

# PortCalls

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## BOC issues rules on raw materials liquidation process

- The Bureau of Customs has released Customs Memorandum Order No. 34-2021, which provides guidelines on implementation of the raw materials liquidation system (RMLS) in the Electronic-to-Mobile (E2M) system through the E2M system and processed using the Automated Bonds Management System
- RMLS is an automated system which determines the volume and value of the raw materials exported and subject for liquidation
- RMLS applies to all goods declarations for warehousing, or the warehousing single administrative document, lodged

THE Bureau of Customs (BOC) has released guidelines on implementation of the raw materials liquidation system (RMLS) under the Electronic-to-Mobile (E2M) system.

Dated October 26, 2021 Customs Memorandum Order (CMO) No. 34-2021 describes the RMLS as an automated system which determines the volume and value of raw materials exported and subject for liquidation, including duties and taxes

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## Harbor Star swings to red with P130.4M loss

- Harbor Star Shipping posted a loss of P130.447 million in the first nine months of 2021 from a profit of P3.75 million in the same period last year
- Service income from January to September 2021 grew 1.25% mainly due to the growth in revenues from harbor assistance, towing services, underwater services, and construction revenue of P40.26 million
- Lighterage services revenues slid 3.1% to P91.235 million from P94.188 million

HARBOR Star Shipping Services, Inc. (HSSSI) posted a loss of P130.447 million in the first nine months of 2021, a reversal from a profit of P3.75 million in the same period last year.

Service income from January to September 2021 grew 1.25% to P1.28 billion from P1.26 billion in the same period in 2020, HSSSI said in a regulatory disclosure. The increase was mainly due to the growth in revenues from harbor assistance, towing services, underwater services, and construction revenue of P40.26 million.

Revenues from harbor assistance rose 11% to P827.106 million in the first nine months of 2021 from P745.353 million year-on-year.

Revenues from towing services improved 19.2% to P13.544 million from P11.363 million while underwater services revenues jumped 140.6% to P2.485 million from P1.033 million.

Lighterage services revenues, on the other hand, slid 3.1% to P91.235 million from P94.188 million.

Salvage income revenues also dropped 46% to P59.189 million from P109.039 million.

Subsidiaries Peak Flag Sdn Bhd, Harbor Star Subic Corp., and Astroenergy

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Development Gensan, Inc. contributed P73.14 million, P58.32 million and P219.53 million, respectively, to the group's total revenues.

Cost of services for the first nine months of the year has increased by 11.5% to amounting to P886.77 million from P795.29 million in the same period last year, mainly due to outside services, supplies, fuel and lubricants, personnel costs, depreciation, charter hire, professional fees, repairs and maintenance and others.

The group's general and administrative expenses also increased 11.82% to P342.48 million from P306.28 million, mainly due

to repairs and maintenance, taxes and licenses, transportation, representation and entertainment, outside services, membership fees and dues and others.

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

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

to 6,589 ships.

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

HSSSI's subsidiaries include Harbor Star Subic Corp.; Peak Flag; Harbor Star Energy Corp.; Harbor Star East Asia (Myanmar) Ltd.; Astronergy Development Gensan, Inc.; Astronergy Development F1, Inc.; and Astronergy Development F2, Inc.

Last April, the Securities and Exchange Commission approved the certificate of incorporation of Harbor Star Construction Corp.

## Chelsea Logistics trims nine-month loss by 15%

- Chelsea Logistics and Infrastructure Holdings posted a 15% decline in net loss in the first nine months of 2021 to P2.204 billion from P2.602-billion net loss reported year-on-year
- Revenues went down 2% due to the decline in revenues from the tanker, passenger and tugboat segments
- The revenue drop was mitigated by higher take from the freight and logistics segments
- Freight revenues accounted for 62% of the total group revenues while logistics contributed 10%

CHELSEA Logistics and Infrastructure Holdings, Corp. (CLC) posted a 15% decline in net loss in the first nine months of 2021 to P2.204 billion from the P2.602-billion net loss reported in the same period last year.

The lower loss was driven by continued rational cost-containment measures as well as a slight year-on-year improvement in revenues led by the freight and logistics businesses, CLC said in a statement.

