

PortCalls

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BOC: No fine for errors in goods declaration beyond exporter's control

- Exporters won't be fined by the Bureau of Customs for clerical errors in goods declaration arising from circumstances beyond their control
- The Assessment and Operations Coordinating Group said exporters must request a cancellation of export declaration first before lodging a new corrected one
- Exporters have long complained of the P5,000 fine for every error in the goods declaration even if the error is caused by extraneous circumstances
- These errors include foreign exchange fluctuations, buyer's request for changes in the goods description, and changes in vessel arrival

EXPORTERS will not be fined for clerical errors made in goods declaration resulting from circumstances beyond their control, the Bureau of Customs (BOC)

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PH is most improved country in strategic goods trade regulation

- The Philippines was the most improved country in implementing strategic trade regulations in the 2021/2022 Peddling Peril Index*
- The Philippines' ranking increased by 273 points to 755 points this year from 482 points in the previous year*
- The country moved up from 86th place in 2020 to 49th place in 2021*
- The Department of Trade and Industry said the Philippines' strong improvement will boost the country's image as a secure investment location for the manufacture and export of strategic goods*

THE Philippines was named the most improved country in implementing strategic trade regulations in the 2021/2022 Peddling Peril Index (PPI), according to the Department of Trade and Industry in a statement.

The Philippines' ranking increased by 273 points to 755 points this year from 482 points in the previous year, enabling it to move up from 86th place in 2020 to 49th place in 2021.

The PPI rates 200 nations based on their strategic trade control adoption and implementation, with the goal of assisting countries to strengthen their systems by examining the degree of their implementation and enforcement, as well as tracking their progress over time.

Trade Secretary Ramon Lopez attributed the improvement "to a large extent" to support extended by the Office of the President and the National Security Council – Strategic Trade Management Committee (NSC-STMCom).

Strategic goods are items with civilian and military applications that can be used as materials or parts of weapons of mass destruction (WMDs). Various countries have enacted strategic trade control laws in compliance with their obligation in numerous treaties and international agreements to prevent the proliferation

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of WMDs.

The Philippines enacted Republic Act No. 10697, also known as the Strategic Trade Management Act (STMA), in 2015.

The STMA complies with the United Nations Security Council Resolution No. 1540, which "imposes binding obligations on all states to adopt legislation to prevent the proliferation of nuclear, chemical and biological weapons, and their means of delivery, and establish appropriate domestic controls over related materials to prevent their illicit trafficking."

The STMA established the NSC-STMCom as the government's policy-making body on strategic trade matters. The STMA also created the Strategic Trade Management Office (STMO) under the Department of Trade and Industry (DTI) as the agency mandated to register, issue or deny authorizations; undertake risk assessments; and investigate cross-border

trade in strategic goods.

Enterprises engaged in the export, reexport, reassignment, transit, transshipment, and import of strategic goods, as well as related services such as brokering, transporting financing and providing technical assistance, are subject to regulatory requirements of the STMA.

The law is being implemented in phases, with exports as the first covered sector.

Five super criteria and 105 sub-criteria or indicators make up the PPI. These are international commitment to prevent strategic commodity trafficking; legislation to regulate and oversee strategic commodity trade; ability to monitor and detect strategic trade; ability to prevent proliferation financing; and effectiveness of enforcement against strategic commodity trafficking.

The Philippines achieved more than

50% of the total possible points in four super criteria: 87% (174 out of 200) in legislation; 71% (282 out of 400) in adequacy of enforcement; 65% (129 out of 200) in ability to monitor and detect strategic trade; and 58% (58 out of 100) in international commitment.

While it achieved only 28% in capacity to prevent proliferation financing, this was also the criterion where the country achieved the highest increase in score (113 of 400).

