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PortCalls

The Philippines' only shipping and transport guide

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Customs brokers can't have prepayment accounts for client-importers, says BOC

- Customs brokers may no longer open and maintain prepayment accounts and make advance payments on behalf of their client importers, according to Customs Memorandum Order (CMO) No. 18-2021, which took effect on May 24
 - Under CMO 18-2021, any accredited importer or exporter is given an option to open prepayment accounts as an alternative to the Payment Application Secure System Version 5.0 system required to be used by all E2M users
 - Accredited importers, exporters, small-value importers, and air express cargo operators may open a prepayment account depending on the type of declaration
 - Chamber of Customs Brokers, Inc. (CCBI) president Adones Carmona will request for a grace period following effectivity of CMO 18-2021 to allow customs brokers to max out their funds
- CUSTOMS brokers may no longer open and maintain prepayment accounts and make advance payments on behalf of
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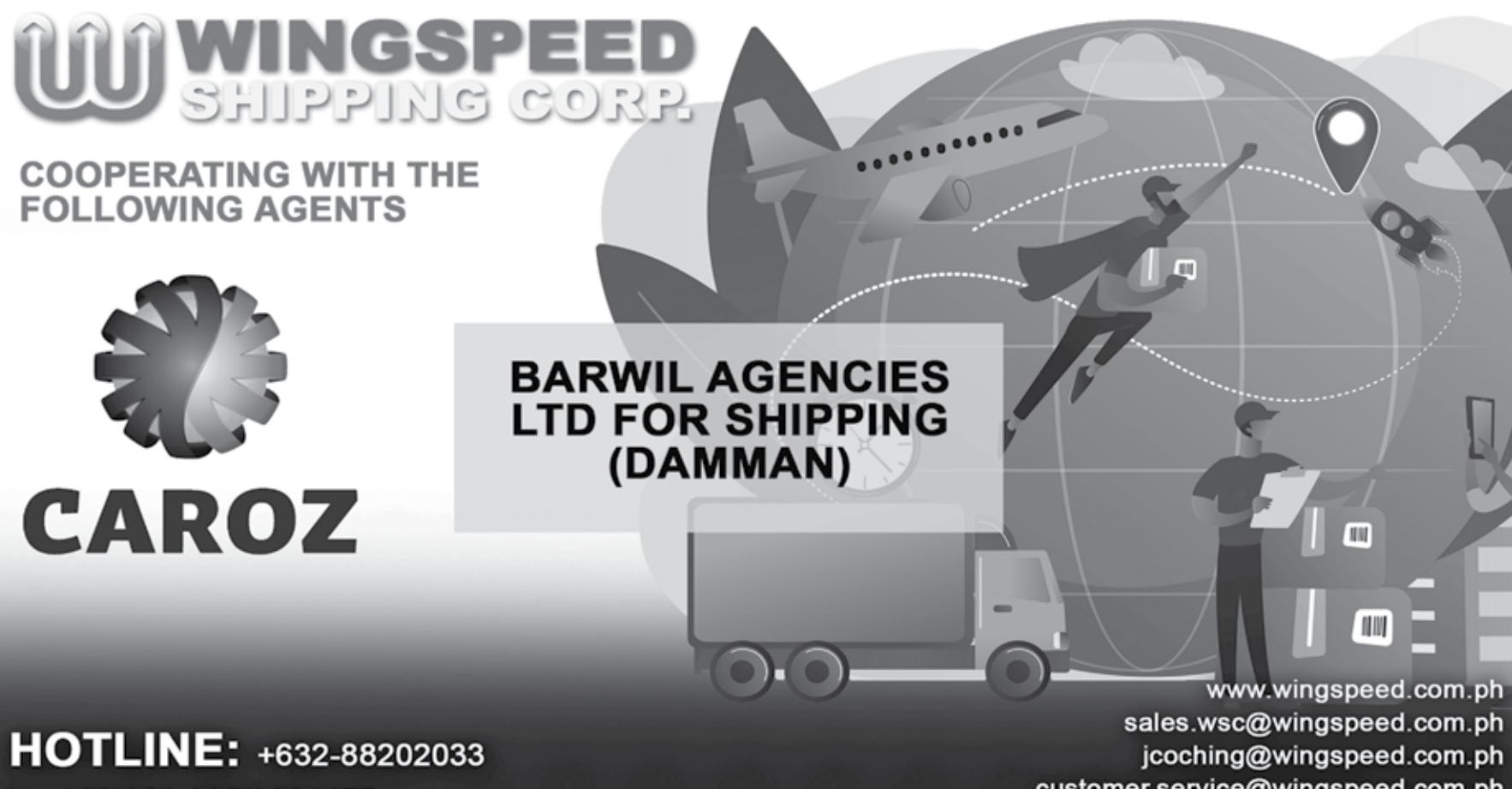
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PPA seeks operator for Tacloban port

- The Philippine Ports Authority is bidding out the port terminal management contract for Tacloban Port in Leyte
- The 15-year concession contract covers management and operation of cargo-handling, roll-on/roll-off, and other related services at Tacloban port
- The minimum concession fee for the project is P1.079 billion
- Bidders must have at least a two-year experience in cargo handling, passenger terminal building, and Ro-Ro operations
- A pre-bid conference for the project will be held on May 31; deadline for submission of bids is June 14

THE Philippine Ports Authority (PPA) is seeking bidders for the port terminal management contract of Tacloban Port in Leyte.