Revenues fell 2% to P3.272 billion for the January to September 2021 period compared with the P3.325 billion in the same period last year. CLC attributed the negative performance to the slide in

revenues from the tanker, passenger and tugboat segments, although somewhat mitigated by higher revenues from freight and logistics.

CLC's freight business rose 58% year-on-year from P1.286 billion to P2.035 billion. The company noted that freight revenues were flat in the first two quarters of this year while third-quarter revenues increased by 27% to P794 million from the second quarter.

CLC said this is "a positive proof of the recovery slowly happening in the shipping industry for certain segments."

Year-to-date, freight revenues represented 62% of the total group

revenues, higher than the 39% share for the same period last year.

The passage and tankering segments remained challenging with continued restrictions on inter-island travel and movement of petroleum products.

Passage revenues for the quarter doubled year-on-year, which CLC attributed to low-base effects, with the P50 million in revenues only accounting for 4% of the quarter's total.

However, it noted pockets of recovery in the passage business with revenues just down 15% quarter-on-quarter, despite subsequent enhanced community

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## PAL narrows to P27.19B net loss in first nine months

- Philippine Airlines reported a loss of P27.19 billion for the first nine months of 2021, lower than the P29.03 billion loss posted year-on-year
- Revenues declined 29% as both passenger and ancillary revenues dropped 38.8% and 60%, respectively
- Cargo revenues grew 47% while operating expenses declined 36.7%

PHILIPPINE Airlines (PAL) reported a loss of P27.19 billion for the first nine months of 2021, lower than the P29.03 billion loss posted in the same period last year.

Consolidated revenues for January to September 2021 declined 29% to

P32.162 billion from P45.29 billion last year due to the continuing effects of the COVID-19 pandemic, the flag carrier said in a regulatory disclosure.

Passenger revenues dropped 38.8% to P21.766 billion from P35.556 billion, while ancillary revenues went down 60% to P1.479 billion from P3.676 billion.

Cargo revenues, on the other hand, increased 47% to P8.906 billion from P6.054 billion last year.

Operating expenses decreased 36.7% to P42.75 billion from P67.52 billion, mainly due to the significant reduction in the number of flights operated. Expenses related to grounded aircraft, recognized this year under other charges, as well as lower manpower costs as a result of the retrenchment program in mid-March also

contributed to the decrease in operating expenses.

PAL on September 3 filed for bankruptcy with the US Bankruptcy Court in New York to implement a restructuring plan.

On October 1, the US court approved on a final basis PAL's access to its debtor-in-possession financing totaling \$505 million.

Buona Sorte Holdings, Inc. will be infusing the \$505 million as working capital into PAL to support its reorganization plan. Both firms are under the Lucio Tan Group.

The cash infusion and loans of other unsecured creditors will be used to support PAL's application for capital increase via debt-to-equity

conversion, which is targeted to be filed in the latter part of the year.

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# Jan 1 deadline for PH ships' plan to cut fuel sulphur content

- The Maritime Industry Authority reminded domestic ship owners to submit their plan on mandatory use of 0.5% mass per mass sulphur in fuel oil not later than January 1, 2022
- The ship-specific plan should be complemented with actions taken for compliance
- Ships already using compliant fuels should still inform MARINA in writing

THE Maritime Industry Authority (MARINA) is reminding domestic ship owners to submit their ship-specific implementation plan (SIP) on mandatory use of 0.5% mass per mass (m/m) sulphur in fuel oil in compliance with the International Maritime Organization's (IMO) sulfur cap policy.

The SIP should be submitted to MARINA not later than January 1, 2022 as provided under MARINA Circular (MC) No. MS-2020-06, according to MARINA Advisory (MA) No. 2021-58. The advisory is dated October 15 and published on November 3.

Ships already using compliant fuels should immediately inform MARINA in

writing, the advisory added.

Under MCMS-2020-06, all Philippine-registered ships plying the domestic trade and all newly constructed ships and imported brand-new and second-hand vessels should comply with the global 0.50% m/m sulfur cap on marine fuel oil by January 1, 2025.

