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The Philippines' only shipping and transport guide

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ASEAN, EU conclude landmark air transport agreement

- The ASEAN-EU Comprehensive Air Transport Agreement (AE CATA), the first region-to-region aviation agreement in the world, was concluded on June 2, 2021
- Airlines of ASEAN and the EU will be able to fly any number of services between both regions
- In addition, airlines will be able to fly up to 14 weekly passenger services and any number of cargo services via and beyond to any third country
- The AE CATA will now be submitted for legal review in preparation for signature at a later date

The Association of Southeast Asian Nations (ASEAN) and the European Union (EU) have concluded negotiations on the world's first bloc-to-bloc air transport agreement that will allow airlines of ASEAN and the EU to operate passenger and cargo services between the regions and beyond.

The ASEAN-EU Comprehensive Air Transport Agreement (AE CATA), the first region-to-region aviation agreement in the world, was concluded on June 2, 2021 at the Extraordinary ASEAN-EU

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North Luzon Airport Consortium inks Clark ownership agreement

- The companies comprising the North Luzon Airport Consortium (NLAC) signed a share purchase agreement (SPA) on their ownership interest in Luzon International Premier Airport Development Corp. (LIPAD), operator of Clark International Airport (CRK)
- Under the SPA signed on June 7, Filinvest Development will hold a 42.5% stake; JG Summit Holdings, 33%; Changi Airports Philippines (I) Pte. Ltd. 15%; and Philippine Airport Ground Support Solutions, 9.5%
- LIPAD was incorporated by the companies comprising NLAC as a special purpose vehicle for the management, operations and maintenance of CRK
- LIPAD is set to open the second passenger terminal building for commercial domestic flights in July this year

THE companies comprising the North Luzon Airport Consortium (NLAC) have signed a share purchase agreement (SPA) on their ownership interest in Luzon International Premier Airport Development Corp. (LIPAD), operator of Clark International Airport (CRK).

The SPA was signed on June 7 by Filinvest Development Corp. (FDC); JG Summit Holdings, Inc. (JGSHI); Philippine Airport Ground Support Solutions, Inc. (PAGSS); and Changi Airports Philippines (I) Pte. Ltd. (CAP), according to regulatory disclosures.

Under the SPA, FDC will hold a 42.5% stake in LIPAD, while JGSHI will have 33%, CAP 15%, and PAGSS 9.5% stakes.

LIPAD was incorporated by the four NLAC member companies as a special purpose vehicle for the management, operations and maintenance of CRK.

In August 2019, LIPAD was formally awarded a 25-year concession to operate and maintain the CRK.

In January 2021, the newly constructed second PTB was formally turned over to LIPAD. The PTB is envisioned to help spur economic progress and development in Central Luzon, and ease congestion at the country's main gateway, Ninoy Aquino International Airport.

LIPAD currently oversees the operations and management of the existing terminal, which can accommodate up to 4.2 million passengers annually.

Hello, Korea: PH exports first shipment of okra

- The Philippines sent its first shipment of fresh okra (lady's fingers) to South Korea on June 6
- The 1,200 kilogram shipment, the first of three before the current season ends, is expected to arrive in Korea within 36 hours
- Philippine Okra Producers and Exporters Association chairperson Roberto Amores said reorders are expected soon
- Hi-Las Marketing Corp and Jelfarm Fresh Produce Enterprise are the two accredited okra exporters to Korea, but the new market is expected to generate opportunities for more local farmers and exporters

THE Philippines began commercial shipment of fresh okra (lady's fingers) to South Korea on June 6.

The initial 1,200 kilograms shipment, the first of three before the current season ends, is expected to arrive in Korea within 36 hours.

The Philippine government since 2014 has been requesting access for okra to the Korean market. Last May, the Department of Agriculture (DA) announced the Philippines will start exporting to the Asian country for the 2021-2022 season after complying with the agreed requirements set by both countries.

"This will really strengthen our efforts to support the high-value crops not only for local consumption but for exports. Export development and promotion is one of our



PortCalls
 Webinars for June 2021

Customs Processing for Dangerous Goods

June 11, 2021; 10:30-12pm
 Investment cost: P2,000

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.



 Dexter Pedreza
 International Trade & Customs Consultant

Introduction to Logistics Management

June 25, 2021; 1-5pm
 Investment cost: P3,000

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.