DTI said this improvement can be attributed to STMO's issuance of guidelines to comply with requirements of the Financial Action Task Force on the Implementation of Financing and Brokering. The Anti-Money Laundering Council also issued targeted financial sanctions related to the proliferation of WMD and proliferation financing, the sanctions becoming

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CAB issues rules on operation of triangulated international flights

- Civil Aeronautics Board Resolution No. 69 provides guidelines for operating triangulated international flights*
- A triangulated international flight is an operation by a scheduled international air carrier from a point outside the Philippines to two points in the country for the disembarkation and quarantine of passengers*
- The operation of triangulated flights aims to maximize arrival capacity of flights, accommodate more returning Filipinos to the country, and use available quarantine facilities in other gateways*
- An application is needed for airlines wishing to operate triangulated international flights*
- The IATF earlier said it had no objection to the proposal of the Airline Operators Council for triangulated international arrival flights to different gateways that the CAB may approve on a per airline basis*

Filipinos to the country.

CAB Resolution No. 69, adopted and effective on October 4, provides guidelines for all air carriers operating scheduled services in the Philippines that intend to operate triangulated international flights.

A triangulated international flight refers to an operation by a scheduled international air carrier from a point outside the Philippines to two points in the country for the disembarkation and quarantine of passengers, the number of passengers for such points to be determined by pertinent authorities. The flight between the first point and the departure point must be a direct continuation of the carrier's international operation, and no cabotage should be exercised between the two points.

The guidelines were issued after release of an Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF) resolution dated September 30 registering non-objection to the Airline Operators Council's proposal for triangulated international arrival flights that may be approved by the CAB on a per airline basis.

CAB said the operation of triangulated flights aims to maximize the arrival capacity of flights, accommodate more returning Filipinos to the country, and utilize the available quarantine facilities at other gateways.

This comes as flights have been significantly limited since last year due to travel restrictions imposed globally and locally due to the COVID-19 pandemic.

The air carrier should have the appropriate route and traffic rights to the triangulated points. In case such route and traffic rights are wanting from the pertinent air services agreement, the air carrier operating these flights must secure provisional approval from the pertinent aviation authorities in accordance with Resolution No. 69.

An airline wishing to operate triangulated international flights should apply for an Authority to Operate Triangulated International Flights in addition to and/or separate from the usual procedure for application for authority to operate commercial flights.

In the operation of triangulated flights, the airline should comply with requirements for operation of regular commercial flights and with all the pertinent rules or protocols as may be mandated by the IATF and the local government unit of the destination.

The carrier should ensure its arriving passengers have complied with requirements on testing and quarantine protocols in all points of arrival. Moreover, the airline should promptly inform all its passengers of the nature of the

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THE Civil Aeronautics Board (CAB) released guidelines for the operation of triangulated international flights, a measure meant to maximize the arrival capacity of flights and accommodate more returning

E-TRACC monitors 189,000 container trips from Jan-Sept

- The Bureau of Customs recorded 189,003 completed trips during the Electronic Tracking of Containerized Cargo (E-TRACC) System implementation from January to September 2021.
- There were 67 alarms which later turned out to be no violations.
- Cargoes were processed by the collection districts of the Port of Manila, Manila International Container Port, Batangas, Subic, Cebu, Davao, and Cagayan De Oro.
- Majority of the completed trips (106,009) were destined for economic zones under the Philippine Economic Zone Authority.

THE Bureau of Customs (BOC) recorded 189,003 completed trips and 67 confirmed alarms on transit cargoes during the implementation of its Electronic Tracking of Containerized Cargo (E-TRACC) System from January to September 2021.

Of the total completed trips, 106,009 were destined for economic zones under the Philippine Economic Zone Authority (PEZA); 47,613 were for cold storage facilities; 19,475, customs bonded warehouse (CBW) imports; 11,861 trips, container yard/container freight station accounts; 2,688 trips, CBW exports; and 645 were condemned trips.

The cargoes were processed by the collection districts of the Port of Manila, Manila International Container Port, Batangas, Subic, Cebu, Davao, and Cagayan de Oro, according to the latest report of BOC's Assessment and Operations Coordinating Group.