All domestic ships plying the domestic trade should also develop an SIP, which is based on MARINA's Phase-in LSFO (low-sulfur fuel oil) Implementation Plan. The plan should be complemented with a record of actions taken by the ships to become compliant by the applicable dates.

These actions are in compliance with the IMO International Convention for the Prevention of Pollution from Ships (MARPOL Convention) Annex VI. The Philippines ratified MARPOL Annex VI in 2018.

The MARPOL Convention annex requires all ships in non-emission control area zones to limit the sulfur content of their fuels from 3.50% to 0.50% by January 1, 2020.

The regulation applies to all ships, whether on international voyages between two or more countries, or on domestic

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# 11.7% growth in Subic container traffic boosts SBMA port revenues

- Subic Bay Metropolitan Authority recorded a 15% year-on-year increase in revenues from seaport operations in the first nine months of this year
- Container volume rose 11.7% to 69,355 twenty-foot equivalent units in the third quarter of 2021 from the second quarter
- Non-containerized volume decreased by 10% in the first nine months of 2021 but liquid bulk petroleum volumes grew 18%
- SBMA expects cargo volumes

and revenues to continue growing this year

SUBIC Bay Metropolitan Authority (SBMA) recorded a 15.4% year-on-year increase in revenues from seaport operations in the first nine months of this year on the back of high container traffic.

The SBMA Seaport Department took in revenues of more than P997 million in January to September 2021 from P863.7 million earnings posted year-on-year, SBMA chairman and administrator Wilma Eisma said in a statement.



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## Can the Consignee Be Held Liable for Demurrage Charges?

By ATTY JOEY T. BANDAY



**NARROW CHANNEL**

NO. And this is the story.

In early April 1980, LS Cigar & Cigarette (LSCC) imported from Savannah, Georgia, USA, 468 rolls of board liners. The shipment was packed in 12 container vans and transported to Manila by SS Far East, owned and operated by K-Line. The ship agent of K-Line in Manila was then SBC Co (SBC).

On 11 May 1980, the SS Far East arrived at the Port of Manila. SBC notified LSCC of the arrival of the vessel/cargo consisting of the 12 container vans. SBC likewise informed LSCC that container demurrage would be charged unless the latter took delivery of the cargo within 10 days from the container yard (CY) of the terminal operator.

On the same day, SBC released the delivery permit for the 12 containers to BB Brokerage Co. (BBC) upon payment

of freight charges.

The next day, BBC (in behalf of LSCC) processed the shipping documents with the Bureau of Customs. But the BOC refused to act on them because the manifest listed only 10 containers and the bill of lading (b/l) stated 12 containers.

BBC requested SBC to amend the manifest. SBC initially refused on the ground that an amendment would violate the TCC, but later on agreed to amend the manifest.

On 29 May 1980, BBC filed the amended manifest with the BOC, which approved the release of the shipment on 3 June 1980.

On 11 June 1980, SBC informed LSCC it had to pay P470,000 in demurrage charges as the free time had expired on 26 May 1980. On 13 June 1980, LSCC paid the total demurrage charges. But the 12 containers were not released due to the breakdown of the arrastre's equipment at the CY.

On 19 July 1980, LSCC paid additional demurrage charges in the amount of

PHP20,160 for the period July 14-19, 1980 to secure the release of its 12 containers.

On 21 July 1980, LSCC wrote SBC for a refund of the demurrage charges it paid. But SBC replied it could not modify the rules or authorize refund of the stipulated tariffs.

Hence, LSCC filed a complaint for specific performance to compel the carrier K-Line through SBC to refund the demurrage charges it paid plus damages with the Regional Trial Court (RTC).

SBC/K-Line contended the collection of container charges was authorized by the B/L and that they were not free to waive these charges because it would be unlawful for any common carrier engaged in transportation involving the foreign commerce of the United States to charge or collect a greater or lesser compensation than the rates and charges specified in its tariffs on file with the Federal Maritime Commission.

The RTC rejected LSCC's claim for refund, holding that the B/L was the contract between the parties, and therefore LSCC was liable for demurrage charges.