 Ramon Guevara,
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key strategies in the DA so that the farmers and agripreneurs involved will have more income at the end of the day. The quality of produce will be maintained, and the volume will be there because of consolidated farming," Agriculture Secretary William Dar said in a statement.

Philippine Okra Producers and Exporters Association (POPEA) chairperson Roberto Amores said reorders are expected soon as promotions in South Korea are being aggressively pushed by the Department of Trade and Industry (DTI) and DA, together with the private sector groups of POPEA, Philippine Chamber of Commerce and Industry, Philippine Exporters Confederation, Inc., and Philippine Food Processors and Exporters Organization, Inc.

"Harvest period of fresh okra starts from mid-October [and lasts] until mid-June. The opportunity to sell fresh okra is almost the same for both Korea and Japan due to their similar weather pattern and off-season period, where Philippine origin is in good timing for the production schedule," Amores said. The Philippines last year resumed exports of okra to Japan.

DA noted that producers of fresh okra for export to Japan and South Korea strictly comply with sanitary and phytosanitary requirements and Good Agricultural Practices to ensure product safety and quality. Traceability codes and date of packing are also indicated on each pack of exported okra.

Currently, POPEA members Hi-Las Marketing Corporation and Jelfarm Fresh

Produce Enterprise are the two accredited okra exporters to Korea, but the new market is expected to generate opportunities for more local farmers and exporters.

Hi-Las and Jelfram involve about 500 clustered farmers in Tarlac producing export-quality okra products. Other POPEA members are AAMC Foods Corp and Greenstar Produce Phils., Inc.

DA earlier said okra is not as mainstream in South Korea as radish, cabbage, cucumber, potato or sprouts, which are part of many Korean dishes. Some Koreans eat okra as "banchan" (side dish), including "okra muchim" (seasoned) or "okra kimchi" (pickled/fermented).

Okra in Korea is only currently available online, in frozen or dried form. Processed okra products are mostly imported from China, while the fresh, green pods are usually available in small volume during summer season, mostly consumed by Filipinos and other Asian nationalities in Korea.

DA noted that okra has long been favored as a food for the health-conscious, as it contains potassium, vitamins B and C, folic acid, calcium, and amino acids. Okra prevents anemia, promotes healthy skin and pregnancy, prevents stomach ulcer, and improves the respiratory system.

Okra is a high-yielding crop that provides Filipino farmers a good source of income. Its green pods can be harvested as early as 55 to 65 days upon seeding. Surveys show that farmers can harvest from 500 kilograms to one ton

of okra pods per hectare, providing a net income ranging from P80,000 to P120,000.

Trade Secretary Ramon Lopez said the new trade with South Korea is part of the country's recovery plans and will contribute to Philippine export growth. He has also committed to push for the reduction of tariffs on selected agricultural products imported by Korea including okra, mango, banana, and pineapple.



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AISL open to dialogue with exporters to fix vessel space shortage

- The Association of International Shipping Lines welcomed exporters' call for a dialogue to help resolve problems with vessel space*
- Philippine Exporters Confederation members earlier complained of worsening supply chain and logistics issues that have caused shipment delays and huge losses*
- Vessel space shortage is tied to lack of space on mother vessels calling transshipment ports, said AISL president Patrick Ronas*
- Ronas suggested exporters use CFR (Cost and Freight) on sales contracts instead of FOB (Free on Board) for flexibility to nominate shipping line*

THE Association of International Shipping Lines (AISL) welcomed exporters' call for a dialogue to help resolve vessel space issues that have resulted in shipment delays. AISL president Patrick Ronas, in a phone

suggestions. Among suggestions Ronas puts forward is the use of Cost and Freight (CFR) instead of Free on Board (FOB) on sales contracts. CFR allows exporters to nominate the shipping line instead of leaving this decision to importers who may be unaware of issues with space availability.

The Philippine Exporters Confederation, Inc. (PHILEXPORT) recently said its members have complained of shipment delays and huge losses because of worsening supply chain and logistics issues, particularly lack of vessel space, soaring freight rates and container shortage.

PHILEXPORT said the affected exporters are seeking a dialogue with industry players and relevant government agencies to find solutions to their concerns.