In an invitation to bid, PPA said the 15-year concession contract covers the management and operation of cargo-handling, roll-on/roll-off (Ro-Ro), and other port-related services at Tacloban port.

The project involves stevedoring services, bagging services, passenger terminal management, Ro-Ro cargo services, portage services, storage management, waste and shore reception facility management, water distribution services, weighbridge facility, and ancillary and other related services.

The minimum concession fee for the project is P1.079 billion, with a minimum concession fee of P50.023 million for the first year of the contract. All concession fee amounts are exclusive of all taxes. Bids below the minimum concession will be automatically rejected.

Bidders should submit a letter of intent and must have at least two years of experience in cargo handling, passenger terminal building (PTB), and Ro-Ro operations.

The bidding will be conducted through open competitive bidding procedures using non-discretionary pass/fail criterion as specified in PPA Administrative Order (AO) No. 12-2018, as amended.

AO 12-2018 provides guidelines for selecting and awarding contracts under PPA's Port Terminal Management Regulatory Framework (PTMRF), which outlines the new rules for terminal management contracts.

The guideline aims to ensure port services to be provided will meet global



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Truck with unmarked fuel seized for violation of fuel marking program

- A tanker truck carrying around 30,000 liters of unmarked fuel was apprehended for alleged violation of the fuel marking program
- The truck was apprehended on May 21 at Brgy. Batangas II, Mariveles, Bataan during a spot inspection by the Bureau of Customs, Bureau of Internal Revenue, and Field Inspection Unit
- The vehicle and seized fuel were taken into custody by BOC-Port of Limay

A tanker truck carrying more or less 30,000 liters of unmarked fuel was apprehended by government operatives for alleged violation of the fuel marking program, according to the Bureau of Customs (BOC).

The tanker truck was apprehended on May 21 at Brgy. Batangas II, Mariveles, Bataan during spot inspection by a team composed of the BOC, Bureau of Internal Revenue, and Field Inspection Unit (FIU).

BOC said the tanker truck laden with

standards and the selection of port terminal management contracts is competitive and transparent.

PTMRF, provided under AO 03-2016, seeks to provide higher quality port service by promoting private sector participation. Under this framework, investments in ports are to be categorized into six tiers, ranging from a fully private concession to a fully PPA-managed port, to make it easier to determine the investment arrangements of a port.

A pre-bid conference for the port project will be held on May 31. Deadline for

submission of bids, as well as the opening of bids, is June 14.

Tacloban port, which was hit by supertyphoon Yolanda in 2013, was one of the ports that underwent repair and upgrade. Under the Port Management Office of Eastern Leyte/Samar, the port handles domestic and foreign cargoes. In the first quarter of 2021, it handled 289,188 metric tons of cargoes, higher than the 256,016 MT recorded in the same quarter last year.

Aside from Tacloban port, PPA earlier also opened bidding for the port terminal

management contracts of Puerto Princesa, Ormoc, Tabaco, Legazpi, Zamboanga, Iligan, Ozamiz, and Calapan.

PPA general manager Jay Daniel Santiago early last March said they are privatizing operations of ports managed by PPA. He said bidding for the port terminal management contract of Puerto Princesa port is over and bids are currently undergoing post-evaluation.

The processing of bids for the port terminal management contracts of Legazpi, Tabaco, and Ormoc ports has been completed.

around 30,000 liters of diesel was not covered by a Withdrawal Certificate or other proof of payment of excise and value added tax. Upon testing by the FIU, the diesel was found completely unmarked, indicating no legal taxes were paid.

The truck driver identified as a certain "Victor Legaspi" and his helper identified as a certain "Clinton Legaspi" were detained at the detention facility of the Mariveles Police Station and subjected to inquest for alleged violation of the National Internal Revenue Code, as amended, and the Tax Reform for Acceleration and Inclusion (TRAIN) Law.

The tanker truck and the unmarked petroleum product were taken into custody by BOC-Port of Limay and subjected to seizure proceedings in accordance with the Customs Modernization and Tariff Act.

Marking of fuel products, whether imported or manufactured in the Philippines, will become mandatory five years after the TRAIN law took effect on January 2018. Fuel marking aims to curb oil smuggling and plug revenue losses arising from the

illegal importation or misdeclaration of petroleum products.