The Court of Appeals affirmed the ruling of the RTC. And after the denial of its motion for reconsideration, LSCC appealed to the Supreme Court (SC). The SC ruled in the following tenor:

“ xxx.

x xx. Petitioner [LSCC] cannot be held liable for demurrage because the delay in obtaining release of the goods was not due to its fault. The evidence shows that because the manifest issued by the respondent [K-Line], through SBC, stated 10 containers, whereas the bill of lading showed 12 containers, the Bureau of Customs refused to give an entry permit to petitioner [LSCC]. For this reason, petitioner's broker had to see the respondent's agent but the latter did not immediately do something to correct the manifest.

The period of delay must be deemed to have stopped on 13 June 1980 because on this date petitioner paid PHP \_\_\_\_\_. If it was not able to get its cargo, it was because of the breakdown of the shifter or cranes. It would be unjust to charge after 13 June 1980 since the delay in emptying the containers was not due to the fault of the petitioner [LSCC]. x xx.”

x xx

In sum, I wish to point out that the consignee may be held liable for demurrage charges but only if the delay in release of container/s is due to its fault.

Next story, please. And stay safe.

For questions or comments, email the writer at atty.joeytbanday@gmail.com.





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## BOC confiscates P4.7M agri goods

- The Bureau of Customs seized alleged smuggled agricultural products worth about P4.724 million from a warehouse in Catmon, Malabon City
- The products were stored in reefer vans used as temporary cold storage
- BOC has secured the warehouse with temporary seals and padlocks while goods inventory is underway

THE Bureau of Customs (BOC) seized on November 11 alleged smuggled agricultural products worth an estimated P4.724 million from a warehouse in Catmon, Malabon City.

A joint operation team inspected the warehouse after receiving information on sightings of possible smuggled agricultural products. Seven reefer vans used as temporary cold storage were discovered, three of which contained broccoli, carrots, red onions, and other imported products; the four other vans were empty.

The team was composed of BOC-Manila International Container Port-Customs Intelligence and Investigation Service, Philippine Coast Guard, Department of Agriculture, National Intelligence Coordinating Agency, Department of Trade and Industry, and Criminal Investigation and Detection Group.

BOC secured the warehouse with temporary seals and padlocks while goods inventory is underway.

BOC earlier said it “strongly denounces the fraudulent importation of agricultural products, and consistently implements efforts to intensify its border protection measures to assure the safety

of the consumers.”

From January to September 2021, BOC seized smuggled agricultural products worth an estimated P523.273 million.

## Jan 1 deadline for PH ships’ plan to cut fuel...

voyages solely within the waters of a party to the MARPOL Annex.

The sulfur cap policy, also known as IMO 2020, aims to reduce the amount of sulfur oxides emanating from ships for global health and environmental benefits, particularly of populations living close to ports and coasts.

The policy has been in force on foreign-flagged ships and Philippine-flagged vessels plying international trade since January 1, 2020, in compliance with the global implementation schedule.

For domestic ships, MARINA earlier said implementation would be in phases to help ease the cost impact on domestic shipping companies and give oil suppliers time to acquire their supplies of compliant fuels.

MARINA Shipyards Regulation Service director Ramon Hernandez earlier noted that according to IMO, “it’s up [to] the flag state” how it would implement the policy.

Under MC SR 2020-06, fuel oils to be used on board ships for propulsion or operation, including all gas, petrol, distillates, residual and blended fuels, should have a maximum sulfur content of 0.50% per m/m.

There are, however, exemptions such as when a ship is acting to secure its safety or to save a life at sea, or obtains a fuel oil non-availability report because fuel was not available at the port of origin.

Also an exemption is when a ship fitted with an exhaust gas cleaning system (EGCS) experiences unintentional damage, resulting in emissions exceeding the sulfur limit. When this happens, the ship is expected to take all reasonable steps to reduce emissions, including carrying out repair works or switching to compliant fuel.

Ships operating an approved EGCS can use and carry fuel oil with a sulfur

*Continued from previous page*

content that is more than 0.50% per m/m. An EGCS or scrubber is a device used to remove particulate matter and harmful components from the exhaust gases in order to implement pollution control. These harmful components, such as sulfur oxides and nitrogen oxides, are generated as a result of combustion processes in marine engines.

All existing ships may start being retrofitted with EGCS or may voluntarily use the compliant fuel to comply with IMO 2020 upon the effectivity of MC SR 2020-06.

