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# PortCalls

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## PPA: No extension on moratorium for trucks' permit to operate requirement

- The Philippine Ports Authority will not suspend, or extend a moratorium on, the implementation of its requirement for a permit to operate for trucks
- PPA said "there is no advantage that can be had with a moratorium" and noted enough time and extension has already been given to truckers
- The trucking "rest day" was officially lifted on November 25

for a permit to operate (PTO) for trucks. In a statement read during a virtual meeting called by the Anti-Red Tape Authority (ARTA) on November 25, PPA said it will not suspend implementation, or extend the moratorium on, the issuance of the "decades-old" PTO as the agency has already "streamlined its regulations." PPA said "there is no advantage that can be had with a moratorium" and noted that enough time and extension has already been given to truckers.

THE Philippine Ports Authority (PPA) said it will not extend the moratorium on the implementation of its requirement

"Compliance is the only solution," the port authority pointed out. Trucking groups have been requesting

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## PH domestic carriers handle 9.8% more cargo over nine months

- Domestic air cargo traffic handled by local carriers grew 9.8% in the first nine months of 2021
- The resumption of more flights from the same period last year caused the bump
- Cebu Pacific remained the leading carrier, handling 37.9% or 45.303 million kg

nine months of 2021 with more flights operating compared to the same period last year, preliminary data from the Civil Aeronautics Board showed. Domestic cargo traffic grew to 119.487 million kilograms in January to September 2021 from 108.850 million kg in the same period last year.

DOMESTIC air cargo traffic handled by Philippine carriers grew 9.8% in the first

The improvement comes as local airlines resumed more flights beginning the middle of this year. In mid-March

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# From loss, LBC Express swings to P257M profit in Jan-Sept

- LBC Express Holdings, Inc. reported a net income of P256.96 million for the first nine months of 2021, reversing its P56.77-million net loss in the same period last year
- The income was mainly driven by higher volumes during the period
- Revenues from the logistics segment grew 29%, fuelled by sales from both existing branches and 75 new ones

LBC Express Holdings, Inc. (LBCEHI) reported a net income of P256.96 million for the first nine months of 2021, mainly driven by higher volumes and a reversal from the P56.77-million net loss incurred in the same period last year.

Service revenue from January to September 2021 increased by 28% to P12.317 billion from P9.631 billion in the same period last year, LBCEHI said in a regulatory disclosure.

The company said the improvement in revenue was mainly from the logistics segment, which grew 29%.

The increase in logistics revenue from both the domestic and overseas markets was driven by the improvement in sales performance of existing branches after the easing of worldwide quarantines last year.

There were also 75 new Philippine retail branches that contributed additional volume.

Cost of services rose 28% to P9.427 billion from P7.384 billion last year. Operating expenses likewise went up by 2% to P2.079 billion from P2.041 billion, primarily caused by the increase in utilities and supplies, which accounted for medical and sanitation supplies and testkits for the period; increase in commission expenses; increase in software maintenance cost and subscription expenses; and increase in transportation expenses, driven by the shuttle rental costs for employees working onsite during the community quarantine.

LBCEHI earlier said the group has embarked on a recovery plan focused mainly on rebalancing and repositioning services toward new consumer needs and behaviors. It also aims to rapidly innovate its services and capabilities to leverage the accelerated shift of consumers to e-commerce.

With this, the group has been expediting its digital services for both retail and corporate customers.

Last November 8, the LBCEHI Board approved the investment of P2 billion in wholly owned subsidiary LBC Express, Inc. to contribute to the logistics and remittance service provider's continuous business operations.

LBC Express will use proceeds of the additional investment to refinance some of its maturing obligations and fund its working capital requirements, including payment of taxes and related costs and expenses.

The group currently has a network of over 1,500 branches in the Philippines, over 300 hubs and warehouses, and thousands of partners and agents in over 30 countries.

## AyalaLand Logistics leases warehouse to Newbie Station

- AyalaLand Logistics Holdings is providing Newbie Station Logistic a 13,000 sqm gross leasable area of ready-built facilities
- The leased space is the ALogisBiñan 4 warehouse hub in Laguna Technopark
- It is Newbie Station's first warehouse facility in the Philippines after being registered in the country this year

Laguna Technopark.

The leased space will be Newbie Station's first warehouse facility in the Philippines after being registered in the country this year. Newbie Station is a Chinese logistics company serving top e-commerce industries.