Addressing the issue of vessel space shortage, Ronas said this is due to unavailable space or slots on mother vessels calling regional transshipment ports, usually Singapore, Hong Kong, Shanghai, Busan and Kaohsiung. Even if a Philippine export



interview with PortCalls, said their association, composed of international container lines calling the Philippines, can help exporters connect with carriers able to accept urgent shipments.

Ronas said AISL has already had discussions with food exporters to explain the vessel space situation and provide

shipment is loaded onto a feeder vessel (the Philippines isn't called by mother vessels due to lack of volume), the shipment may still get stuck in transshipment ports and accumulate charges while waiting for available space, he explained.

Ronas earlier pointed out a shipping line will only allocate a container to the

- for the Management of Emerging Infectious Diseases (IATF protocols*
 - The extension order is in preparation for implementation of IATF travel and testing protocols for incoming passengers in the province*
- THE government has extended the diversion of international inbound flights from Mactan-Cebu International Airport (MCIA) to Ninoy Aquino International Airport (NAIA) until June 12. The diversion was first imposed from May 29 to June 5 after the Cebu provincial government insisted Cebu airport implement its own testing and quarantine protocols, which are different from Inter-Agency Task Force

implemented in Cebu," Roque said.

The diversion of international flights bound for MCIA to NAIA was initially imposed from May 29 to June 5 after the Cebu provincial government insisted Cebu airport implement its own testing and quarantine protocols, which are different from IATF's protocols.

In a memo dated May 27, Medialdea ordered that current testing and testing protocols approved and issued by the IATF applicable to inbound international travellers.

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Flight diversion from Cebu to NAIA extended to June 12

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shipper if the container has a guaranteed space on the mother vessel. Otherwise, containers will be "rolled over and storage fees can accumulate, which shippers will not be prepared to shoulder."

Also aggravating problems of non-availability of vessel space is the priority given by foreign shipping lines to countries that offer higher volumes and rates, Ronas said. The Philippines is at a disadvantage when it comes to those metrics. Carriers, for instance, incur additional costs as cargoes from the Philippines have to be moved by feeder vessels to transhipment hubs.

In addition, Ronas disputed claims of an export container shortage, noting enough equipment supply in depots due to the country's trade imbalance. With more import boxes coming in than export boxes going out, there should be ample supply of empty containers for eventual export.

So far the volume of exports from Manila as of end-April has been slightly better compared to volumes pre-pandemic (end April 2019).

The latest data from market intelligence platform Xeneta shows squeezed supply chains across the globe. A lack of equipment and the COVID-19 pandemic have added to unforeseen factors such as the blocking of the Suez Canal which have pushed shipping industry capacity to bursting point. Long-term contracted container shipping rates in May surged 33.5% year-on-year as demand drove up rates for all major trade corridors.

Xeneta said with carriers blanking sailings to manage capacity--added to continuing high demand and reduced retail inventories--"it's difficult to see the prospect of any immediate rates relief on the horizon." — *Roumina Pablo*

Flight diversion from Cebu to NAIA extended to June 12

In a June 5 memo, Executive Secretary Salvador Medialdea ordered the extension to prepare for implementation of Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF) travel and testing protocols for incoming passengers in the province, according to Presidential spokesperson Harry Roque in a press briefing.

"Inaasahan natin (We expect) that on the 13th of June, the IATF protocols on arriving OFWs (overseas Filipino workers) and OFs (overseas Filipinos) will be

implemented in Cebu," Roque said.

The diversion of international flights bound for MCIA to NAIA was initially imposed from May 29 to June 5 after the Cebu provincial government insisted Cebu airport implement its own testing and quarantine protocols, which are different from IATF's protocols.

In a memo dated May 27, Medialdea ordered that current testing and testing protocols approved and issued by the IATF applicable to inbound international travellers.

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PH manufacturing snaps 13-month decline with April rebound

Meanwhile, manufacture of coke and refined petroleum products (-32.3%) and manufacture of basic pharmaceutical products and pharmaceutical preparations (-18.9%) were the only two divisions to show decreases during the period.

The Value of Production Index (VoPI) likewise grew 154.3% in April 2021 from a 74.2% drop in March 2021 and 66.6% decline in April 2020. The growth in April 2021 was the first positive growth since April 2019 and the highest annual increase in the 2018-based data series.

The VoPI's growth was based on the positive growth rates of 20 industry divisions, 14 of which posted three-digit annual growth rates, with manufacture of basic metals posting the highest expansion at 729.1%.