MARINA, however, must check and approve the EGCS to be used. The ship’s crew must also be trained to use the system to ensure it is kept in good working order, its maintenance is up to date, and monitoring devices are fully operational.

For monitoring purposes, specific information should be included in the bunker delivery note to be provided to MARINA and other enforcing agencies. These include, among others, a declaration signed and certified by the fuel oil supplier’s representative that the fuel oil supplied conforms to the sulfur content limit.

Aside from installing an EGCS, MARINA also allows alternative measures for compliance, such as the use of alternative fuel like liquefied natural gas, or compliant marine diesel oil that has sulfur content of 0.50% per m/m or less.

MARINA may also approve other alternative measures in accordance with IMO requirements to reduce sulfur oxide emissions, provided the resulting emissions are equivalent to 0.50% per m/m.

A company or person that violates or contravenes MC SR 2020-06, particularly by using fuel oil with more than the prescribed sulfur content, stands to face an administrative fine of P3 million plus suspension of the Authority to Operate.

– Roumina Pablo

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SEASPAN NEW YORK	033N	NOV 20	NOV 23	033S	NOV 26	NOV 27	NOV 27	NOV 29	DEC 4	DEC 6
ALS FAUNA	115N	NOV 25	NOV 27	115S	NOV 30	DEC 1	DEC 1	DEC 3	DEC 8	DEC 10
SEASPAN NEW YORK	034N	DEC 4	DEC 6	034S	DEC 11	DEC 11	DEC 11	DEC 13	DEC 18	DEC 20
ALS FAUNA	116N	DEC 8	DEC 10	116S	DEC 15	DEC 15	DEC 15	DEC 17	DEC 22	DEC 24

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VESSEL	Inbound VOY	SINGAPORE		Outbound VOY	GENSAN		DAVAO		SINGAPORE	
		ETA	ETD		ETA	ETD	ETA	ETD	ETA	ETD
ELETERIA EXPRESS	0022E	NOV 18	NOV 19	0022W	NOV 25	NOV 26	NOV 23	NOV 24	NOV 30	DEC 1
MOUNT KELLET	0CS33RINC	NOV 17	NOV 18	0CS33RINC	NOV 23	NOV 25	NOV 26	NOV 27	DEC 1	DEC 2
ELETERIA EXPRESS	0023E	NOV 30	DEC 1	0023W	OMIT	OMIT	DEC 5	DEC 7	DEC 11	DEC 12
MOUNT KELLET	0CS33RINC	DEC 1	DEC 2	0CS33RINC	DEC 7	DEC 9	DEC 10	DEC 11	DEC 15	DEC 16
ELETERIA EXPRESS	0024E	DEC 11	DEC 12	0024W	DEC 16	DEC 17	DEC 17	DEC 18	DEC 23	DEC 24

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# 11.7% growth in Subic container traffic boosts...

Continued from page 3

which yielded P302.3 million in January to September this year.

The container terminal operation was buoyed by a 32% increase in exports, from 24,951 TEUs in January-September 2020 to 32,891 TEUs this year, and a 16% rise in imports that grew from 77,663 TEUs last year to 90,019 TEUs this year.

The next biggest income sources for the SBMA sea port were lease rentals, which brought in P252 million, cargo charges with P248.1 million, and vessel charges with P126.1 million.

SBMA senior deputy administrator for operations Ronnie Yambao said SBMA shares registered a 46% growth this year over the January-September 2020 record because of increased cargo handling fees, hauling and variable fees, even as a slight dip of 0.4% was noted in foreign container vessel ship calls in the same period.

Processing fees, cargo charges and lease rentals, meanwhile, showed respective increases of 11%, 3%, and 11%, Yambao added.

Non-containerized volume, however,

decreased by 10% in the first nine months of 2021, or from 5.39 million metric tons (MT) in the first three quarters of 2020 to 4.86 million MT in the same period this year. Yambao said the liquid bulk petroleum sector defied the downtrend with an 18% increase, or from 1.84 million MT in the first nine months of last year to 2.17 million MT this year.