Random field testing

Part of the TRAIN Law are field testing activities, which BOC, BIR, and FIU started implementing last April following the issuance of Joint Circular (JC) 001.2021, signed by heads of the Department of Finance, BOC and BIR. The JC prescribes guidelines for the conduct of random field and confirmatory testing under the government's fuel marking program.

The random field and confirmatory testing covers gasoline, diesel and kerosene found in warehouses, storage tanks, gas stations and other retail outlets, and in such other properties or equipment, as well as in vessels, tank trucks, and similar fuel transporting vehicles.

Under JC 001.2021, the FIU is composed of officers from BOC and BIR deputized to conduct search, seizure and arrest functions in relation to

petroleum products found to be unmarked, adulterated or diluted.

Petroleum products found without the official fuel marker or not containing the required level of official fuel marker will be slapped duties and taxes, inclusive of fines and penalties. They may also be confiscated and forfeited and may face the filing of the appropriate criminal case.

PortCalls The Philippines' only shipping and transport guide

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Foreign chambers urge early passage of Public Service Act

- Foreign chambers of commerce in the Philippines urged Congress to pass the bill amending the Public Service Act soonest to encourage more investments in the Philippines
- The group said the regulation of public services and restrictions in foreign ownership under the Constitution have created the country's reputation as being more closed to foreign investment than most Asian economies
- When enacted, the foreign chambers said the law is expected to increase competition, improve technology, modernize services and lower their prices to the benefit of Filipino consumers

FOREIGN chambers of commerce in the Philippines are urging Congress to pass the bill amending the Public Service Act (PSA) soonest, noting member-companies will be encouraged to invest in the Philippines once the legislation becomes law.

In a joint statement, the foreign chambers commended the Senate for starting the plenary debate on Senate Bill (SB) 2094. The measure aims to clear "the ambiguity surrounding the interchangeably used terms 'public utility' and 'public service,'" and limit public utility to just three services—distribution of electricity; transmission of electricity; and water pipeline distribution and sewerage pipeline systems.

To be excluded from the definition of public utility are transportation, telecommunications, broadcasting, and other public services. This exclusion will effectively allow 100% foreign ownership in these industries, as they will no longer be considered public services or be covered by the 60%-40% ownership principle under the Constitution.

"We strongly support the passage of this vital legislation and pledge our efforts to bring the reform to the attention of appropriate firms in our member countries in Australia-New Zealand, East Asia, Europe, and North America," the foreign chambers said.

"We will encourage them to invest in the Philippines and support better public services for the Filipino people. With its

large, growing economy, the Philippines will enjoy many benefits when local and foreign firms compete side-by-side and together to provide the Filipino with better services that this game-changing reform will bring," they added.

The bill proposes to define public utilities and differentiate them from public services. Only "natural monopolies" involving distribution and transmission of electricity, water, and sewerage will be considered public utilities.

The foreign chambers noted that for 85 years the Commonwealth Act 146 has regulated public services and included a long list of 25 services which are not natural monopolies and are not usually considered public utilities under best international practice. The Philippine Constitution prescribes that public utilities must be 60% Filipino-owned, but provides no definition of the term.

The foreign chambers said "these restrictions have been the basis of the reputation of the country as more closed to foreign investment than most Asian economies."

They claimed such restrictions have also created a business environment for the services sector that nurtured oligopolies and weakened competition to the detriment of consumers.

When enacted, the foreign chambers said the law is expected to increase competition, improve technology, modernize services and lower their prices, to the benefit of Filipino consumers.

SB 2094 was earlier endorsed by the Senate Public Services Committee (SPSC) and President Rodrigo Duterte as a priority bill.

The Senate bill went through interpellation on May 24. Its counterpart bill in the Lower House has been approved on March 10, 2020.

SPSC chair Senator Grace Poe earlier explained that public utilities are to be treated as natural monopolies, entry to which must be restricted pursuant to Section 11, Article XII of the Constitution. All other public services that are not natural monopolies will be freed from such foreign equity restriction but not from any of their other responsibilities as public service providers, she pointed out.

During the May 24 interpellation, Poe



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explained that the proposed law is not an attempt to change the Constitution but is "just merely carving out and clarifying what the law is because there is no specific definition and categorization of what a public service or public utility is."

To allay fears the proposed measure would put the country's sovereignty at risk, a provision was put in SB 2094 tasking the National Security Council to initiate a review of foreign investments that would result in the control of any critical infrastructure in the country.

Critical infrastructure refers to assets so vital to the country that the incapacity of such assets would debilitate national security. These assets are the transmission and distribution of electricity, water and sewerage pipeline systems, telecommunications, and common carriers. This review would eventually be submitted for approval or appropriate action by the

President.