"The Laguna Technopark project is an upscale modern industrial compound—the location, design, and quality suit our operations," Newbie Logistic general manager Yingjun Lan said in a statement.

ALLHC president and CEO Rowena Tomeldan said the agreement will generate more employment opportunities for Laguna residents as about 100 workers are expected to be hired by Newbie Logistic.

A subsidiary of Ayala Land, Inc.,

AyalaLand Logistics Holdings Corp. (ALLHC) signed a deal with Newbie Station Logistic Inc., granting the latter a 13,000-square-meter (sqm) gross leasable area (GLA) of ready-built facilities at the ALogisBiñan 4 warehouse hub in

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XINQUNDAO	2133N	10-Dec	11-Dec	12-Dec	13-Dec
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LCT MIP: MON 0900 HRS / SH: TUE 1700 HRS

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XINQUNDAO	2132S	2-Dec	3-Dec	4-Dec	5-Dec
XINQUNDAO	2133S	7-Dec	8-Dec	9-Dec	10-Dec
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HANSA FRESENBURG	01V7AN1NC	12-Dec	16-Dec
GREEN POLE	01V71N1NC	21-Dec	29-Dec

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WAN HAI 225	388N	3-Dec	5-Dec	7-Dec	YMINAUGURATION	260S	2-Dec	4-Dec
WAN HAI 225	389N	10-Dec	12-Dec	14-Dec	YMIMPROVEMENT	209S	9-Dec	11-Dec
WAN HAI 225	390N	17-Dec	19-Dec	21-Dec	YM INCEPTION	187S	16-Dec	18-Dec

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SPIL NIRMALA	015N	2-Dec	5-Dec	7-Dec
SPIL NIRMALA	016N	9-Dec	12-Dec	14-Dec
SPIL NIRMALA	017N	16-Dec	19-Dec	21-Dec

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ALLHC has principal business interests in holding companies, commercial leasing, industrial lot sales and development, and retail electricity supply. Its subsidiaries include Laguna Technopark, Inc.; Unity Realty Development Corp.; Orion Land, Inc.; Tutuban Properties, Inc.; LCI Commercial Ventures, Inc.; and FLT Prime Insurance Corp.

ALLHC's warehouses or ready-built facilities for lease at Alogis have spaces ranging from 500sqm to 1,500 sqm.

Alogis's portfolio currently has eight properties in five key locations in Luzon.

ALLHC earlier said it is set on building its national footprint by growing its warehouse GLA to 500,000 sqm, establishing a presence in 10 key locations across the country and creating new business platforms by the year 2025.

It envisions becoming the leading real estate logistics and industrial estate developer in the Philippines through its expansion efforts.

## Megawide to abide by PH laws after issuance of arrest warrants for directors

- Megawide Construction said it will abide by the judicial process as warrants of arrest were issued against directors of its airport subsidiary, GMR Megawide Cebu Airport Corp

as warrants of arrest were issued against the directors of its airport subsidiary, GMR Megawide Cebu Airport Corp. (GMCAC), for alleged violation of the Anti-Dummy Law.

- The directors are accused of alleged violation of the Anti-Dummy Law
- GMCAC won the contract to expand and operate Mactan-Cebu International Airport in 2014

MEGAWIDE Construction Corp. said it will abide by the judicial process but reiterated it maintains adherence to Philippine laws

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WAN HAI 163	N379	9-Dec	11-Dec	BF PERCH	008N	7-Dec	9-Dec
WAN HAI 163	N380	16-Dec	18-Dec	BF PERCH	009N	14-Dec	16-Dec
WAN HAI 163	N381	23-Dec	25-Dec	BF PERCH	010N	21-Dec	23-Dec

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PHUC THAI	2127N	16-Dec	19-Dec

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# DOTr launches anti-corruption unit

- The Department of Transportation, in partnership with the Presidential Anti-Corruption Commission, officially launched the DOTr Anti-Corruption Committee on November 25
- DOTr-ACC is directed to formulate policies to foster the department's fight against corruption
- It is tasked to monitor and validate corruption-related cases, as well as implement and promote anti-corruption programs in the agency

THE Department of Transportation, in partnership with the Presidential Anti-Corruption Commission (PACC), officially launched the DOTr Anti-Corruption Committee (DOTr-ACC) on November 25 to manifest its commitment to get rid of corruption.