The SBMA Trade Facilitation and Compliance Department (TFCD), which handles import and export transactions in the Subic Bay Freeport, also reported

revenue growth from P83.66 million in the first three quarters of 2020 to P104.22 million in 2021.

TFCD manager Anna Joy Quito attributed the 25% increase to the increase in import-export fees and admission fees brought about by the gradual reopening of the economy.

TFCD records showed a 67% increase in Subic export transactions, from \$630 million in 2020 to \$1.05 billion in 2021, and a 52% rise in importations, from \$815.9 million in 2020 to \$1.24 billion in 2021.

# Chelsea Logistics trims nine-month loss...

Continued from page 2

quarantine restrictions imposed by the national government in March and August 2021. This is in marked contrast from the 99% quarter-on-quarter drop in the same quarter last year, CLC said.

Due to the movement restriction on petroleum products, tankering revenues in the third quarter of 2021 were down 27% year-on-year and 63% quarter-on-quarter to P120 million. Year-to-date, these were down 50% to P446 million.

On the other hand, the logistics business reported positive revenue growth of 32% year-to-year to P327 million. Revenues from the logistics segment contributed 10% to the group's topline.

CLC said a number of its ships were placed on intentional lay-up due to low

demand, while other vessels were on extended drydocking. Operating passenger vessels were also running at a low load factor, with a maximum of 50% capacity in compliance to travel protocols.

Since ships were underutilized, CLC said direct fixed costs, such as depreciation and amortization, insurance, bunker fuel, salaries and wages, and repairs and maintenance costs, put margin pressures on the group's consolidated performance that resulted in gross loss during the period.

Total cost of services and goods amounted to P3.586 billion in 2021, 5% lower versus P3.760 billion in 2020.

CLCearliers said it continued to manage risks and other potential adverse impacts of the pandemic on business continuity. It said measures enforced included rationalizing the workforce, improving vessel utilization, enhancing revenue management, cost cutting, and suspending uncommitted

capital expenditure.

CLC's subsidiaries include Chelsea Shipping Corp.; Trans-Asia Shipping Lines, Inc.; Udenna Investments B. V.; Starlite Ferries, Inc.; Worklink Services, Inc.; TASLI Services, Inc.; and The Supercat Fast Ferry Corp.

# LTRA head Berroya passes away

- Light Rail Transit Authority administrator Reynaldo Berroya passed away on November 15
- Berroya was appointed administrator of LRTA, which operates and maintains Light Rail Transit Line 2, in January 2017
- He was also general manager of the Metro Rail Transit Line 3 in 2013, and assistant secretary for special concerns and undersecretary for communications of the Department of Transportation

LIGHT Rail Transit Authority (LRTA) administrator Reynaldo Berroya passed away on November 15. He was 74.

"It is with profound sadness and sorrow that we bid adieu to one of the most courageous and dedicated public [servants] and [defenders] of the republic, Gen. Reynaldo Berroya," Transportation Secretary Arthur Tugade posted on his official Facebook page.

"On behalf of the entire staff, officers and sectors of the Department of Transportation (DOTr), and also of my own family, I convey my utmost [condolences] and solicitude to the family and loved ones left behind by Gen Berroya," he added.

# BOC issues rules on raw materials...

Continued from page 1

due on allowable residues/wastages/by-products and other portion of the imported article/s, entered through warehousing but no longer usable for the manufacture of the articles to be exported.

The RMLS will be integrated with the Automated Inventory Management System (AIMS), which is also an automated system that customs bonded warehouse (CBW) operators should adopt as a tool to determine and monitor the stock inventory of bonded goods from the time these goods enter the CBW up to the point the goods declaration covered by the warehousing single administrative document is liquidated.

CMO 34-2021 applies to all goods declarations for warehousing, or the Warehousing Single Administrative Document (WSAD), lodged through the E2M system and processed using the Automated Bonds Management System (ABMS), which processes bond transactions and allows BOC to monitor and manage bond balances and flag those that have matured.

The RMLS will be implemented for all bonded goods where the general warehousing bond was processed under the ABMS with "Approved" status, and where the imported raw materials were cleared using goods declaration for warehousing with "Arrived" status in the E2M system.