Another safeguard, found in the reciprocity clause, provides that foreign nationals may only own more than 40% of the public services identified as critical infrastructure if their country accords a reciprocal right to Filipinos by law, treaty or international agreement.

Moreover, foreign employees are only allowed if a competent, able and willing Filipino is determined to be unavailable. Foreign employment shall not be more than 25% of the total employees of any given corporation.

The passage of the bill amending the Public Service Act will encourage more investments in the Philippines, according to the foreign chambers of commerce.



Mercury Freight marks 34th year in logistics industry

MERCURY FREIGHT recently celebrated its 34th year of uninterrupted service in the logistics industry.

The celebration commemorated not only the success of the 100%

Filipino-owned and operated company, but also its long-running relationship rooted in trust with customers, dedicated staff and the niche logistics market it has served through the years, both in good

and bad times.

Mercury Freight officials expressed gratitude to customers and global partners for their unending support to the company.

Following tradition, the company

marked the anniversary with a simple celebration attended by management and staff. An online thanksgiving mass was also conducted, in keeping with COVID-19 protocols.



Mercury Freight marked its 34th anniversary with a simple celebration attended by management and staff. An online thanksgiving mass was also conducted, in keeping with COVID-19 protocols. The 100% Filipino-owned and operated company not only celebrated its business success but also its long-running relationship rooted in trust with customers, dedicated staff and the niche logistics market it has served through the years.





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TS Pusan	21010N	2-Jun	3-Jun	8-Jun	9-Jun	10-Jun	
TS Haiphong	21007N	9-Jun	10-Jun	15-Jun	16-Jun	17-Jun	

MBX - Manila - Nansha - Shekou - Hongkong							LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H
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TBN		29-May	31-May	4-Jun	5-Jun	6-Jun	
TS Laemchabang	21014N	5-Jun	7-Jun	11-Jun	12-Jun	13-Jun	

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Navios Dedication	OKRJAN	27-May	29-May	5-Jun	1-Jul		
Jonathan Swift	OKRJEN	3-Jun	5-Jun	12-Jun	8-Jul		

NCX3 - Manila - Shanghai - Ningbo							LCT: CARGO: NORTH SAT 0900H / SOUTH SUN 0900H
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Hansa Fresenburg	21007E	30-May	31-May	4-Jun	5-Jun		
AS Romina	OKDOCE	6-Jun	7-Jun	11-Jun	12-Jun		

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FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA SHA WGG1	ETA NBO (CMICT)		
Green Earth	22N	31-May	1-Jun	5-Jun	7-Jun		
Hansa Augsburg	21010N	7-Jun	8-Jun	12-Jun	14-Jun		

IA3 - Manila North - Taichung							LCT: CARGO: NH SUN 1700H
FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETA TAICHUNG	ETA XIAMEN	ETA NANSHA		
Androusa	119N		OMIT FOR SCHEDULE RECOVERY				
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BOC-NAIA seizes more than 2,000 ornamental plants

- More than 2,000 live ornamental plants were apprehended by the Bureau of Customs-Ninoy Aquino International Airport for lack of import permit
- Imports of the shipment violate the Customs Modernization and Tariff Act and Department of Agriculture circulars
- All seized items were turned over to the Bureau of Plant Industry for quarantine and immediate disposal to prevent spread of possible plant diseases and pests in the country

A total of 2,032 live ornamental plants of different varieties were apprehended at a warehouse in Pasay City by the Bureau of Customs-Ninoy Aquino International Airport (BOC-NAIA) on May 19 for lack of the required import permit.

Records showed the shipment was supposed to contain only 100 live ornamental plants, but physical examination revealed 2,032 pieces of various ornamental plants including alocasia, aglaonema, pothos, calathea, philodendron, crimson, monstera, cactus, sanseveria, and rubber plant, BOC said in a statement.

The plants were confiscated for violation of Section 1113 (Property Subject to Seizure and Forfeiture) in relation to Section 1400 (Misdeclaration) of the Customs Modernization and Tariff Act. They were also apprehended for lack of import permit from the Bureau of Plant Industry (BPI), which was in violation of Department of Agriculture Department Circular No. 4, Series of 2016 and DA Administrative Circular No. 5, Series of 2020.

BOC-NAIA reminded the public a sanitary and phytosanitary import clearance from BPI is required prior to importing any plant.

All seized items were turned over to BPI for quarantine and immediate disposal to prevent spread of plant diseases and pests that can severely affect local agriculture.

The shipment was supposed to contain only 100 live ornamental plants, but physical examination revealed 2,032 pieces of various ornamental plants, including alocasia, aglaonema, pothos, calathea, philodendron, crimson, monstera, cactus, sanseveria, and rubber plant. Photo from the Bureau of Customs.