The creation of DOTr-ACC is pursuant to the transport department's memorandum of agreement with PACC to create the National Anti-Corruption Coordinating Council under Project Kasangga, DOTr Undersecretary for Legal Affairs Reinier Paul Yebra said in a statement.

Project Kasangga is a PACC-led call to arms against corruption that engages all agencies in the executive department to join the fight against corruption by "self-cleansing or policing their own ranks, starting from critical high-risk or corruption exposed agencies."

DOTr-ACC, created on August 3, 2021 through Special Order 2021-112, is directed to formulate policies to foster the department's fight against corruption.

DOTr-ACC will monitor and validate corruption-related cases, as well as implement and promote anti-corruption programs in the agency.

Aside from creating DOTr-ACC, Yebra said the agency has been enforcing anti-corruption measures, such as a "one-strike" policy against corruption, the livestreaming of bidding and procurement processes, a "no noon-break" policy, no "kamag-anak" system, no gift policy, and the digitization or shifting to online processing of applications for licenses, franchises, and other related services.

Simultaneous with the launching of the DOTr-ACC is the signing of the Manifesto and Declaration of Oath of Honesty by officials and employees of DOTr and its 18 attached agencies.

More than 1,000 personnel of DOTr and its four sectors—aviation, railways, road transport, and maritime—participated in the nationwide signing and oath-taking before PACC Commissioner Atty. Yvette Contacto.

To recall, a similar ceremony was spearheaded by the PACC on April 28, 2021 to launch Project Kasangga, while DOTr personnel first signed the pledge of commitment and took their oaths to uphold ethical practice and good governance on December 14, 2016.

# SBMA oks P16.2B new investments in Q3

- Subic Bay Metropolitan Authority approved new investment proposals totaling P16.2 billion in the third quarter of 2021
- The commitments were made by 40 companies that registered as Subic locators from July to September and three existing locators
- The new investments consist of 15 projects in the leisure industry, 13 in general business, 11 in logistics and one in information and communications technology, while expansions were all in the manufacturing sector
- Subic Supreme Industries recorded the biggest investment proposal of P15.5 billion for a leisure project

SUBIC Bay Metropolitan Authority (SBMA) approved new investment proposals, including in logistics, worth a total of P16.2 billion in the third quarter of 2021.



The new investment commitments were made by 40 companies that registered as Subic Bay Freeport business locators from July to September, as well as by three existing locators that pledged additional investments for expansion projects totaling P49.44 million, SBMA chairman and administrator Wilma Eisma

said in a statement. The new investments consisted of 15 projects in the leisure industry, 13 in general business, 11 in logistics and one in information and communications technology, while the expansions were all under the manufacturing sector.

The new investments will bring in a total of 71,522 new jobs, while the expansion projects will generate additional employment of 1,200 in the freeport zone, SBMA said.

According to the SBMA Business and Investment Group (SBMA-BIG), the new projects approved in the third quarter of this year represented a 233% increase over the 12 new proposals in the same period last year, while new jobs showed thousands-fold increase over the 163 posted in 2020. SBMA senior deputy administrator for business Renato Lee III said Subic Supreme Industries, Inc., made the biggest investment proposal of P15.5 billion for a leisure project. It was followed by Empress Maritime Subic, Inc. with P201.2-million for another leisure project; Bicol Oil (International) & Shipping Corporation with P179.3 million in logistics; SBGP Food Services, Inc. with P74.62 million in leisure; and Da Fu Yuan Corp. with P57.28 million in general business.

Subic Supreme also topped the employment department with 71,250 projected jobs.

Meanwhile, Philippine Easepal Technology Ltd. Corp. had the biggest commitment for expansion with P37.45 million. Philippine Easepal, which manufactures sports and leisure articles and apparel, also committed to hire 810 more workers for its expansion.

Lee said in SBMA-BIG's third quarter report that at least 18 new projects, including co-location agreements with the country's three leading telecommunications players, are being considered by the Subic agency.

