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PPA oks 10% cargo-handling tariff hike at Manila ports

- The Philippine Ports Authority (PPA) has approved a 10% increase in cargo-handling tariff at Manila South Harbor and Manila International Container Terminal
- The increase will be implemented in two tranches under PPA Memorandum Circular No. 12-2021
- The first 2% hike will be implemented 30 days after PPA MC 12-2021 is published in a newspaper
- The remaining 8% will be im-

plemented after a review by the PPA Board six months following implementation of the initial increase

THE Philippine Ports Authority (PPA) has approved a 10% increase in cargo-handling tariff at the Manila South Harbor and Manila International Container Terminal (MICT).

Port operator International Container Terminal Services, Inc. (ICTSI) in a regulatory disclosure said it received on July 7 a copy of PPA Memorandum Circular

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Truckers: amended PSA Act to usher in stiff competition

- *If it passes into law the amended Public Service Act will encourage entry of foreign-owned trucking companies and displace small- and medium-sized local players, according to the Confederation of Truckers Association of the Philippines*
- *CTAP fears the entry of foreign truckers will “tip the balance of competition in favour of cash-rich foreign-owned and controlled trucking companies”*
- *The group said there is no shortage in equipment in the trucking sector*
- *To boost competitiveness, CTAP said “operational stumbling blocks at the ports” be removed*

THE Confederation of Truckers Association of the Philippines (CTAP) fears passage of proposed amendments to the Public Service Act (PSA) will cause “tremendous” economic fallout, ushering in entry of “cash-rich” foreign truckers that would displace small- and medium-sized local players.

In a position paper submitted to Senate Public Service Committee (SPSC) chair Senator Grace Poe dated June 24, CTAP urged a review of the impact of Senate Bill 2094 on the local trucking sector.

The bill 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.

Under the bill, excluded from the definition of public utility are transportation, telecommunications, broadcasting, and other public services. Their 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.

Poe earlier said the amendment of the PSA is a way to improve basic public services and lower their cost.

But CTAP said that “being an industry

sector that is vertically integrated into the economy, the economic fallout of Senate Bill 2094 to the local trucking industry would be tremendous.”

There is no shortage of equipment in the trucking sector, CTAP noted, further claiming that “operational setbacks at the ports like the inefficient handling containerized cargo, the unregulated operation of international shipping companies and the truck ban among others are the ones causing delivery delays and the spike in the country’s trucking rates, raising the country’s cost of importation.”

CTAP said “allowing foreign majority equity ownership in the local trucking industry will tip the balance of competition in favour of cash-rich foreign-owned and controlled trucking companies.”

The group said this would eventually displace small- and medium-sized local trucking companies.

It noted the transport sector is currently facing challenges in complying with the government’s fleet modernization program. CTAP claimed that while allowing foreign players in the country’s trucking sector would modernize the industry, “its impact to an industry that’s not encountering equipment shortage, but only port operational setbacks and hindrances, will displace cash-strapped small and medium trucking companies that employ over a million Filipinos.”

The group said “in an industry with no established level playing field safeguards for its players, the small players will hardly have the opportunity to compete and grow in such as market-driven sector.” Not only will local business interest be taken over

by foreign-owned and controlled corporations, but Filipinos could lose their jobs as well, it added.

Moreover, the group said allowing foreign players to dominate the local trucking industry will endanger national security and patrimony.

It explained: “The trucking industry is a vital component of the economy, even as it serves as the nation’s lifeblood, in time of peace and emergency. Under normal conditions, the trucking industry facilitates the delivery of raw materials and finished products to and from the manufacturers to the local and international markets. And in times of emergency, it secures the unfettered delivery of much needed emergency supplies and equipment, relief

goods and medicines to secure the nation’s public safety.”

“Perhaps, the Senate Public Service Committee can consider National Patrimony first, before it gives majority foreign equity the green light to operate in the local trucking industry,” the group said.