Aside from completed trips, BOC recorded 67 confirmed alarms during transit, which led to the issuance of 67 mission orders for pursuit operations. Upon inspection, all 67 alarms had no violation.

Tracking container movement

Launched in 2020, the E-TRACC is a web-based system developed to track the inland movement of containerized cargoes during transit and transfer to other customs territories and facilities. It allows BOC to track, monitor, and audit the location and condition of cargoes, as well as obtain real-time alarms on diversion and tampering of cargoes.

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

Against tampering

The system has an alarm feature to detect diversion and tampering. The alarms are categorized into five, namely, corridor alarm or route deviation—a vehicle has deviated from normal routes; unauthorized start trip—a vehicle has departed origin before the control tower has authorized the start trip; tamper alarm—the

from P218 to P3,645 per passenger on an international flight (one way)

THE Civil Aeronautics Board (CAB) has maintained the passenger fuel surcharge that airlines may charge from November to December 2021 with marginal increase in jet fuel prices.

In an advisory dated October 15, CAB executive director Carmelo Arcilla said that from August to September 2021,



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cable of the electronic customs seal is cut or the seal has been disengaged; missing heartbeat—the device has not transmitted a signal for more than three minutes; and unauthorized end trip—the container has reached the destination, but the electronic customs seal was disengaged before the control tower authorized the end of the trip.

"The E-TRACC system remains a vital tool for BOC in identifying and prevent-

ing illegal activities during the movement of cargoes such as erroneous delivery of containers, missing containers, or unauthorized diversion," BOC said.

E-TRACC has been gradually implemented across various sea ports and destinations and covers exports and inter-island import shipments. Last August, BOC held a public consultation on the proposed implementation of E-TRACC in all airports of entry.

No hike in passenger fuel surcharge for Nov-Dec

- There will be no increase in passenger fuel surcharge for the last two months of the year
- This is due to the marginal increase in jet fuel prices
- The Civil Aeronautics Board maintained passenger fuel surcharge at Level 2
- Level 2 rates range from P45 to P171 per passenger on a domestic flight (one way)
- International flights may charge

the price of jet fuel averaged US\$80.22 per barrel, equivalent to P25.32 per liter at an exchange rate of P50.19 per dollar. This latest rate falls within Level 2 of the passenger fuel surcharge matrix for domestic and international flights under CAB Resolution No. 46.

Level 2 rates range from P45 to P171 per passenger on a domestic flight (one way) and from P218 to P3,645 per passenger on an international flight (one way). CAB in July 2021 announced the

reimposition of fuel surcharge following increases in jet fuel price. The fuel surcharge was officially suspended in August 2020, but had not been imposed since May 2020 due to lower jet fuel price. Prior to this, the fuel surcharge was suspended in 2015 and reimposed in 2018 upon the request of airlines.

Resolution No. 46 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 effectiveness, in accordance with the timetable in Resolution No. 46.

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

Resolution 46 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.

"Fuel surcharge is not a part of the basic airfare and may be reduced or removed depending 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 November to December 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 P50.19.

Latest Customs Regulations

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Vegga Kappa	21030N	21-Oct	21-Oct	26-Oct	27-Oct	19-Oct
TS Kaohsiung	21012N	27-Oct	28-Oct	2-Nov	3-Nov	28-Oct

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

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FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA NAN	ETA SKU	ETA HKG
Millenium Bright	21019N	21-Oct	OMIT	OMIT	HIT / 23-Oct	SKU 24-Oct
Contship Uno	21024N	23-Oct	25-Oct	SKU / 29-Oct	ONW / 30-Oct	31-Oct

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

BMX - Manila - Qingdao - Dalian

FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA NAN	ETA SKU	ETA TAO
Jack London	OKRLMN	1-Nov		2-Nov		7-Nov
Spirit of Hongkong	OKRLQN	29-Oct		30-Oct		6-Nov