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TR Aramis	01ZA3N	12/23	12/23	12/31	12/31	12/31	12/31	12/31	12/31	01/03	01/04
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## California ports delay fines for idling cargo as supply chain improves

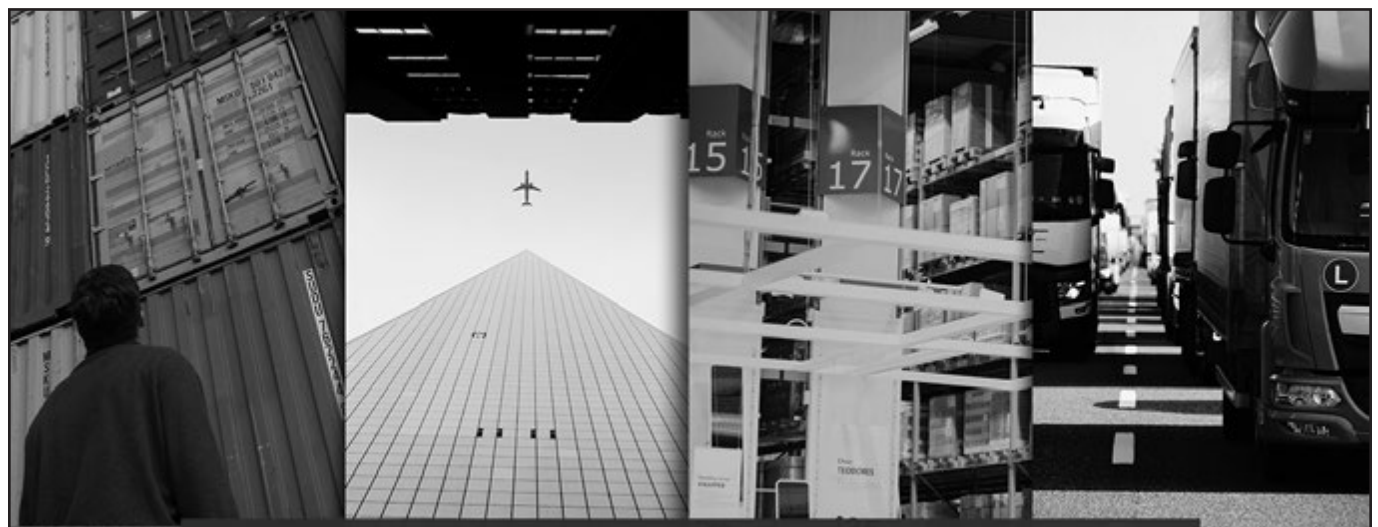
- The Port of Long Beach and the Port of Los Angeles have further postponed the container dwell fee until November 29
- Since the fee was announced on October 25, the two ports have seen a decline of 33% combined in aging cargo on the docks

THE Port of Long Beach and the Port of Los Angeles have further postponed the container dwell fee until November 29, citing significant improvements in the supply chain.

“With continued progress moving containers off marine terminals, the fee will not be considered before Nov. 29,” the California sister ports, the two busiest container ports in the US, said in a November 22 joint release.

“Since the fee was announced on Oct. 25, the two ports have seen a decline of 33% combined in aging cargo on the docks. The executive directors of both ports are satisfied with the progress thus far and will reassess fee implementation after another week of monitoring data.”

“The terminals are running out of space, and this will make room for the containers sitting on those ships at anchor,” explained Port of Long Beach executive



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director Mario Cordero in a statement announcing the measure at the time.

The fees have been delayed several times since it was announced in October as ports have reported progress on clearing out containers.

Under the temporary policy approved October 29 by the Harbor Commissions of both ports, ocean carriers can be charged for each import container that falls into one of two categories: In the case of containers scheduled to move by truck,

ocean carriers could be charged for every container dwelling nine days or more. For containers moving by rail, ocean carriers could be charged if a container has dwelled for six days or more.

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## Megawide to abide by PH laws after issuance of arrest...

In a statement on November 26, Megawide said it received information that warrants of arrest have been issued by the Lapu-Lapu City Regional Trial Court (RTC) against the directors of GMCAC.

Megawide said “this is a procedural step to acquire jurisdiction over the persons of the said directors, and is being addressed with the posting of bail.”

In a regulatory disclosure on the same date, Megawide said the RTC proceeded with issuing warrants of arrest despite the respondents’ timely filing of an omnibus motion with the RTC seeking judicial determination of probable cause; quashal of the warrant of arrest if issued, or if unissued, defer issuance; and dismissal of the case for lack of probable cause and due process.

GMCAC is a joint venture formed between Megawide and India’s GMR

Infrastructure after it won the public-private partnership contract to expand and operate Mactan-Cebu International Airport in 2014.

“Megawide and GMR, through GMCAC, transformed the Mactan-Cebu International Airport into the Philippines’ only internationally-acclaimed and award-winning airport, and have done so through a firm adherence with all applicable laws, rules, and regulations, particularly as both are widely-held publicly-listed companies,” Megawide said.