On the other hand, two industry divi-

sions, namely, manufacture of coke and refined petroleum products and manufacture of basic pharmaceutical products and pharmaceutical preparations recorded double-digit decrements of -24.5% and -19.4%, respectively.

Based on responding establishments, the average capacity utilization rate for the manufacturing sector in April 2021 rose slightly to 63.6% from 63% in the previous month.

Eighteen of the 22 industry divisions had at least 50% average capacity utilization rate. They were led by manufacture of furniture (81.3%), manufacture of other non-metallic mineral products (80.9%), and manufacture of electrical equipment (75.2%).

About one-fourth of the responding establishments operated at full capacity.

THE Philippine manufacturing sector bounced back in April 2021, recording triple-digit increases in both volume and value and breaking 13 months of straight decline, according to the Philippine Statistics Authority (PSA).

The Volume of Production Index (VoPI) went up 162.1% in April 2021, recovering from a 73.3% annual decline in March 2021 and 64.8% decrease in April 2020, according to PSA's latest Monthly Integrated Survey of Selected Industries.

The improvement comes after quarantine restrictions due to COVID-19 were eased somewhat in April.

The VoPI improved on the back of positive growth in 20 industry divisions, with 15 recording three-digit annual increases.

Manufacture of basic metals registered the fastest growth rate at 687.5%.

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FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA NAN	ETA HKG	ETA SKU
TS Laemchabang	21015N	16-Jun	17-Jun	22-Jun	23-Jun	24-Jun
TS Pusan	21012N	23-Jun	24-Jun	29-Jun	30-Jun	1-Jul

LCT CARGO: NORTH / TUE 1900H • SOUTH/WED 2400H

MBX - Manila - Nansha - Shekou - Hongkong

FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA NAN	ETA SKU	ETA HKG
TS Pusan	21011N	12-Jun	14-Jun	18-Jun	19-Jun	20-Jun
TS Haiphong	21008N	19-Jun	21-Jun	25-Jun	26-Jun	27-Jun

LCT CARGO: NORTH / FRI 0900H * SOUTH / SAT 0900H

BMX - Manila - Qingdao - Dalian

FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA TAO	ETA DAI
CMA CGM Caimep	OKRJMN	17-Jun	19-Jun	26-Jun	22-Jul
Jack London	OKRJQN	24-Jun	26-Jun	3-Jul	29-Jul

LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H

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FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA SHA WGQ4	ETA NBO (CMIC)
Olympia	OKDOGE	13-Jun	14-Jun	18-Jun	19-Jun
Mount Butler	OKDOKE	20-Jun	21-Jun	25-Jun	26-Jun

LCT: CARGO: NORTH SAT 0900H / SOUTH SUN 0900H

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FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA SHA WGQ1	ETA NBO (CMIC)
Green Earth	23N	14-Jun	15-Jun	19-Jun	21-Jun
Hansa Augsburg	21011N	21-Jun	22-Jun	26-Jun	28-Jun

LCT: CARGO: NORTH FRI 0900H / SOUTH SAT 0900H

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Navios Lapis	121N	10-Jun	12-Jun	14-Jun	16-Jun
JPO Pisces	122N	16-Jun	19-Jun	21-Jun	23-Jun

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DOF orders tighter watch on rice imports after tariff cuts

- The Department of Finance ordered the Bureau of Customs to keep a tighter watch on rice imports and ensure taxes are collected properly following temporary reduction in tariff rates

- BOC is reviewing valuation of rice shipments from Vietnam with most imports from there having values lower than the country's prevailing export prices

- Rice imports may shift from Thailand, Vietnam and Myanmar to countries with much lower values such as India
- From January to April 30, BOC collected duties from rice amounting to P5.67 billion, 3.7% more than P5.46 billion year-on-year despite lower import volumes this year

FINANCE Secretary Carlos Dominguez III has directed the Bureau of Customs (BOC) to keep a tighter watch on rice imports to ensure proper collection of taxes following the temporary reduction in tariff rates on the commodity.

The order follows the issuance in May of Executive Order 135 that temporarily reduced the most favored nation (MFN) tariff rates on imported rice to 35% from 40% (in-quota) and 50% (out-quota) for a period of one year.

EO 135 noted that with increases in global rice prices and supply uncertainties, "there is an urgent need to temporarily reduce" the MFN tariffs on rice "in order to diversify the country's market sources, augment rice supply, maintain prices affordable, and reduce pressures on inflation."