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

SPX1 - Manila - Xiamen - Hong Kong - Shekou

FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA XMN	ETA HKG	ETA SKU
Green Earth	30N	27-Oct	27-Oct	31-Oct	3-Nov	3-Nov
Mount Butler	OJV6QN	4-Nov	4-Nov	7-Nov	10-Nov	10-Nov

LCT CARGO: NORTH TBA / SOUTH TBA

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FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA SHA	ETA NBO	ETA XMN
Mount Butler	OJV6CE	22-Oct	23-Oct	27-Oct	29-Oct	30-Oct
Hansa Fresenburg	21012E	26-Oct	27-Oct	31-Oct	1-Nov	4-Nov

LCT CARGO: NORTH TBA / SOUTH TBA

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FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETA TAICHUNG	ETA XIAMEN	ETA NANSHA
Rio Cadiz	139N	19-Oct	23-Oct	OMIT	OMIT
JPO Pisces	140N	26-Oct	30-Oct	OMIT	OMIT

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ALS JUNO	021N	OCT 9	OCT 13	021S	OCT 17	OCT 17	OCT 18	OCT 20	OCT 24	OCT 26	
SEASPA NEW YORK	031N	OCT 17	OCT 19	031S	OCT 23	OCT 24	OCT 24	OCT 26	OCT 30	NOV 2	
ALS JUNO	022N	OCT 24	OCT 26	022S	OCT 29	OCT 30	OCT 30	NOV 1	NOV 5	NOV 7	
SEASPA NEW YORK	032N	OCT 30	NOV 2	032S	NOV 6	NOV 6	NOV 6	NOV 7	NOV 9	NOV 14	NOV 16
ALS FAUNA	114N	NOV 7	NOV 8	114S	NOV 13	NOV 13	NOV 14	NOV 16	NOV 19	NOV 21	

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		ETA	ETD	ETA	ETD	ETA	ETD	ETA	ETD	ETA	ETD
ELEFTERIAEXPRESS	0020E	OCT 16	OCT 19	0020W	OCT 24	OCT 26	OCT 23	OCT 24	OCT 29	OCT 30	
MOUNT KELLETT	0CS2Z1INC	OCT 20	OCT 21	0CS2Z1INC	OCT 24	OCT 26	OCT 27	OCT 28	NOV 1	NOV 2	
ELEFTERIAEXPRESS	0021E	OCT 29	OCT 30	0021W	NOV 5	NOV 6	NOV 3	NOV 4	NOV 9	NOV 10	
MOUNT KELLET	0CS31R1INC	NOV 2	NOV 2	0CS31R1INC	NOV 6	NOV 8	NOV 9	NOV 10	NOV 13	NOV 14	
ELEFTERIAEXPRESS	0022E	NOV 9	NOV 10	0022W	NOV 14	NOV 16	NOV 16	NOV 17	NOV 21	NOV 22	

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PIC: MR. MANOLO E. KABIGTING

BOC: No fine for errors in goods declaration...

Continued from page 1

Assessment and Operations Coordinating Group (AOCG) said in a text message to PortCalls.

AOCG made the statement after PortCalls sought further explanation of AOCG memo 534-2021. The memo, signed by Customs commissioner Rey Leonardo Guerrero and dated October 4, clarified the order imposing fines for clerical errors in export declaration under Customs Administrative Order 01-2021. CAO No. 01-2020 outlines BOC's new fines and surcharges for clerical errors, misdeclaration, misclassification, and undervaluation. Under current rules, every clerical error in the lodgement of goods declaration is fined P5,000.

The clarification was cheered by exporters who have long complained of the fine levied against them for errors in goods declaration that are outside of their control, including foreign exchange fluctuations, buyer's request for changes in the goods description, and changes in vessel arrival. They also claimed the accurate data needed for lodgment cannot, in most cases, be initially determined.