CTAP’s counterproposal

To help safeguard competitiveness and viability of local trucking companies, CTAP suggested several measures for SPSC to consider.

The first is uplifting the service capability of local truckers to respond to current and emerging transport needs “by removing, or at least rationalizing, the op-

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Insufficient vessel space PH exporters’ top shipping challenge

- *3 key shipping challenges emerged from a recent survey of exporters: insufficient space on international vessels, higher freight rates and lack of containers*
- *90% of survey respondents identified lack of vessel space as their top shipping concern*
- *81.6% of respondents said they have products ready for shipping but are unable to due to lack of vessel space*
- *Almost 100 participated in the survey conducted among members of the Philippine Exporters Confederation, Inc*
- *Most shipments of respondents were headed to the US and Europe*

THE lack of vessel space has emerged as the biggest shipping challenge among exporters based on results of a recent survey among members of the Philippine Exporters Confederation, Inc. (PHILEXPORT).

Insufficient space on international vessels was the top concern among 90% of respondents, followed by higher freight rates (56.3%) then lack of containers (45%). Almost 100 companies participated in the survey, about 84% of whom were micro, small and medium enterprises (MSMEs), mostly belonging to the food (31.6%), housewares (19.4%), furniture (13.3%), holiday décor and giftware (11.2%) sectors.

Some 51.2% of the respondents ship their products weekly, while 32.5% ship monthly, and the rest quarterly. Shipments are mostly headed to the US and Europe.

The survey was carried out in partnership with the Export Development Council (EDC) and logistics provider Royal Cargo.

An earlier survey with 65 respondents showed similar results, with pending cargoes including processed food, furniture, housewares and activated carbon already reaching about 30,000 twenty-equivalent units. “As quarantine guidelines are eased globally and vaccination programs are successfully implemented, we project this volume will double or even triple, sizable enough for shipping lines to take notice,” said Sergio R. Ortiz-Luis Jr., PHILEXPORT president in a statement.

No space for exports

In the latest survey, 81.6% of respondents said they have products ready for shipping but are unable to due to lack of vessel space.

Among them is an exporter of banana chips, virgin coconut oil, coco flour and similar products who regularly exports about 500 twenty-footer containers each month to customers in Asia and the Americas.

Another, a ceramics company, ships out about 30 forty-footer of decorative earthenware each month to the US and

Europe, while a forwarder of decorative items, furniture, handicrafts and dried foodstuff is ready to export a 100 TEUs each month to Europe, the US, UK, Australia, China and the UAE.

One company said it ships out 40 high-cube containers of holiday décor, tabletops, dolls, and giftware each week to the US, Europe and Oceania. A big manufacturer of mattresses disclosed it exports about 120 FEUs of products every month to the US.

Another firm exports 85 full container loads of tropical fruit preserves, frozen fruits and vegetables, bagoong, dried and smoked fish and consolidated FMCG products every week to several destinations including North America, Middle East, EU, UK, Asia, Australia and New Zealand.

“With our huge export market in these regions, it is reasonable to foresee that the export industry will incur huge losses if this issue goes unresolved,” warned the report.

In a dialogue a days ahead of the findings, Dr. Enrico L. Basilio, chair of the EDC Networking Committee on Transport and Logistics; PHILEXPORT’s assistant vice president Ma. Flordeliza Leong; and Michael Kurt Raeuber, CEO of Royal Cargo, stressed the importance of public-private sector cooperation to address these issues.

They said the poll confirms the significant size of the Philippine export and import market, as they called on

international carriers to provide the country sufficient attention. They pointed out that cargo volumes are expected to further expand as the peak season approaches, and are forecast to rebound once the pandemic subsides.

The three organizations have been holding meetings to discuss issues of unavailable vessel space and soaring freight rates and come up with recommendations to the government. As part of the intervention, Basilio called on the Maritime Industry Authority to encourage domestic shipping lines to operate regionally and plug space shortage.