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SEASpan NEW YORK	021N	MAY 25	MAY 27	021S	MAY 30	MAY 31	MAY 31	JUN 2	JUN 5	JUN 7
ALS FAUNA	100N	JUN 1	JUN 3	100S	JUN 7	JUN 8	JUN 8	JUN 10	JUN 16	JUN 18
SEASpan NEW YORK	022N	JUN 5	JUN 7	022S	JUN 11	JUN 12	JUN 12	JUN 14	JUN 20	JUN 22
ALS FAUNA	101N	JUN 16	JUN 18	101S	JUN 23	JUN 23	JUN 23	JUN 25	JUL 1	JUL 3

SINGAPORE / SOUTH PHILIPPINES EXPRESS (SPE)

VESSEL	Inbound VOY	SINGAPORE		Outbound VOY	GENSAN		DAVAO		SINGAPORE	
		ETA	ETD		ETA	ETD	ETA	ETD	ETA	ETD
MIA SCHULTE	DCS2FRINC	MAY 21	MAY 22	DCS2FRINC	JUN 1	JUN 2	MAY 31	JUN 1	JUN 4	JUN 5
ELEFTERIA EXPRESS	0011E	MAY 29	MAY 30	0011W	JUN 2	JUN 4	JUN 4	JUN 6	JUN 10	JUN 11
MIA SCHULTE	DCS2HRINC	JUN 4	JUN 5	DCS2HRINC	JUN 9	JUN 11	JUN 11	JUN 13	JUN 17	JUN 18
ELEFTERIA EXPRESS	0012E	JUN 10	JUN 11	0012W	JUN 16	JUN 18	JUN 18	JUN 20	JUN 24	JUN 25
MIA SCHULTE	DCS2JRINC	JUN 17	JUN 18	DCS2JRINC	JUN 23	JUN 25	JUN 25	JUN 27	JUL 1	JUL 2

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 CARGO (PEZA & REEFER) : FRIDAY / 0001H

POL MANILA NORTH: PRE ADVISE: THURSDAY / 1700H
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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 Pedrosa 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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Shipping volumes back to pre-Covid levels a year through pandemic

- **With China's early and sustained recovery, the \$16-trillion global stimulus spending, and the pent-up demand, short-term economic trends appear supportive of shipping**
- **Monthly seaborne trade basket was down by 12% year-on-year in May 2020, but down only 2% year-on-year in the fourth quarter, and up 1% year-on-year in the first quarter of 2021**
- **The surge in container spot and charter rates since mid-2020 has been rapid and reached record highs**
- **Global volumes in the first quarter of 2021 were up 47% year-on-year and 35% versus the first quarter of 2019**

A year on from the peak impacts of Covid-19, seaborne trade has not just shown its resilience but has even mounted a rebound, with shipping volumes returning to pre-Covid-19 levels, according to a new report from Clarksons Research.

The latest "Covid-19: Shipping Impact Assessment" update released in May showed that seaborne trade fell 3.4% in 2020, although trade in tonne-miles was down by a more manageable 1.6%.

Customs brokers can't have...

Continued from page 1

their client importers, according to a new order by the Bureau of Customs (BOC) that took effect on May 24.

Customs Memorandum Order (CMO) No. 18-2021 dated May 19 revises the rules and regulations on the opening and utilization of prepayment accounts, and aims to provide an alternative mode of payment of duties, taxes, and other charges for all goods declarations lodged in BOC's Electronic-to-Mobile (E2M) System.

It repeals, amends, or modifies CMO 27-2014 and all other inconsistent orders, memoranda, circulars, and issuances. CMO 27-2014, issued in 2014, provides the guidelines on establishing prepaid accounts.

CMO 18-2021 covers goods declarations for consumption (formal), transit, warehousing, export, informal entry, and transshipment.

Under the new order, any accredited importer or exporter is given an option to open prepayment accounts as an alternative to the Payment Application Secure System Version 5.0 (PASS5) system required to be used by all E2M users.

For consumption, transit (including shipments from local ports to free zones), and warehousing declarations, the accredited importer can open the prepayment account. For export declarations, the accredited exporter can open the prepayment account while small-value importers and air express cargo operators can do so for informal entries.

Previously under CMO 27-2014, importers and customs brokers may open prepaid accounts but are not obliged to do so. Customs brokers are also allowed to make payments to BOC on behalf of their client importers, subject to Republic Act (RA) No. 9280, or the Customs Brokers Act of 2004.

Chamber of Customs Brokers, Inc. (CCBI) president Adones Carmona told *PortCalls* in a text message he sees no problem with CMO 18-2021, noting that prepayment is a form of advance payment that is prohibited under RA 9280.

Section 30 of RA 9280 states that no customs broker shall advance and finance on behalf of their client-importers the payment of duties and taxes, arrastre charges, wharfage dues, storage fees, and other port charges.