To fully implement the RMLS, the AIMS will electronically transmit to the RMLS module the raw materials report (RMR) and the raw materials usage report (RMUR).

The RMR should include the entry report (WSAD); the withdrawal report which includes either withdrawal for production or withdrawal for consumption; and finished product report.

The RMUR, meanwhile, is commonly known as the statement of liquidation.

Prior to implementing CMO 34-2021, BOC's Management Information System and Technology Group (MISTG) should, together with the Interim Training and Development Division, train concerned bureau offices and personnel on the use of the RMLS.

The RMLS, ABMS, and AIMS are part of BOC's additional features to its E2M system as the agency further computerizes its processes. — *Roumina Pablo*



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INCEDA	0002N	11/25	12/02	HYUNDAI MARS	0031E	12/05	12/31	SKIP
CALLAO BRIDGE	0201N	11/30	12/04	HYUNDAI JUPITER	0021E	12/11	01/05	SKIP
HYUNDAI GRACE	0119N	12/01	12/09	HYUNDAI JUPITER	0021E	12/11	01/05	SKIP

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

#### PACIFIC NORTHWEST 3 (PN3) via BUSAN

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KRPUS	MOTHER VESSEL	VOY. NO.	ETD KRPUS	ETA VAN	ETA SEA
INCEDA	0002N	11/25	11/02	SEASPAN THAMES	0024E	12/15	12/28	12/31
CALLAO BRIDGE	0201N	11/30	12/04	SEASPAN THAMES	0024E	12/15	12/28	12/31
HYUNDAI GRACE	0119N	12/01	12/09	SEASPAN THAMES	0024E	12/15	12/28	12/31

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
AMALIA C	0013N	11/21	11/23	YM UNIFORM	0021E	11/30	12/14	SKIP
AMALIA C	0014N	11/28	11/30	YM UNICORN	0055E	12/14	12/28	SKIP
AMALIA C	0015N	12/05	12/07	YM UNICORN	0055E	12/14	12/28	SKIP

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	NYC	ORF	SAV	CST
SEASPAN NEW YORK	033S	11/24	11/29	MADRID BRIDGE	0016E	12/05	12/30	01/02	01/05	01/07
ALS FAUNA	115S	11/30	12/05	YM WIND	0020E	12/12	01/06	01/09	01/12	01/14
SEASPAN NEW YORK	034S	12/08	12/13	MEISHAN BRIDGE	0016E	12/19	01/13	01/16	01/19	01/21

LCT DOCS: FRI 0800HRS DELIVERY: MICP / 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
SEASPAN NEW YORK	033S	11/24	11/29	ONE HANGZHOU BAY	0044E	12/06	01/01	01/05	01/07	01/08
ALS FAUNA	115S	11/30	12/05	MOL CHARISMA	0217E	12/16	01/12	01/16	01/18	01/21
SEASPAN NEW YORK	034S	12/08	12/13	MOL CHARISMA	0217E	12/16	01/12	01/16	01/18	01/21

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
SEASPAN NEW YORK	033S	11/24	11/29	NYK ORION	0068W	12/03	12/21	12/24	12/27
ALS FAUNA	115S	11/30	12/05	ONE HAMMERSMITH	0074W	12/18	01/06	01/09	01/12
SEASPAN NEW YORK	034S	12/08	12/13	ONE HAMMERSMITH	0074W	12/18	01/06	01/09	01/12

LCT DOCS: FRI 0800HRS \*LCT CNTR: FRI 0800HRS \*DELIVERY: MICP

#### 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	033S	11/24	11/29	YM WHOLESOME	0029W	12/14	01/01	01/04	01/07	01/10
ALS FAUNA	115S	11/30	12/05	YM WHOLESOME	0017W	12/14	01/01	01/04	01/07	01/10
SEASPAN NEW YORK	034S	12/08	12/13	ONE OWL	0017W	12/17	01/08	01/11	01/14	01/17

LCT DOCS: FRI 1200H / CARGO: TUE 1700H

#### KPX (KOREA PHILIPPINES EXPRESS)

FEEDER VESSEL	VOY. NO.	ETA PHMNL	ETA VNSGN	ETA HKHKG	ETA CNSHK	ETA KRINC
KMTC GWANGYANG	0041S	11/21	11/24	11/29	11/29	11/30
KMTC BANGKOK	0102S	11/28	11/30	12/04	12/04	12/05
KMTC GWANGYANG	0042S	12/14	12/17	12/20	12/20	12/21