AOCG memo 534-2021 had noted that adjustments in the export declaration may be "considered" provided these are "reasonably explained (and) coupled with the appropriate documentary evidence."

Citing memo 534-2021, AOCG in its text to PortCalls acknowledged "there are circumstances that are way beyond the control of the exporter such as when the shipping lines or airlines advised the exporters that there are certain adjustments in their registration no. or vessel/flight no. which could result (in) offloading of their shipment from the vessel or aircraft.

"As a result, the exporter entails to cancel the export declaration relative to the adjustments made, ergo, the penalty is not being imposed."

The cancellation of export declaration, however, should be requested prior to the lodging of a new export declaration, barring such could mean the cancellation of the exporter's accreditation.

Flordeliza Leong, Philippine Exporters Confederation, Inc Vice President for Advocacy, Communications and Special Concerns, thanked commissioner Guerrero "for responding positively to our request" even if "it took a year before this clarificatory AOCG memo 534-2021 was issued since we first wrote BOC about this issue last year."

She told PortCalls the AOCG memo is "more reflective of the export situation. But I hope that by adding the 'extraneous factors beyond the control of the exporter', this means there will really be no penalty imposed on the errors. Also, I hope that it will not be difficult to comply with the 'reasonable explanation' and supporting documents since the conditions for supposedly exemption from the penalties have been clarified."

PHILEXPORT had proposed CAO 01-2020 be suspended while under review "to prevent the further bleeding of exporters, especially the MSMEs that are still trying to recover" from the effects of the COVID-19 pandemic.

PH is most improved country...

Continued from page 1

effective February 1, 2021.

DTI Undersecretary for the Industry Development and Trade Policy Group Ceferino Rodolfo thanked Congress for passing one of the world's most comprehensive strategic trade control legislations, as this enabled the country to adopt a whole-of-government approach to ensuring that strategic goods trade is used for legitimate purposes only and not diverted to WMD proliferators.

Rodolfo said "the Philippines' strong improvement in the PPI ranking is likely to boost the country's image as a secure investment location for the manufacture and export of strategic goods."

The PPI is run by the Institute for Science and International Security, a non-profit, non-partisan organization whose main goal is to prevent the spread of nuclear weapons and related technology.

As a background, AOCG memo 534-2021 noted exporters' claims that "the preparation and submission of export declaration entail some adjustments in the entries not necessarily stemming from inadvertence but due to varying business conditions such as cargo handling and cargo measuring factors, beyond the exporters' control."

The memo cited the exporters' position that the fine should not be imposed because the errors are inadvertent within the scope of CAO 01-2020.

AOCG memo 534-2021 acknowledged that "the law does not distinguish what kind of mistakes are covered by this provision. Instead, it only requires that the commission is not tainted with fraud."

In order to address stakeholders' concerns, the AOCG memo said distinguishing "what constitutes inadvertent and clerical errors and the instances as to when the fees may be imposed" under CAO 01-2020 from the proposed adjustments in the final export declaration is "material".

The memo said "errors contemplated under CAO 01-2020 is committed when there is an incorrect or erroneous input of data in the goods declaration while drafting, copying or transposing a document, provided it is not attendant with fraud and not due to gross negligence, on the following:

- Consignee's name
- Importing vessel or aircraft
- Port of departure
- Port of destination and date of arrival
- Number and/or marks of packages
- The quantity, the nature and the correct commodity description of the goods contained therein
- Value as set forth in the invoice and packing list
- Such other information as may be required by rules and regulations"

"On the other hand, minor adjustments due to extraneous factors beyond the control of the exporter may not equate to an error" under CAO 01-2020, "such as the following:

- Changes in the net weight of the shipment due to the difference in actual volume of goods loaded vis-à-vis the declared volume prior to loading by reason of cargo handling or cargo measuring factors
- Changes in shipping details upon the advice

of the shipping lines, provided errors in encoding the shipping details are considered inadvertent unless the same are covered by such advice

- Any other circumstance which necessitates adjustments to accurately reflect the information required for the export declaration."