Recent media reports highlighted growing issues with supply chain dis-

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PortCalls

Webinars for July 2021

How to Import July 15, 2021; 10-11.30am Investment cost: P1,500 Looking to import into the Philippines or want a refresher course on importing? This 1.5-hour webinar is for you. Learn about documentary requirements and key customs rules governing the importing business.  Dexter Pedreza International Trade & Customs Consultant	How to Compute Philippine Duties and Taxes (Outports, containerized) July 22, 2021; 10-11.30am Investment cost: P2,000 This 1.5-hour webinar will educate participants what elements go into the calculation of Philippine customs duties and taxes (specifically for outports). The exercise will help importers and logistics professionals better come up with an accurate model for computing logistics costs.  Dexter Pedreza International Trade & Customs Consultant	Essentials of Efficient Warehousing Operations July 30, 2021; 1-5pm Investment cost: P3,000 Unlock secrets to efficient warehouse management in this 4-hour webinar. Best practices that will help optimize production and distribution processes as well as assist in cost reduction and service enhancement will be the focus of this webinar. Participants will get familiar with various warehousing operating systems in the design and layout, space utilization, acquisition, stock identification and location options, storage systems and material handling operations.  Ramon Guevara, CPM, DSM President, Foundation of the Society of Fellows in Supply Management
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Domestic shipping lines: charters, yes; overseas services, not really

- Domestic shipping lines are receptive to chartering but not to operating overseas services to help plug vessel space shortage for exports
- An export body earlier asked government to encourage domestic shipping lines to operate regionally and for shipowners to get into bareboat charter arrangements
- Philippine Liner Shipping Association president Mark Matthew Parco said he has “not seen any line interested in starting a service overseas” but there may be interest in chartering vessels for overseas deployment as feeders
- Vessel chartering seen as more expensive for exporters though, requiring them to consolidate shipments

PLSA president Mark Matthew Parco in an email to *PortCalls* said he has “not seen any line interested in starting a service overseas,” but there may be an interest in chartering vessels for overseas deployment as feeders.

The Export Development Council-Networking Committee on Transport and Logistics earlier called on the Maritime Industry Authority to encourage domestic shipping lines to operate regionally to plug gap in vessel space. Bareboat chartering by the Filipino Shipowners Association (FSA) was also pushed. FSA members operate and charter Philippine-flag ships for overseas trade.

Parco said that with chartering, the domestic shipping line will not need to source for cargo, buy or lease new containers, and set up an enterprise resource planning system to manage the international shipments and data interchange required with overseas ports.

He added that to his knowledge, the largest ships in the domestic market have a nominal capacity of about 1,000 TEUs (twenty-foot equivalent units), which “would be too small for a regular service.”

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DOMESTIC shipping lines may be interested in chartering vessels but not in operating overseas services to help address the vessel space shortage currently encountered by Philippine exporters, according to an executive of the Philippine Liner Shipping Association (PLSA).

Pandemic drives 52% PH air cargo plunge in 2020

- Cargo volumes handled by airports under the Civil Aviation Authority of the Philippines sank 52% in 2020 as the air travel industry reeled from the COVID-19 pandemic
- Aircraft movement decreased 59% in 2020 from the preceding year, while passenger traffic was hit the most, falling 72%
- CAAP recorded a 64.26% drop in revenues in 2020 to P3.713 billion from P10.388 billion in 2019

Mactan-Cebu International Airport, Ninoy Aquino International Airport, Subic Airport, and Clark International Airport; these airports are operated by other government instrumentalities.

CAAP said the decline in cargo, aircraft, and passenger movements was first observed from January to April 2020.

“This can be attributed to depressed passenger demand as a response to the emerging disease, which was first reported in December 2020 as well as the arrival of the first COVID-19 case in the Philippines reported in January 2020,” CAAP said.

A gradual recovery was observed towards the end of December 2020 due to the easing of community quarantines and deployment of flights catering to medical missions, sweep flights, Overseas Filipino Workers, locally stranded individuals, and Authorized Person Outside Residence.