LCT DOCS/FSI: TUE 1200H LCT CARGO: TUE 1900H

#### CHINA SOUTH EAST 2

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA CNGB	ETA CNSHA
NORPUMA	0021N	11/25	11/27	11/29
CNC MARS	0013N	12/02	12/04	12/05
GUANGZHOU TRADER	0043N	12/09	12/11	12/13

LCT MNL SH DOCS FSI MON 1200H CARGO MON 1700H / LCT MNL NH DOCS FSI SAT 1700H CARGO SUN 1200H

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HYUNDAI GRACE	0119N	12/01 - 12/03	12/04	12/05	12/08 - 12/08	12/11
HYUNDAI FORWARD	0122N	12/14 - 12/15	12/19	12/20	12/21 - 12/22	12/25

LCT: TUE 0400HRS

#### CTI SERVICE

FEEDER VESSEL	VOY. NO.	ETA DVO	ETA TWKHH
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YM ETERNITY	0101N	11/16	11/20
GSL ROSSI	0019N	11/23	11/27

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# COP26: 22 countries sign Clydebank Declaration to boost green shipping

- 22 countries including the US, Japan, Australia and Canada have signed the Clydebank Declaration
- The declaration seeks to establish at least six green shipping corridors—zero-emission maritime routes—between two or more ports by 2025 and “many more” by 2030
- Signatories pledge to establish partnerships, participated in by ports, operators and others along the value chain, to accelerate the decarbonization of the shipping sector and its fuel supply through green shipping corridor projects

To pursue these goals, signatories pledged to establish partnerships, participated in by ports, operators and others along the value chain, to accelerate the decarbonization of the shipping sector and its fuel supply through green shipping corridor projects. They also vow to address barriers to the formation of green corridors through regulatory frameworks, incentives, and information sharing or infrastructure. The signatories will also include provisions for green corridors in the development or review of national action plans, and widely consider environmental impacts and sustainability when pursuing green shipping corridors. Voluntary participation by operators is a significant element for successful green shipping corridors, the declaration said.

Germany, Ireland, Italy, Japan, Marshall Islands, Morocco, Netherlands, New Zealand, Norway, Spain, Sweden, the UK and the US. “And on the demand side, Amazon, Ikea, Michelin, Unilever, Patagonia and many others have announced they will only buy zero carbon freight from 2040,” he said. Signatories to the Clydebank Declaration are Australia, Belgium, Canada, Chile, Costa Rica, Denmark, Fiji, Finland, France,

Germany, Ireland, Italy, Japan, Marshall Islands, Morocco, Netherlands, New Zealand, Norway, Spain, Sweden, the UK and the US.



TWENTY-TWO countries including the US, Japan, Australia and Canada signed the Clydebank Declaration on November 10 to establish at least six green shipping corridors—zero-emission maritime routes—between two or more ports by 2025 and “many more” by 2030, the UK COP26 presidency announced. The Clydebank Declaration was signed at the COP26 (Conference of the Parties 26) global climate summit held in Glasgow in November 2021. Under the declaration, the signatories agree to work together to establish green shipping corridors. “It is our collective aim to support the establishment of at least 6 green corridors by the middle of this decade, while aiming to scale activity up in the following years, by inter alia supporting the establishment of more routes, longer routes and/or having more ships on the same routes. It is our aspiration to see many more corridors in operation by 2030,” the signatories to the declaration said. The global maritime shipping sector accounts for 2.5% to 3% of global CO2 combustion emissions, according to S&P Global Platts Analytics.

For greater clarity, all vessels transiting a green corridor would not be required to be zero emissions or to participate in the partnerships, it added. To support the establishment of green corridors, signatories recognized that fully decarbonized fuels or propulsion technologies should have the capability to not add additional greenhouse gasses to the global system through their lifecycle, including production, transport or consumption. Over 200 businesses across the shipping value chain have committed to scaling and commercializing zero emission vessels and fuels

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