The only concern, Carmona said, is that since CMO 18-2021 already took effect on May 24, only a few days after publication, some customs brokers haven't fully used up their prepaid accounts' funds. He said he will be requesting BOC for a grace period to allow customs brokers to fully utilize their funds.

Under CMO 18-2021, the importer or exporter may open and maintain one or more prepayment accounts in any collection district from which he or she will specify where payment should be made on a per-transaction basis.

The prepayment account can be used to make payments in any collection district regardless of where the account was opened.

Funds in any prepayment account cannot be withdrawn but can be transferred from one prepayment account to another prepayment account that is also under the same holder's name.

The accredited importer or exporter should download and fill out a prepayment registration form (PRF) and submit it to BOC online through the Customer Care Portal System (CCPS) or in a flash drive. BOC will then create a prepayment account for the importer or exporter and upload their signed PRF to the CCPS. The importer or exporter can then download the PRF and present it to the in-house bank, Land Bank of the Philippines (LBP), where they can make a deposit of any amount to their prepayment account.

Checking of balance can be made by inquiring with BOC's Management Information System and Technology Group-Site Team through the CCPS or any other secured BOC prepayment online query by providing the prepayment account number and transaction dates or period covered. Previously under CMO 27-2014, checking of balance is with LBP. — **Roumina Pablo**

Global GDP fell 3.3% in 2020 but this does not capture the month to month complexities, regional variations and changes in consumer spending that have impacted and often supported shipping markets, said the update.

The report noted that with the early, strong and now sustained recovery in China, the \$16 trillion in global stimulus spending (including \$6 trillion in the US), and the pent-up demand, "short term economic trends now seem likely to be supportive for shipping, albeit with Covid-19 challenges and uncertainty remaining."

The recovery in seaborne trade has been strong, and in some segments, exceptional, said Steve Gordon, managing director of Clarksons Research. "Our monthly seaborne trade basket was down by 12% y-o-y in May-20, but down only 2% y-o-y in Q4 and up 1% y-o-y in Q1-21."

He added: "Our published trade projections suggest that we have now returned to pre-Covid trade levels, although with varying trends by sector," noting that container shipping took only six months to recover from March 2020, making the sector the fastest group to bounce back.

Gordon said elements of

"disruption upside" (e.g. logistical disruption including port congestion) have continued to make their impact, and while some of the disruptive support may ease later in the year, other trends are expected to remain supportive.

After a resilient 2020, the cross-sector ClarkSea Index—which shows the average earnings in dollar terms per day of the whole fleet—has had a very positive start to 2021, averaging US\$18,385/day so far. This, noted the report, is the best start to a year since 2008 and up 54% on the ten-year average.

With the tanker market still weak, it has been the astonishing surge in container charter rates to near-record levels and decade-high bulk carrier earnings that have underpinned this strength, with support from rebounding trade volumes and strong Chinese demand and activity, as well as logistical disruption including port congestion.

The surge in freight and charter

markets for container shipping since mid-2020 has been astonishing, with spot box freight rates jumping to spectacular highs driving record liner company profits, and charter rates rising rapidly to amongst the highest levels ever recorded, the report said.

The strength has been driven by a "perfect storm" of a strong trade rebound and impacts from major logistical disruption (including box shortages and port congestion, and events at the Suez Canal), all against the backdrop of manageable supply growth.

Global volumes were back to pre-Covid levels in Autumn 2020, with growth on the trans-Pacific extremely strong. Volumes in the first quarter of 2021 were up 47% year-on-year and 35% versus the first quarter of 2019.

"Expectations are growing for a more prolonged period of impacts from disruption, with the short-term outlook very positive," said the report.

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USA SERVICE

PACIFIC SOUTHWEST 8 SERVICE via PUSAN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ETA LAX	ETA OAK	
CALLAO BRIDGE	0193N	06/05	06/09	HYUNDAI PLUTO	0018E	06/15	07/02	07/15	
NORDAMSTEL	0004N	06/12	06/16	HYUNDAI NEPTUNE	0018E	06/23	07/10	07/23	
BALSA	0114N	06/19	06/23	HYUNDAI EARTH	0028E	07/07	07/18	07/25	

PACIFIC NORTHWEST 3 (PN3) via BUSAN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KRPIUS	MOTHER VESSEL	VOY. NO.	ETD KRPIUS	ETA VAN	ETA SEA	
CALLAO BRIDGE	0193N	06/05	06/09	HYUNDAI SPLENDOR	0083E	06/14	06/25	06/29	
NORDAMSTEL	0004N	06/12	06/16	CONTI CONTESSA	0106E	06/21	07/02	07/06	
BALSA	0114N	06/19	06/23	SEASPAN THAMES	0022E	07/11	07/22	07/26	