CAAP noted, however, that even though flights were allowed to resume, a number of airports and local governments opted to close their borders to visitors for health and safety purposes.

Social distancing was also imposed during flights to comply with government safety and health protocols. CAAP said these factors contributed to the slow and

CARGO volumes handled by airports under the jurisdiction of the Civil Aviation Authority of the Philippines (CAAP) dropped 52% in 2020 as the air travel industry was hit hard by the COVID-19 pandemic.

In its 2020 accomplishment report, CAAP said cargoes declined to 123.471 million kilograms (kg) in 2020 from 256.649 million kg in 2019.

Aircraft movement likewise decreased 59% to 299,832 last year from 723,717 in 2019. Passenger traffic was hit the most, falling 72% to 6.787 million from 24.469 million.

The figures exclude statistics from

Higher air fares seen with ok of passenger fuel surcharge

- The Civil Aeronautics Board is allowing airlines to impose the passenger fuel surcharge from July to August 2021 following increases in jet fuel prices
- Surcharges range from P34 to P132 per passenger on a domestic flight (one way) and from P163 to P1,557 per passenger on an international flight (one way).
- The passenger fuel surcharge is being reimposed after its suspension in August last year

of jet fuel averaged US\$71.82 per barrel, equivalent to P21.78 per liter at an exchange rate of P48.21 per dollar. This latest rate falls within Level 1 of the passenger fuel surcharge matrix for domestic and international flights. The matrix was released through CAB Resolution No. 44 in September 2018.

Under Level 1 rates, surcharges range from P34 to P132 per passenger on a domestic flight (one way) and from P163 to P1,557 per passenger on an international flight (one way).

Previous suspension

CAB announced the indefinite suspension of the fuel surcharge in August 2020, saying imposing it was no longer warranted as the average price of jet fuels then had been significantly reduced for the past months. But even before then, CAB had not imposed a fuel surcharge since May 2020 due to lower jet fuel price.

AIRLINES may levy the passenger fuel surcharge from July to August 2021 following a decision by the Civil Aeronautics Board (CAB) which took into account higher jet fuel prices.

In a Civil Aeronautics Board (CAB) advisory dated June 30, 2021, CAB executive director Carmelo Arcilla said that from April to May 2021, the price



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gradual increase in aircraft, passenger, and cargo movement in the latter half of 2020.

For cargoes in particular, volumes were below 2019 levels for all the months of 2020, with the biggest drop recorded in April 2020, the first full month of enhanced community quarantine.

CAAP also recorded a 64.26% decrease in revenues in 2020 to P3.713 billion from P10.388 billion in 2019. Operational expenses, however, were 24.10% lower,

sliding to P5.448 billion from P7.178 billion in 2019.

Of its P7.321 billion corporate operating budget for 2021, CAAP utilized P6.095 billion or 83%.

Moreover, the authority was able to remit P6 billion to the national coffers in 2020. As a government-owned and controlled corporation, CAAP is mandated to remit part of its annual income to the government.

Resolution No. 44, which reimposes the collection of fuel surcharge on passengers on domestic and international flights, states that the applicable fuel surcharge should be determined based on the two-month average of jet fuel Mean of Platts Singapore (the average of a set of Singapore-based oil product price assessments published by Platts) priced in its peso-per-liter equivalent, and will be fixed for two months.

The two-month price average will be the ceiling rate for the fuel surcharge.

The applicable fuel surcharge will be evaluated every two months and announced 15 days prior to its effectivity, in accordance with the timetable in Resolution No. 44.

If the two-month price average of jet fuel per liter falls below P21, no fuel surcharge will be collected.

Resolution 44 notes that airline fuel surcharge is an optional fee that airlines

may impose and collect to recover fuel costs and stem losses caused by a spike in fuel cost.