“Megawide and GMR honor the trust of the Filipino public and have always done so in all its projects. We will diligently respond to this case in the proper fora and abide by the judicial process,” the company added.

Megawide earlier disclosed that GMCAC directors last November 5 received

a Joint Resolution from the Office of the Ombudsman issued on July 20, 2021 finding probable cause against former MCIA general manager Steve Dicedican and GMCAC directors Manuel Louie Ferrer, Edgar Saavedra, Oliver Tan, Jez Dela Cruz, Srinivas Bommidala, P. Sripathy, Vivek Singhai, Andrew Acquaaah-Harrison, Ravi Bhatnagar, Ravishankar Saravu, Michael Lenane, Sudarshan MD, Kumar Gaurav, Magesh Nambiar, and Rajesh Mandan, who allegedly conspired with one another in violation of Section 3(e) of Republic Act No. 3019 or the Anti-Graft and Corrupt Practices Act.

The respondents allegedly acted with a common purpose and intention to allow

foreign nationals to perform executive functions, particularly to manage and operate MCIA in violation of the Anti-Dummy Law.

Prior to receiving the resolution, Megawide said none of the GMCAC officials obtained or received any subpoena or order from the Office of the Ombudsman directing them to submit their respective counter-affidavits. As a result, the respondents did not have the opportunity to present their defenses and participate in the preliminary investigation.

Subsequently, the respondents filed a Petition for Review with the Department of Justice assailing the finding of probable cause.

Continued from page 2

## SBMA oks P16.2B new investments...

Continued from previous page


He said SBMA is also reviewing and amending business processes, including the omnibus policy on the imposition of performance bond, to further reduce the period for processing and issuance of business permits and ensure efficient monitoring of development commitments by business locators here.

Eisma said the continuing health crisis may have initially shuttered some companies in Subic, “but we’re definitely making a comeback as a preferred invest-





ment destination.”

She added sound economic policies that gave investors support during the pandemic and Subic’s safety record in observing health measures helped gain the trust of new investors.

Eisma pointed out the SBMA has been a favored destination for “bubble events” like business conferences, sports tournaments, and staycations at the height of the COVID-19 pandemic, as well as a hub for international crew change and the repatriation of overseas Filipino workers.



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NORDOCELOT	OCP3WN1NC	14-Dec	17-Dec	20-Dec	24-Dec	25-Dec
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GREEN POLE	0JV74E1NC	6-Dec	7-Dec	12-Dec	14-Dec
San Giorgio	0JV78E1NC	13-Dec	14-Dec	19-Dec	21-Dec

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HYUNDAI GRACE	0CB64N1NC	28-Nov	30-Nov	4-Dec	5-Dec	8-Dec	8-Dec	11-Dec
MTT SAMALAJU	0CB66N1NC	5-Dec	7-Dec	11-Dec	12-Dec	15-Dec	15-Dec	18-Dec
HYUNDAI FORWARD	0CB68N1NC	12-Dec	14-Dec	25-Dec	26-Dec	29-Dec	29-Dec	2-Jan

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CNC MARS	OXSEUN1NC	2-Dec	4-Dec	6-Dec
GUANGZHOU TRADER	OXSEWN1NC	9-Dec	11-Dec	13-Dec
NORDLEOPARD	OXSEYN1NC	16-Dec	18-Dec	20-Dec

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GH TRAMONTANE	0IZ9ZN1NC	6-Dec	7-Dec	14-Dec	14-Dec	16-Dec	17-Dec
SPIIL NIKEN	0IZA1N1NC	13-Dec	14-Dec	21-Dec	21-Dec	23-Dec	24-Dec

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ALS FAUNA	0RM7US1MA	10-Dec	12-Dec	21-Dec

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CMA CGM CAIMEP	OKRM2N1NC	18-Nov	20-Nov	6-Dec	8-Dec	12-Dec
QINGDAO TOWER	OKRM6N1NC	2-Dec	4-Dec	9-Dec	11-Dec	15-Dec
SEATTLE C	OKRMAN1NC			BLANK SAILING		

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HENG HUI 5	0QAA8N1NC	27-Nov	30-Nov	16-Dec	17-Dec	19-Dec	20-Dec
SPIIL CITRA	0QAAAN1NC	4-Dec	7-Dec	14-Dec	20-Dec	22-Dec	23-Dec
BOMAR RENAISSANCE	0QAAAC1NC	11-Dec	14-Dec	24-Dec	25-Dec	27-Dec	28-Dec