Given the increase in rice prices from Association of Southeast Asian countries, Dominguez said there may be a shift in imports of Thai, Vietnamese and Myanmar rice to countries offering lower value.

"Just keep an eye on that," he told Customs Commissioner Rey Leonardo Guerrero during a recent meeting, citing India as a possible source of cheap rice imports.

Guerrero reported BOC is reviewing valuation of rice shipments from Vietnam after discovering most of that country's import values were declared lower than the

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ALS FAUNA	100N	JUN 3	JUN 4	100S	JUN 8	JUN 9	JUN 9	JUN 12	JUN 15	JUN 17	
SEASPAR NEW YORK	022N	JUN 9	JUN 10	022S	JUN 14	JUN 15	JUN 15	JUN 17	JUN 20	JUN 22	
ALS FAUNA	101N	JUN 15	JUN 17	101S	JUN 21	JUN 22	JUN 22	JUN 24	JUN 30	JUL 2	
SEASPAR NEW YORK	023N	JUN 20	JUN 22	023S	JUN 26	JUN 27	JUN 27	JUN 29	JUL 5	JUL 7	
ALS FAUNA	102N	JUN 30	JUL 2	102S	JUL 7	JUL 7	JUL 7	JUL 9	JUL 15	JUL 17	

SINGAPORE / SOUTH PHILIPPINES EXPRESS (SPE)

VESSEL	Inbound VOY	SINGAPORE		Outbound VOY		GENSAN		DAVAO		SINGAPORE	
	ETA	ETD	ETA	ETD	ETA	ETD	ETA	ETD	ETA	ETD	
ELEFTERIAEXPRESS	0011E	MAY 30	MAY 31	0011W	JUN 6	JUN 8	JUN 4	JUN 6	JUN 12	JUN 13	
MIA SCHULTE	0CS2JR1NC	JUN 8	JUN 10	0CS2JR1NC	OMIT	OMIT	JUN 14	JUN 15	JUN 18	JUN 19	
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MIA SCHULTE	0CS2JR1NC	JUN 18	JUN 19	0CS2JR1NC	JUN 22	JUN 24	JUN 25	JUN 26	JUN 30	JUL 1	
ELEFTERIAEXPRESS	0013E	JUN 24	JUN 25	0013W	JUN 30	JUL 2	JUL 2	JUL 4	JUL 8	JUL 9	

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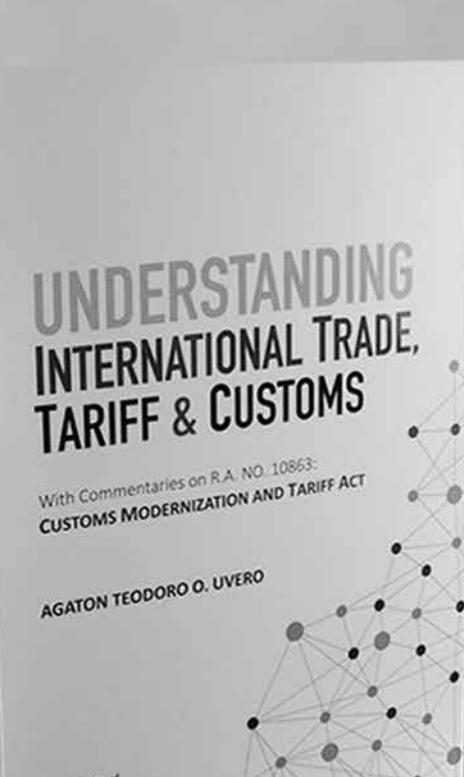
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Container volumes break more records; demand still rising

- Volumes in the first quarter reached a record 42.9 million TEUs**
- High volumes to continue into the upcoming peak season**
- High freight rates to continue for the next three to six months due to continuing high demand and supply chain logjams**
- In the longer term, demand to ease as pandemic-related stimulus packages start to dwindle, spending on services increases, and domestic manufacturing picks up**

CONTAINER shipping volumes at the start of this year are the largest ever recorded for any first quarter, with the high volumes seen to continue into the upcoming peak season, according to a new report from the Baltic and International Maritime Council (BIMCO).

Correspondingly, high freight rates are also set to continue for the next three to six months due to the continuing high demand and supply chain logjams.