“Fuelsurcharge is not a part of the basic airfare and may be reduced or removed spending on the price of jet fuel in the market, in accordance with prevailing international practice,” the resolution adds.

Airlines wishing to impose or collect fuel surcharge from July to August 2021 must file their application with CAB on or before the effectivity period, with fuel surcharge rates not exceeding the stated level. For fuel surcharge to be collected in the equivalent currency, the applicable conversion rate for the period is \$1 is to P48.21.

The imposition of fuel surcharge stopped in 2015 as fuel prices during that time had dropped, and the surcharge was reimposed in 2018 upon the request of airlines following increases in the prices of fuel.

Guidelines that may be issued by DENR on single-use plastics will also form part of MC 11-2021.

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PEZA sets 7% investment growth target for 2021

- *The Philippine Economic Zone Authority eyes a 7% increase in investment pledges for 2021*
- *The growth target is an improvement from last year's P95.03 billion in registered pledges, or an increment of about P6 billion*
- *The increase is expected following recent passage of the Corporate Recovery and Tax Incentives for Enterprises Act*

THE Philippine Economic Zone Authority (PEZA) is eyeing a 7% increase in investment pledges for 2021, an improvement from last year's P95.03 billion in registered pledges, PEZA deputy director general for policy and planning Tereso Panga said during a recent online press briefing.

"We are looking at an increment of about P6 billion and we have a strong basis for this projection because of the increasing foreign direct investments," Panga said. Helping growth would be more interest

from investors and the positive effect of the recent passage of the Corporate Recovery and Tax Incentives for Enterprises (CREATE) Act.

He noted the United Nations Conference on Trade and Development in 2020 reported FDI in the Philippines rose by 29% despite the pandemic, while other Southeast Asian countries have generally shown the opposite trend.

Panga said the PEZA Board already approved 57 projects worth P25.382 billion in the first quarter, 53.87% higher than last year's approved projects.

Of the total, 22 are export projects and 15 are information technology projects, while seven projects are for facilities, three for logistics, one for utilities, and one tourism enterprise. The rest are ecozone development projects.

PEZA remains positive it can attract more investments to the Philippines, especially with the enactment of Republic Act (RA) No. 11534 or the CREATE

Act. The new law aims to gradually lower corporate income tax from 30% to 25%, and to streamline government's fiscal incentives for both foreign and domestic investors.

PEZA earlier welcomed the signing of the new law even though it said the law offers "win some, lose some" opportunities for different industries. The act sustained the authority's argument to place a high premium on export-oriented enterprises in terms of provision of fiscal incentives, particularly perks for new projects that will be applied with investment promotions agencies like PEZA.

Meanwhile, PEZA said it will seek clarification from government on its request to lift the moratorium on new economic zones in Metro Manila, particularly for investments in the information technology (IT) sector.

Panga said provisions of the CREATE law allow eligible projects, including IT projects, to operate with incentives in

Metro Manila, adding that the new law should supersede Administrative Order 18, which provides the moratorium on new eco zones.

"But nonetheless, the strategy of PEZA is to get the categorical position from OP (Office of the President) if we can already proceed with proclamation of ecozones in Metro Manila," Panga said.

PEZA will also seek clarification on the matter with the Department of Finance and the Fiscal Incentives Review Board, which oversees the administration and grant of tax incentives by investment promotion agencies.

PEZA director general Charito Plaza noted that in Metro Manila, only Makati, Ortigas, Quezon City, Alabang, and Taguig currently host IT-business process outsourcing zones.

Plaza said other cities in Metro Manila that currently do not host IT-BPO zones are also seeking the lifting of the moratorium under AO 18.

Insufficient vessel space PH exporters'...

Continued from page 2

ruptions, not just in the Philippines but around the world, the result of factors such as a surge in global demand, early resumption of manufacturing in China, port congestion, and the reduction of capacity by carriers in response to lockdowns early in the pandemic. PHILEXPORT has asked government to intervene and implement measures addressing these issues that have resulted in shipment delays and huge losses for exporters and importers.