Pursuant to Section 5 of CAO 01-2020 and CAO 02-2020, which provides guidelines on dispute settlement and protest, a stakeholder may exercise or avail of the remedy of a formal customs dispute settlement arising from customs valuation, rules of origin, tariff



classification, and other customs issues, the memo said. — **Roumina Pablo**

HMM 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 LGB
BALSA	0199N	10/16	10/22	HYUNDAI NEPTUNE	0020E	10/30	11/21
GREEN OCEAN	0047N	10/20	10/30	HYUNDAI EARTH	0030E	11/10	12/01
MOL SUCCESS	0130N	10/26	11/01	HYUNDAI EARTH	0030E	11/10	12/01
PACIFIC NORTHWEST 3 (PN3) via BUSAN							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KRPUS	MOTHER VESSEL	VOY. NO.	ETD KRPUS	ETA VAN
BALSA	0199N	10/16	10/22	SEASAN BEACON	0002E	10/26	11/05
GREEN OCEAN	0047N	10/20	10/30	SEASAN YANGTZE	0018E	11/11	11/23
MOL SUCCESS	0130N	10/26	11/01	SEASAN YANGTZE	0018E	11/11	11/23
PACIFIC SOUTHWEST 4 SERVICE via KAOHSIUNG							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KAO	MOTHER VESSEL	VOY. NO.	ETD KAO	ETA LAX
YM CREDIBILITY	0038N	10/11	10/13	YM UNANIMITY	0058E	10/21	11/05
YM CREDIBILITY	0039N	10/17	10/20	YM UNIFORMITY	0056E	11/04	11/18
YM CREDIBILITY	0040N	10/24	10/27	YM UNIFORMITY	0056E	11/04	11/18
EAST COAST SERVICE 4 (EC4) SERVICE via SINGAPORE							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	NYC ORF
ALS JUNO	021S	10/17	10/23	YM WARMTH	0029E	10/30	11/24
SEASAN NEW YORK	031S	10/24	10/30	ONE MINATO	0015E	11/10	12/02
ALS JUNO	022S	10/31	11/06	ONE MINATO	0015E	11/10	12/02
EAST COAST SERVICE 5 (EC5) SERVICE via SINGAPORE							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	USNYC SAV
ALS JUNO	021S	10/17	10/23	ONE HONOLULU	0214E	10/26	11/21
SEASAN NEW YORK	031S	10/24	10/30	HUMEN BRIDGE	0081E	11/15	12/12
ALS JUNO	022S	10/31	11/06	HUMEN BRIDGE	0081E	11/15	12/12
FAR EAST PENDULUM 1 (FP1) VIA SGSGIN							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM
ALS JUNO	021S	10/17	10/23	ONE OLYMPUS	0066W	11/01	11/21
SEASAN NEW YORK	031S	10/24	10/30	ONE HUMBER	0088W	11/08	11/28
ALS JUNO	022S	10/31	11/06	NYK VIRGO	0071W	11/15	12/05
FAR EAST PENDULUM 2 (FP2) VIA SGSGIN							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM
ALS JUNO	021S	10/17	10/23	ONE BLUE JAY	0023W	11/01	11/13
SEASAN NEW YORK	031S	10/24	10/30	ONE BLUE JAY	0023W	11/01	11/15
ALS JUNO	022S	10/31	11/06	YM WREATH	0018W	11/11	11/20
FAR EAST EUROPE 3 (FE3) via KAOHSIUNG							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KHH	MOTHER VESSEL	VOY. NO.	ETD KHH	RTM
YM CREDIBILITY	0038N	10/11	10/13	HMM HANUL	0002W	10/29	12/06
YM CREDIBILITY	0039N	10/17	10/20	HMM HANUL	0002W	10/29	12/06
YM CREDIBILITY	0040N	10/24	10/27	BRUSSELS EXPRESS	0019W	11/05	12/07
KPX (KOREA PHILIPPINES EXPRESS)							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PHML	ETA VNNSG	ETA HKHKG	ETA CNSHK	ETA KRINC
KMTC GWANGYANG	0040S		10/18		10/24	10/25	10/29
KMTC BANGKOK	0101S		10/26		11/01	11/02	11/06
KMTC GWANGYANG	0041S		11/06		11/09	11/12	11/17
CHINA SOUTH EAST 2							
FEEDER VESSEL	VOY. NO.	ETD MNL		ETA CNNGB			
GUANGZHOU TRADER	0041N		10/21		10/30		11/01
NORDPUMA	0103N		10/28		11/06		11/08
NORDLEOPARD	0020N		11/04		11/13		11/15
TTP SERVICE (TIANJIN TO PHILIPPINES)							
FEEDER VESSEL	VOY. NO.	ETD MNL NH-SH	ETA CNLYG	ETA CNTAO	ETA KRPUS HNC - TOC	ETA CNSHK	
HYUNDAI GRACE	0117N	10/15 - 10/17	10/21	10/22	10/24 - 10/25	10/28	
GREEN OCEAN	0047N	10/20 - 10/22	10/26	10/27	10/29 - 10/30	11/02	
HYUNDAI GRACE	0118N	11/01 - 11/02	11/06	11/07	11/09 - 11/10	11/13	
CTI SERVICE							
FEEDER VESSEL	VOY. NO.	ETD DVO		ETA TWKHH		ETA CNSHK	
COSCO HOUSTON	0084N	09/28	09/29	10/02	10/02</td		