Volumes reached 42.9 million twenty-foot equivalent units (TEUs) in the first quarter, a 10.7% increase on the same period in 2020 and a 6.8% increase on the first quarter of 2019. This, however, is a slowdown from the fourth quarter of 2020 when 45.9 million TEUs were moved.

But monthly volumes in March 2021 were the highest on record globally with 15.5 million TEUs being loaded onto ships. This tops the previous October 2020 record of 15.4 million TEUs. Prior to 2020, the highest that volumes had ever reached was 15.0 million TEUs in May 2019.

BIMCO expects high volumes to continue into the upcoming peak season before slowing down, especially as the world enters the post-pandemic era and stimulus measures diminish and restrictions are eased, leaving consumer spending patterns to find a new balance.

With the current equipment imbalance and port congestion, which were compounded by the closure of the Suez Canal, the high volumes sent freight rates soaring to new peaks in the first quarter, booking huge profits for carriers.

Looking ahead, BIMCO said the high freight rates will continue for the next three to six months as demand remains high and the supply chain logjams have still to be cleared.

"With the traditional container shipping peak season approaching, freight rates will continue to be strong, although they may not stay at current record-high levels. As we saw before the blockage of the Suez Canal, spot freight rates had slowly started to soften on major routes, though remained at historically high levels," it continued.

A potential disruption to continued strong demand through this year's traditional peak season is the importers' front-loading of their goods, which could lead to rates softening significantly.

With the current delays and disruptions in supply chains around the world, importers think getting their imports in now would insure against insufficient stock.

Further down the line, demand looks set to ease as pandemic-related stimulus packages start to dwindle or spending shifts away from securing consumer income and towards longer-term economic projects such as infrastructure investment.

Furthermore, as the economy opens up, the proportion of spending on services is already increasing and domestic manufacturing is picking up, all of which will contribute to an easing in demand for imported containerized goods.

But even if this should hap-

pen, the profits that carriers are currently enjoying will cushion their bottom lines against a future squeeze, said BIMCO. This is because carriers have locked in

high long-term freight rates for several months this year, and short-term shippers are more desperate to secure space on ships than negotiate a lower price.



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HYUNDAI GRACE	0112N	06/15	06/24	HYUNDAI EARTH	0028E	07/02	07/19	08/01
CALLAO BRIDGE	0194N	06/26	06/30	HYUNDAI MARS	0029E	07/20	07/31	08/07
HYUNDAI INTEGRAL	0111N	06/26	06/30	HYUNDAI MARS	0029E	07/20	07/31	08/07

LCT DOCS: WED 1700HRS

LCT CNTR: THU 0100HRS

PACIFIC NORTHWEST 3 (PN3) via BUSAN

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KRPUS	MOTHER VESSEL	VOY. NO.	ETD KRPUS	ETA VAN	ETA SEA
HYUNDAI GRACE	0112N	06/15	06/24	SEASPA THAMES	0022E	07/11	07/22	07/26
CALLAO BRIDGE	0194N	06/26	06/30	SEASPA THAMES	0022E	07/11	07/22	07/26
HYUNDAI INTEGRAL	0111N	06/29	07/07	SEASPA YANGTZE	0017E	07/12	07/23	07/27

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

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

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	021N	06/14	06/16	YM UNIFORM	0219E	06/29	07/13	07/19
YM CREDIBILITY	022N	06/20	06/22	TBA		07/06	07/20	07/26
BLANK SAILING				TBA		07/06	07/20	07/26

LCT DOCS: FRI 0800H

LCT CNTR: FRI 0800H

EAST COAST SERVICE 4 (EC4) SERVICE via SINGAPORE

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	ORF	SAV	CST	NYC
ALS FAUNA	100S	06/10	06/16	YM WIDTH	0023E	06/30	07/24	07/27	07/29	07/31
SEASPA NEW YORK	022S	06/14	06/20	AL QIBLA	0022E	07/04	07/29	08/01	08/04	08/06
ALS FAUNA	101S	06/25	07/01	YM WARMTH	0028E	07/11	08/05	08/08	08/11	08/13