Exporters' shipping woes

Over the past couple of months, PHILEXPORT members have lamented the increasing difficulties in getting shipments onto international shipping lines to their customers overseas.

A food and beverage company said they used to be able to load their products one to two days after production, but now "stocks are ageing in warehouse as it now takes one to two or more months before we can ship out."

Moreover, it said freight rates are too high, almost triple or quadruple the usual rates especially to the US, and securing vessel space is difficult going to the US, Middle East and Canada. Robert Young, PHILEXPORT trustee for the textile sector and president of the Foreign Buyers Association of the Philippines, said the garment industry is incurring millions of dollars in losses due to the supply chain squeeze.

"The issue of vessel space availability is a huge one for us and our clients. Delay is between two weeks to almost two months," confirmed a garment company. "We are seasonal holiday heavy and [it is] very critical that goods move on time as they have a short selling period."

A furniture exporter stressed these issues needed to be resolved soon as the worst is yet to come. "The third quarter and fourth quarter surge of exports might be a nightmare with this current setup."

Truckers: amended PSA Act...

Continued from page 2

erational stumbling blocks at the ports, if only to relieve the local truckers from the unreasonable operational policies of private port operators and international shipping companies."

Another request is to exempt the trucking sector from the government's modernization program, which orders the phase-out of trucks more than 15 years of age.

The group suggested that instead of basing roadworthiness on the age of trucks, the government should enforce the motor vehicle inspection system (MVIS) program as a better way to determine a truck's safety level on the road.

Moreover, CTAP recommends giving incentives to local truckers such as tax holidays similar to those given to companies in Freeport zones, as well as easing the importation of new equipment.

Aside from truckers, another sector from the transport industry has also raised its concerns over some provisions of SB 2094.

In a position paper last April, the Philippine Inter-island Shipping Association (PISA) suggested that SB 2094 should include seaports and airports as part of the "critical infrastructure" system to complete the supply chain.

PISA also expressed concern that the bill's reciprocity provision compromises the viability of critical infrastructure, and reciprocity should thus be on a "one-on-one basis" within the same specific industry sector.

SB 2094 is pending second reading; its counterpart measure in the Lower House, House Bill 78, passed third and final reading in March 2020. SB 2094 substitutes various Senate bills filed in the Senate to amend the PSA, and takes into consideration HB 78.

Last March, the SPSC endorsed the approval of SB 2094, and on April 13, President Rodrigo Duterte certified the PSA bill as urgent, which removes the requirement to have separate days for the three readings and allows the bill to be approved on the same day. It also removes the requirement of printing/distribution three days before the passage of the bill. The bill underwent several interpellations from March to June.



HYUNDAI MERCHANT MARINE PHILIPPINES CO. INC.

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
HYUNDAI INTEGRAL	0112N	07/21	07/30	HYUNDAI PLUTO	0019E	08/09	08/24	SKIP
HYUNDAI GRACE	0114N	07/26	08/04	HMM PROMISE	0022E	08/12	08/27	SKIP
MOL SUCCESS	0126N	07/31	08/04	HMM PROMISE	0022E	08/12	08/27	SKIP

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 INTEGRAL	0112N	07/21	07/30	SEASPAN YANGTZE	0017E	08/05	08/16	08/20
HYUNDAI GRACE	0114N	07/26	08/04	CONTI CONTESSA	0107E	08/09	08/20	08/24
MOL SUCCESS	0126N	07/31	08/04	CONTI CONTESSA	0107E	08/09	08/20	08/24

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	0025N	07/17	07/19	YM UNICORN	0053E	07/27	08/10	SKIP
YM CREDIBILITY	0026N	07/23	07/25	CONTI CRYSTAL	0122E	08/03	08/17	SKIP
YM CREDIBILITY	0027N	07/29	07/31	YM UNANIMITY	0057E	08/10	08/24	SKIP