**(SPX) DIRECT SERVICE TO CHINA**

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL(SH) ETD	XIAMEN ETD	HONGKONG ETA	SHEKOU ETA
SAN GIORGIO	0JV76N1NC	30-Nov	1-Dec	5-Dec	8-Dec	9-Dec
HANSA FRESENBURG	0JV7AN1NC	7-Dec	8-Dec	12-Dec	15-Dec	16-Dec
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# Hike in PAL Holdings capital to P30B approved

- Shareholders of PAL Holdings, the parent firm of Philippine Airlines, approved the increase in PHI's authorized capital to P30 billion
- This is part of the flag carrier's reorganization program
- Shareholders also green lit the issuance of 10.2 billion shares by private placement to BuonaSorte Holdings
- BuonaSorte Holdings will infuse US\$505 million as working capital into PAL

THE shareholders of PAL Holdings, Inc. (PHI), the parent firm of Philippine Airlines (PAL), approved the increase in PHI's authorized capital to P30 billion to accommodate fresh capital infusion as part of the flag carrier's reorganization program.

In a regulatory disclosure, PHI said its shareholders approved the amendment of the company's seventh article of incorporation to increase authorized capital stock from P13.5 billion to P30 billion during the virtual annual stockholders' meeting on November 25.

Also approved was the issuance of

10.2 billion shares by private placement to BuonaSorte Holdings, Inc. (BSHI).

The increase in authorized capital is meant to accommodate the fresh capital infusion into the company by BSHI, an affiliate company of the Lucio Tan Group of Companies.

The new capital will in turn be invested in PAL, pursuant to the court-supervised reorganization of the flag carrier.

Earlier, PHI said BSHI will infuse US\$505 million as working capital into PAL to support its reorganization plan.

Of the total, \$255 million (P12.750

billion) will be paid to PHI, which will downstream the money to the flag carrier, while the \$250 million will be loaned by BSHI to PAL.

PHI said the P12.750 billion will be the full and final payment for BSHI's subscription to 10.200 billion common shares to be issued in support of PHI's application for increase in capital.

Upon issuance of the new shares, BSHI is expected to own 46.77% of the resulting outstanding capital stock of PHI. Post-capital hike, BSHI, together with Cosmic Holdings Corp. and Trustmark Holdings Corp., which collectively comprise the Lucio Tan Group, will own 89.45% of PHI.

The capital infusion is subject to the approval of the Securities and Exchange Commission.

PHI said it expects to receive the P12.75 billion in cash from BSHI before the end of 2021.

In addition, BSHI will extend a five-year term loan of \$250 million to PAL, thereby completing the \$505-million working capital requirement of the airline for its reorganization.

PAL on September 3 filed for bankruptcy with the US Bankruptcy Court in New York to implement a restructuring plan that will help it navigate and survive the COVID-19 crisis.

## California ports delay fines...

Continued from previous page

The ports plan to charge ocean carriers in these two categories US\$100 per container, increasing in \$100 increments per container per day until the container leaves the terminal.

Before the pandemic-induced import surge began in mid-2020, on average, containers for local delivery remained on container terminals under four days, while containers destined for trains dwelled less than two days.

Any fees collected from dwelling cargo will be reinvested for programs designed to enhance efficiency, accelerate cargo velocity and address congestion impacts, the ports said.

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TS Haiphong	21014N		3-Dec	OMIT	OMIT	OMIT	OMIT
Captaine Dampier	21001N		8-Dec	9-Dec	14-Dec	15-Dec	16-Dec
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Asiatic Sun	21003N		4-Dec	6-Dec	10-Dec	11-Dec	OMIT
TS Dalian	21001N		9-Dec	10-Dec	12-Dec	13-Dec	14-Dec
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CMA CGM Caimep	OKRM2N		1-Dec		3-Dec		OMIT
CMA CGM Savannah	OKRM6N		11-Dec		13-Dec		OMIT
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Hansa Fresenburg	21014N		7-Dec	7-Dec	12-Dec	15-Dec	16-Dec
Olympia	0JV7EN		14-Dec	14-Dec	19-Dec	22-Dec	23-Dec
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FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA SHA	ETA NBO
Hansa Fresenburg	21013E		4-Dec	OMIT	NBO / 8-Dec	SHA / 10-Dec	12-Dec
Olympia	0JV70E		1-Dec	3-Dec	7-Dec	9-Dec	12-Dec
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FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETA TAICHUNG	ETA XIAMEN	ETA NANSHA	
Seaspan Lumaco	143N		16-Nov	20-Nov	OMIT	OMIT	