PACIFIC SOUTHWEST 4 SERVICE via KAOHSIUNG									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KAO	MOTHER VESSEL	VOY. NO.	ETD KAO	ETA LAX	ETA OAK	
YM CREDIBILITY	019N	05/31	06/02	HYUNDAI FORCE	0090E	06/22	07/06	07/12	
YM CREDIBILITY	020N	06/07	06/09	HYUNDAI FORCE	0090E	06/22	07/06	07/12	
YM CREDIBILITY	021N	06/14	06/16	YM UNIFORM	0219E	06/29	07/13	07/19	

EAST COAST SERVICE 4 (EC4) SERVICE via SINGAPORE										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	ORF	SAV	CST	NYC
SEASPAN NEW YORK	021S	06/02	06/07	MONACO BRIDGE	0015E	06/19	07/08	07/11	07/14	07/16
ALS FAUNA	100S	06/11	06/16	YM WELLHEAD	0031E	06/20	07/15	07/18	07/21	07/23
SEASPAN NEW YORK	022S	06/17	06/22	YM WIDTH	0023E	06/27	07/22	07/25	07/28	07/30

EAST COAST SERVICE 5 (EC5) SERVICE via SINGAPORE										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	USNYC	SAV	JAX	ORF
SEASPAN NEW YORK	021S	06/02	06/07	TBA		06/10	07/07	07/11	07/13	07/16
ALS FAUNA	100S	06/11	06/16	ONE HELSINKI	0045E	06/22	07/14	07/18	07/20	07/23
SEASPAN NEW YORK	022S	06/17	06/22	MOL CHARISMA	0216E	06/28	07/21	07/25	07/27	07/30

FAR EAST PENDULUM 1 (FP1) VIA SGIN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	LEH
SEASPAN NEW YORK	021S	06/02	06/07	NYK ORION	0066W	06/14	07/04	07/07	07/10
ALS FAUNA	100S	06/11	06/16	ONE HAMBURG	0068W	06/21	07/11	07/14	07/17
SEASPAN NEW YORK	022S	06/17	06/22	NYK VIRGO	0070W	07/12	08/01	08/04	08/07

FAR EAST PENDULUM 2 (FP2) VIA SGIN										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	ANR	SOU
SEASPAN NEW YORK	021S	06/02	06/07	ONE AQUILA	0012W	06/20	07/13	07/15	07/18	07/21
ALS FAUNA	100S	06/11	06/16	YM WHOLESOME	0027W	06/25	07/17	07/19	07/22	07/25
SEASPAN NEW YORK	022S	06/17	06/22	ONE MANHATTAN	0027W	07/02	07/24	07/26	07/29	08/01

FAR EAST EUROPE 3 (FE3) via KAOHSIUNG										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KHH	MOTHER VESSEL	VOY. NO.	ETD KHH	RTM	HAM	ANR	SOU
YM CREDIBILITY	019N	05/31	06/02	HMM HANBADA		06/05	07/06	07/09	07/12	07/15
YM CREDIBILITY	020N	06/07	06/09	HMM RAON		06/11	07/13	07/16	07/19	07/22
YM CREDIBILITY	021N	06/14	06/16	TBA		06/18	07/16	07/19	07/22	07/25

MED2 (MD2) SERVICE via SINGAPORE										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	GOA	SPE	FOS	BCN
SEASPAN NEW YORK	021S	06/02	06/07	ZENITH LUMOS	0004W	06/16	07/02	07/04	07/07	07/11
ALS FAUNA	100S	06/11	06/16	ZEUS LUMOS	0002W	06/27	07/16	07/18	07/21	07/25
SEASPAN NEW YORK	022S	06/17	06/22	ZEPHYR LUMOS	0003W	07/07	07/23	07/25	07/28	08/01

KPX (KOREA PHILIPPINES EXPRESS)									
FEEDER VESSEL	VOY. NO.	ETA PHANL	ETA VNNGN	ETA HKHKG	ETA CNSHK	ETA KRINC			
KMTC GWANGYANG	0034S	05/28	05/31	06/03	06/04	06/08			
KMTC SHANGHAI	0171S	06/03	06/06	06/09	06/10	06/14			
KMTC GWANGYANG	005S	06/17	06/20	06/23	06/24	06/28			

CHINA SOUTH EAST 2				
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA HKHKG	ETA CNSHK
CNC SATURN	0006N	05/27	05/28	05/29
CNC MARS	0007N	06/03	06/04	06/05
NORDLEOPARD	0016N	06/10	06/11	06/12

TTP SERVICE (TIANJIN TO PHILIPPINES)						
FEEDER VESSEL	VOY. NO.	ETD MNL SH-NH	ETA CNLYG	ETA CNTAO	ETA KRPUS	ETA CNSHA
HYUNDAI INTEGRAL	0110N	06/04 - 06/06	06/10	06/11	06/13	06/16
HYUNDAI GRACE	0111N	06/10 - 06/12	06/16	06/17	06/19	06/22
HYUNDAI INTEGRAL	0111N	06/20 - 06/22	06/26	06/27	06/29	07/02

