from 498,653 TEUs. Export containers likewise jumped 10.3% to 539,178 TEUs from 488,904 TEUs.

Shipcalls declined 28% to 86,140 vessels from 119,774 vessels.

Domestic shipcalls posted a 28.8% drop to 83,546 vessels from 117,404 vessels a year ago, while foreign shipcalls grew 9.5% to 2,594 vessels from 2,370 vessels.

Passenger traffic was hit the hardest due to travel restrictions imposed in response to the COVID-19 pandemic.

For the first quarter of the year, passenger traffic plunged 68.6% to 5.2 million from 16.585 million in the same period last year.

Continued from page 1

Disembarked passengers decreased 68% to 2.636 million from 8.318 million, while embarked passengers contracted 69% to 2.564 million from 8.235 million. There were no cruise ship passengers in the first quarter of 2021 as opposed to 31,340 recorded in the same period in 2020.

Roll-on/roll-off (Ro-Ro) traffic fell 11.5% to 1.612 million from 1.822 million in the first quarter of 2020.

Inbound Ro-Ro traffic dropped 10.7% to 814,255 from 911,620, while outbound Ro-Ro traffic shrank 12% to 798,233 from 910,217.

PPA general manager Jay Daniel Santiago earlier said cargo volumes are forecast to grow by 7% this year after suffering a double-digit decline in 2020 caused by the pandemic.

Cargo volume is seen to increase to 246.7 million MT in 2021 from 230.44 million MT in 2020. For 2022, cargo

volumes are forecast to increase by 1% to 249.17 million MT, and by 3% in 2023 to 256.29 million MT.

For containers, Santiago foresees a 6% to 8% increase this year. For 2022, container growth is anticipated to decelerate to 1%, while in 2023, it should accelerate to 3%.

In terms of passenger traffic, PPA expects a 1% to 2% improvement this year but this will still be "way below the pre-COVID-19 traffic of almost 84 million passengers annually."

Santiago said the growth forecasts are consistent with the assumptions of the government's economic cluster.

He said PPA is "optimistically conservative" about its growth expectations since the increase in cargo volumes will depend on the easing of people's movements, as this can improve domestic consumption, the main driver of the country's trade. — Roumina Pablo

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