HOW TO READ THIS SCHEDULE:	
PORT	COUNTRY
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Asia-US container rates dive but may not be for long

- Container rates were available at their lowest level in months due to additional carrier options and a gloomy outlook on the overall supply chain
- Spot container freight rates have plunged as Chinese manufacturing is being disrupted by power outages due to coal shortages
- This has combined with the marking of the week-long Golden Week holiday, when Chinese manufacturers close shop for a seven-day period
- Though down, spot rates remain many times higher than pre-pandemic levels, and the decline could be short-lived as Chinese manufacturing woes create a new wave of disruption

all kinds rates.

Trade lanes from North Asia to the East Coast of North America had fewer new entrants in the market for the longer voyage via the Panama Canal. There was also even less consensus on spot rates, with offers ranging from \$11,000/FEU to \$18,000/FEU in the week ended October 15.

Rates from Southeast Asia to West Coast North America were similarly offered in an expansive \$8,000 to \$15,000/FEU range, while rates to East Coast North America were quoted from \$13,000/FEU to \$20,000/FEU.

The commodities information and price benchmark provider said shippers are increasingly anxious about paying record prices for container freight and still missing the year-end holiday shopping window, and the emergence of more charter carriers making ad-hoc voyages to the US West Coast has added a discount segment for those shippers willing to risk their cargoes with new operators.

Chinese manufacturing woes

Additionally, spot container freight rates between China and the US have reportedly plunged as Chinese manufacturing is being disrupted by power outages due to coal shortages in China. This has combined with the marking of the week-long Golden Week holiday in China, when manufacturers close shop for a seven-day period.

China's manufacturing PMI slipped into contraction in

September for the first time since the coronavirus pandemic took shape, throwing cold water on some of the most bullish sentiment for container rates. The Chinese government has been rationing power to factories since September due to a fuel shortage that may or may not be resolved before shipping lines get through a backlog of export cargoes, said Platts.

"Many factories have had to cancel their shipments because of a lag in production," a Thailand-based freight forwarder told Platts. "If this continues for long, the prices may remain low."

Platts said that if the shortage of power in China is resolved and factories return to full capacity, rates could rebound as soon as next month, as shipments ramp up again in anticipation of outages around the Lunar New Year holidays beginning February 1.