LCT DOCS: FRI 0800HRS / LCT CNTR: FRI 0800HRS

LCT DOCS: FRI 0800HRS / LCT CNTR: FRI 0800HRS

EAST COAST SERVICE 5 (EC5) SERVICE via SINGAPORE

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	USNYC	SAV	JAX	ORF
ALS FAUNA	100S	06/10	06/16	ONE HELSINKI	0045E	06/25	07/14	07/18	07/20	07/23
SEASPA NEW YORK	022S	06/14	06/20	ONE CHARISMA	0216E	06/28	07/21	07/25	07/27	07/30
ALS FAUNA	101S	06/25	07/01	CONTI ANnapurna	0010E	07/05	07/28	08/01	08/03	08/06

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

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

FAR EAST PENDULUM 1 (FP1) VIA SGSIN

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	LEH
ALS FAUNA	100S	06/10	06/16	ONE HAMBURG	0068W	06/21	07/11	07/14	07/17
SEASPA NEW YORK	022S	06/14	06/20	ONE OLYMPUS	0065W	06/28	07/18	07/21	07/24
ALS FAUNA	101S	06/25	07/01	NYK ORPHEUS	0062W	07/05	07/25	07/28	07/31

LCT DOCS: FRI 0800HRS * LCT CNTR: FRI 0800HRS

LCT DOCS: FRI 0800HRS * LCT CNTR: FRI 0800HRS

FAR EAST PENDULUM 2 (FP2) VIA SGSIN

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	ANR	SOU
ALS FAUNA	100S	06/10	06/16	YM WHOLESALE	0027W	06/29	07/21	07/23	07/26	07/29
SEASPA NEW YORK	022S	06/14	06/20	YM WHOLESALE	0027W	06/29	07/21	07/23	07/26	07/29
ALS FAUNA	101S	06/25	07/01	ONE MANHATTAN	0027W	07/05	07/27	07/29	08/01	08/04

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

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

FAR EAST EUROPE 3 (FE3) via KAOHSIUNG

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Flight diversion from Cebu...

Continued from page 3

ers should also be enforced in all ports of entry, regardless of any specific protocols that may be issued by local government units to the contrary.

On May 10, the Cebu provincial government issued an ordinance easing travel restrictions for all inbound travelers to the province.

Under the ordinance, returning OFWs and non-OFWs from abroad will be swabbed upon arrival and subjected to a three-day hotel stay while waiting for a negative result. They will then be allowed to go home, subject to existing health

protocols in their particular LGUs.

But under current IATF protocols, passengers arriving in Manila are required to undergo a minimum 10-day mandatory hotel quarantine and get swabbed on the seventh day. Passengers who test negative can continue their quarantine at home from the 10th to the 14th day.

In a public advisory on May 27, the Mactan-Cebu International Airport Authority said flights not included in the diversion order include domestic flights, incoming and outgoing cargo flights, and departing commercial international flights.

DOF orders tighter watch...

Continued from page 4

prevailing published prices for rice exports.

"Many of these importations are under a tentative assessment so we are reviewing the payments," the customs chief said.

Guerrero said the average value of rice imports mostly from Vietnam dropped 12.7% to P19,312 per metric ton in May 2021 compared to P22,119 per MT in the same month last year.

The average value of rice in May was also lower than the P21,066 per MT recorded in April and P22,119 per MT in March.

In previous meetings, Guerrero had reported increasing tariff collections despite lower import volumes because of a steady improvement in the BOC's valuation system.

Preliminary data showed that from January 1 to April 30, a total of 804,360 MT of rice shipments worth P17 billion entered the country, representing a 9.2% decline from the 885,645 MT valued at P16.4 billion imported during the same period last year.

BOC revenues collected from January 1 to April 30 imports amounted to P5.67

billion, 3.7% more than the P5.46 billion during the same period in 2020, despite lower import volumes of the cereal this year.

From an average of P18,508 per MT recorded from January 1 to April 30 in 2020, the average value of rice imports rose to P21,096 per MT during the same period in 2021 or an increase of 14%, Guerrero said.

In September last year, BOC subjected several rice importations to post-modification and post-clearance audit to ensure that undervalued shipments were properly assessed and subsequently paid with the correct amount of duties and taxes.

At the height of the pandemic-related strict quarantines imposed last year, BOC allowed traders to avail of provisional goods declaration in processing their shipments to help stabilize the supply of rice in the market.

But the customs bureau later found the valuation of several rice shipments with provisional goods declaration to be lower compared to the prevailing market prices, prompting BOC to conduct a post-audit on these imports.

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