CTI SERVICE									
FEEDER VESSEL	VOY. NO.	ETD PHDVO	ETA KHH	ETA SHA	ETA NGB	ETA SHK	ETA JKT	ETA SUB	
COSCO HOUSTON	0080N	06/01	06/05	06/08	06/10	06/14	06/21	06/24	
HYUNDAI VOYAGER	0109N	06/08	06/12	06/15	06/17	06/21	06/28	07/01	
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Harbor Star Shipping sinks deeper with P66.7M loss in first quarter

- Harbor Star Shipping Services reported a net loss of P66.63 million in the first quarter of 2021, 245% higher than the P19.337-million loss posted year-on-year
- Service income for the first three months of the year grew 15% due to the increase in harbor assistance revenue; revenue generation from solar power; and salvage and lighterage incomes
- Costs and expenses expanded by 5% and 95%, respectively

HARBOR Star Shipping Services, Inc. (HSSSI) reported a net loss of P66.63 million in the first quarter of 2021, 245% higher than the P19.337-million loss incurred in the same period last year.

Service income for the first three months of the year amounted to P427.47 million, 15% higher than P371.70 million posted in the same period last year.

HSSSI in a regulatory disclosure said

the group mainly sourced the increase in service income from harbor assistance revenue, which increased to P261.32 million; revenue generation from solar power, which increased to P71.89 million; and salvage income of P59.20 million and lighterage income of P24.60 million.

Subsidiaries Peak Flag Sdn Bhd, Harbor Star Subic Corp., and Astroenergy Development Gensan, Inc. contributed P24.40 million, P18.67 million, and P71.89 million, respectively, to the group's total revenues for the first quarter of 2021.

The group's total cost of services for the first quarter of 2021 went up 5% to P313.69 million from P299 million in the same period in 2020, mainly due to depreciation and amortization, personnel costs, fuel and lubricants, outside services, supplies and insurance.

General and administrative expenses likewise grew 95% to P122.72 million from P63 million, mainly due to personnel costs, depreciation and amortization, bad debts

and taxes and licenses.

With the shipping industry severely affected by the COVID-19 pandemic, HSSSI initiated internal cost-saving measures to reduce income loss, while also focusing on generating more revenue from other service lines such as the special projects division which focuses on construction and specialized marine services.

As of last year, HSSSI, including its domestic subsidiaries and affiliates, has established operations in 15 base ports all over the country, providing services to 6,589 ships.

The company maintains and manages a fleet of 48 domestically and internationally classed tugboats; seven barges; one landing craft tank; one cargo ship; one tanker, and one dredger.

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Skyway 3 Quirino southbound exit opened to Class 1 vehicles

- The Quirino southbound exit of Skyway Stage 3 is now open to Class 1 vehicles, allowing motorists coming from Balintawak and Quezon Avenue to reach Manila within less than 20 minutes from the previous 1.5 hours
- Skyway Stage 3 now has 15 operational ramps
- Once fully completed, Skyway Stage 3 will divert at least 75,000 vehicles away from EDSA or C5

THE Quirino southbound exit of Skyway Stage 3 is now open to Class 1 vehicles, allowing motorists coming from Balintawak

and Quezon Avenue to directly reach Manila within less than 20 minutes without traffic, down from the current 1.5 hours.

San Miguel Corp. (SMC) president and chief operating officer Ramon Ang in a statement during the opening on May 24 said the Quirino southbound exit will improve accessibility between Quezon City and Manila.

"With more private vehicles diverted to Skyway Stage 3 on their way back from NLEX [North Luzon Expressway], or coming from Quezon Ave., to Manila, traffic on our major public roads as well as on streets usually utilized as 'short cuts' or 'alternate routes', will be a thing of the

past," Ang said.

SMC, which built and fully funded and Skyway Stage 3, said the elevated expressway now has 15 operational ramps:

- Northbound Entry/On-Ramps: Buendia (Zobel) Quezon Avenue Southbound Entry/On-Ramps: Balintawak Quezon Avenue Plaza Dilao
- Northbound Exit/Off-Ramps: Quirino Avenue Nagtahan Quezon Avenue Bonifacio

- Balintawak Southbound Exit/Off-Ramps: Quezon Avenue E. Rodriguez Nagtahan Quirino Buendia (Zobel)

The Skyway Stage 3, formally opened last January, connects Buendia and Balintawak. A fully completed Skyway Stage 3 will divert at least 75,000 vehicles away from EDSA or C5.

The Skyway system, comprising stages 1, 2 and 3, is a 38-kilometer elevated expressway with 36 on- and off-ramp access points.

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