Another contributing factor to the shipping price drop between China and the United States after months of steep increases is the slowdown in orders as the peak season ordering tapers off.

Digital freight forwarding platform Shifl data showed that costs for shipping

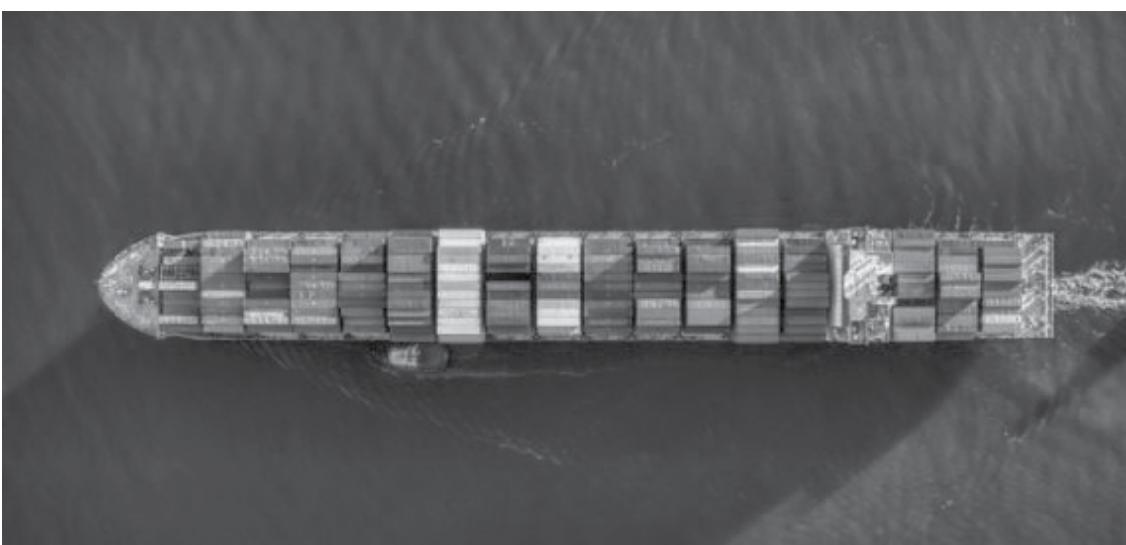
containers from China to the US West Coast have fallen by more than 51% to \$8,500 per forty-foot container (FEU) from \$17,500 on some routes between September and October.

Rates from China to the East Coast of the US have tumbled 28.2% over the past month to \$14,000 per FEU from a high of \$19,000, Shifl said.

Long-term rates for shipping 40-foot containers from China to the US have also dropped, now going below \$5,000, it continued.

Though spot rates have come down, they remain many times higher than the \$1,500 per FEU shippers paid pre-pandemic, and the decline could be short-lived as Chinese manufacturing woes create a new wave of disruption.

This temporary reprieve could soon be overshadowed by a growing backlog of unfulfilled orders. Chinese energy rationing policies and the impact of COVID-19 shutdowns are throttling factory output, meaning that US and EU manufacturing orders are not being filled on time, Shifl said.



ALL-INCLUSIVE container rates from North Asia to the West Coast of North America have plummeted due to additional carrier options and manufacturing disruptions in China as a result of power cuts and COVID-19-related shutdowns.

According to S&P Global Platts, container rates for shipping from North Asia to the West Coast North America "were available at their lowest level in months as additional carrier options and a gloomy outlook on the overall supply chain resulted in a wide segmentation in the spot market."

Container freight from China to the ports of Los Angeles and Long Beach was available for as low as US\$7,800 per forty-foot equivalent unit (FEU) in the week ended October 15 for shipment on smaller, atypical vessels. But most spot market offers from North Asia to the US West Coast were in the \$8,000 to \$10,000/FEU range, with little or no premium service fees demanded on top of freight

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