EAST COAST SERVICE 4 (EC4) SERVICE via SINGAPORE

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	NYC	ORF	SAV	CST
SEASPAN NEW YORK	024S	07/20	07/25	ONE MUNCHEN	0029E	08/01	08/26	08/29	09/01	09/03
ALS FAUNA	103S	07/26	07/31	YM WITNESS	0031E	08/09	09/03	09/06	09/09	09/11
SEASPAN NEW YORK	025S	08/04	08/09	ONE STORK	0014E	08/15	09/09	09/12	09/15	09/17

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	024S	07/20	07/25	HUMEN BRIDGE	0080E	07/29	08/23	08/26	08/28	08/30
ALS FAUNA	103S	07/22	07/27	HYUNDAI FAITH	0096E	08/13	09/07	09/10	09/12	09/14
SEASPAN NEW YORK	025S	08/04	08/09	ONE HOUSTON	0046E	08/15	09/09	09/12	09/14	09/16

FAR EAST PENDULUM 1 (FP1) VIA SGSIN

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	LEH
SEASPAN NEW YORK	024S	07/20	07/25	NYK VENUS	0068W	07/30	08/19	08/22	08/25
ALS FAUNA	103S	07/26	07/31	ONE HANOI	0040W	08/06	08/26	08/29	09/01
SEASPAN NEW YORK	025S	08/04	08/09	ONE HONG KONG	0073W	08/19	09/08	09/11	09/14

FAR EAST PENDULUM 2 (FP2) VIA SGSIN

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	ANR	SOU
SEASPAN NEW YORK	024S	07/20	07/25	ONE SWAN	0017W	08/10	09/02	09/04	09/08	09/10
ALS FAUNA	103S	07/26	07/31	ONE SWAN	0017W	08/10	09/02	09/04	09/08	09/10
SEASPAN NEW YORK	025S	08/04	08/09	YM WELLSRING	0009W	08/18	09/10	09/12	09/16	09/18

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	0025N	07/17	07/19	BRUSSEL EXPRESS	0018W	07/23	07/31	08/03	08/06	08/09
YM CREDIBILITY	0026N	07/23	07/25	UMM QARN	0018W	07/30	08/07	08/10	08/13	08/16
YM CREDIBILITY	0027N	07/29	07/31	AL JASRAH	0020W	08/13	08/21	08/24	08/27	08/30

NEW WEST LATIN SERVICE 2 (NW2) SERVICE via BUSAN

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ZLO	LAZ	PTY	BUN	CLL	SAI
MOL SUCCESS	0125N	07/09	07/13	SEASPAN BELIEF	0006E	07/19	08/03	08/05	08/09	08/11	08/14	08/19
CALLAO BRIDGE	0195N	07/17	07/21	MSC CAPELLA	0035E	07/26	08/10	08/12	08/16	08/18	08/21	08/26
HYUNDAI INTEGRAL	0112N	07/19	07/28	SEASPAN BEAUTY	0037E	08/02	08/17	08/19	08/23	08/25	08/28	09/02

KPX (KOREA PHILIPPINES EXPRESS)

FEEDER VESSEL	VOY. NO.	ETA PHMNL	ETA VNNGN	ETA HKHKG	ETA CNSHK	ETA KRINC
VLADIVOSTOK	0001S	07/15	07/18			
KMTC GWANGYANG	0036S	07/17	07/20	07/23	07/24	07/28
KMTC SHANGHAI	0173S	07/24	07/27			

CHINA SOUTH EAST 2

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA HKHKG	ETA CNSHK
CNC SATURN	0007N	07/11	07/12	07/13
NORDLEOPARD	0017N	07/22	07/23	07/24
CNC MARS	0008N	07/25	07/26	07/27

TTP SERVICE (TIANJIN TO PHILIPPINES)

FEEDER VESSEL	VOY. NO.	ETD MNL NH-SH	ETA CNLYG	ETA CNTAO	ETA KRPUS HNC - TOC	ETA CNSHA
GREEN OCEAN	0043W	07/14 - 07/16	07/20	07/21	07/23 - 07/24	07/27
HYUNDAI INTEGRAL	0112N	07/20 - 07/23	07/27	07/28	07/30 - 07/31	08/03
HYUNDAI GRACE	0114N	07/26 - 07/27	07/31	08/01	08/03 - 08/04	08/07

CTI SERVICE

FEEDER VESSEL	VOY. NO.	ETD PHDVO	ETA KHH	ETA SHA	ETA NGB	ETA SHK	ETA JKT	ETA SUB
HYUNDAI VOYAGER	0110N	07/09	07/13	07/16	07/18	07/22	07/29	08/01
BOMAR ROSSI	0015N	07/14	07/17	07/20	07/22	07/26	08/02	08/05
YM ETERNITY	0097N							

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Domestic shipping lines: charters, yes; overseas services...

Continued from page 3

Exporters also require 40-footers, he said, but most domestic lines have 20-footers for the local market.

Other requirements for a regular service include arranging port berthing windows at the port of destination; appointing agencies, container yards, truckers, and container freight stations at destination ports depending on the product offering; and putting up bonds especially for customs claims at destination port, among others.

Moreover, Parco said he has "not seen any line interested in starting a service overseas," but there may be an interest in chartering vessels for overseas deployment as feeders.

The Philippine Exporters Confederation, Inc. (PHILEXPORT) said its members are suffering from worsening supply chain and logistics issues, particularly lack of vessel space, soaring freight rates, and container shortage that are resulting in shipment delays and huge losses.

The group said cargo volumes are expected to further expand—and the vessel space shortage along with it—as the

peak season approaches and with rebound seen once the pandemic subsides.

Parco said allowing domestic shipping lines to operate regionally or as feeders would not "solve the issue" of lack of space on the long haul/mother vessel service. Due to the Philippines' comparatively low volumes, only feeder vessels call the country to transport their cargoes to mother vessels in transshipment ports. These mother vessels then carry shipments to their final ports of destination.

"Perhaps what the exporters can do is to consider and study the feasibility of chartering a Philippine vessel themselves; they can seek assistance from government to perhaps facilitate the process and negotiate for a more 'reasonable' charter rate from Filipino shipowners," Parco said.

PHILEXPORT assistant vice president



for advocacy Ma. Flordeliza Leong told PortCalls vessel chartering is an option but an expensive one and will require exporters to consolidate their shipments. She added that PHILEXPORT presi-

dent Sergio Ortiz-Luis, Jr. had actually raised a request at an EDC executive committee meeting last month for government to put up a quick response fund for this purpose. — Roumina Pablo

PPA oks 10% cargo-handling tariff hike...

Continued from page 1

(MC) No. 12-2021, which prescribes the upward adjustment as approved by the PPA Board.

According to MC 12-2021, the tariff increase will be implemented in two tranches.

The first 2% will be implemented 30 days after PPA MC 12-2021 is published in a newspaper of general circulation.

The remaining 8% will be implemented after a review and consideration by the PPA Board six months following implementation of the initial increase.

ICTSI and Asian Terminals Inc. (ATI) earlier proposed an increase in cargo-handling tariff. ATI sought an 11% raise for Manila South Harbor, while ICTSI asked for a 10% increase in cargo-handling tariff, excluding transshipment and new tariff items in 2021, for MICT.

The last cargo-handling tariff rate adjustment for the two ports was in 2018 when PPA granted a 7% rate increase.

Their latest petitions were subjected to a virtual public hearing last April 8, where stakeholders opposed the proposal, citing its adverse effect on the cost of do-

ing business.

Last year, PPA also approved the prescribed fees for the handling of foreign empty containers and storage of out-of-gauge cargoes at Manila South Harbor, MICT, and Batangas

port. Both fees took effect in January of this year. — Roumina Pablo



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