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WISDOM GRACE	2136S	4-Dec	6-Dec	8-Dec	10-Dec	13-Dec	16-Dec	17-Dec	19-Dec	SITC GENSAN	2123N	3-Dec	4-Dec	8-Dec	11-Dec						
SITC RIZHAO	2136S	11-Dec	13-Dec	15-Dec	17-Dec	20-Dec	23-Dec	24-Dec	26-Dec	ZHONG WAI YUN XIN GANG	2122N	10-Dec	11-Dec	15-Dec	18-Dec						
(CARGO): BATANGAS: THU 2359H   DOCS: THU 1700H SAT SAILING   (CARGO): MNL: FRI 1700H MON SAILING												LCT (CARGO): MNL NH/ THU 1200H (FRI SAILING)* MNL SH/ FRI 1200H (SAT SAILING)									
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SITC ULSAN	2125N	4-Dec	8-Dec	10-Dec	12-Dec	SKIP	18-Dec	21-Dec	23-Dec	25-Dec	27-Dec	SITC TOKYO	2161N	1-Dec	-	-	-	SKIP	3-Dec	4-Dec	5-Dec
SITC SHEKOU	2125N	11-Dec	15-Dec	17-Dec	19-Dec	20-Dec	25-Dec	28-Dec	30-Dec	1-Jan	3-Jan	PHUC KHANH	2110N	-	3-Dec	1-Dec	-	6-Dec	SKIP	SKIP	SKIP
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SITC CEBU	2125N	SKIP	6-Dec	7-Dec	9-Dec	13-Dec	15-Dec	18-Dec	20-Dec	22-Dec	24-Dec	26-Dec	PHUC THAI	2121N	25-Nov	-	27-Nov	29-Nov			
SITC BATANGAS	2125N	SKIP	13-Dec	14-Dec	SKIP	SKIP	SKIP	27-Dec	29-Dec	31-Dec	2-Jan	2-Jan	PHUC THAI	2123N	2-Dec	-	4-Dec	6-Dec			
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SITC PORT KLANG	2133N	SKIP	8-Dec	SKIP	-	11-Dec	13-Dec	18-Dec	20-Dec	23-Dec	24-Dec	WAN HAI 163	N377	25-Nov	27-Nov	28-Nov					
SITC SINGAPORE	2133N	SKIP	15-Dec	SKIP	18-Dec	SKIP	SKIP	25-Dec	27-Dec	30-Dec	31-Dec	WAN HAI 163	N378	2-Dec	4-Dec	5-Dec					
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## Maritime trade survives COVID-19 but faces its lasting impact

- Maritime trade contracted by 3.8% in 2020, reflecting an initial shock, but it rebounded later in the year and is projected to increase by 4.3% in 2021
- Annual growth in maritime trade will slow to 2.4% between 2022 and 2026 compared to 2.9% over the past two decades
- Supply chain bottlenecks have hindered economic recovery, as the rebound in trade has run into pandemic-induced logistical challenges

THE report predicts a blend of reshoring, diversification, replication and regionalization, with China still likely to remain a leading manufacturing site.

The COVID-19 pandemic did not hurt maritime trade volumes as badly as expected, but it vividly exposed the glaring vulnerabilities already existing in the industry, according to a new United Nations (UN) report.

Maritime trade contracted by 3.8% in 2020, reflecting an initial shock, but it rebounded later in the year and is projected to increase by 4.3% in 2021, according to the UN Conference on Trade and Development's (UNCTAD's) Review of Maritime Transport 2021.

The report predicts that annual growth in maritime trade will slow to 2.4% between 2022 and 2026 compared to 2.9% over the past two decades.

The medium-term outlook for maritime trade remains positive but subject to

“mounting risks and uncertainties,” it said.

Even as the industry slowly recovers, the report noted unprecedented pressures in global supply chains, dramatic spikes in freight rates, looming significant price rises for consumers and importers, and potential shifts in trade patterns due to trade tensions and the quest for more resilience.

It raised concern over the continuing pandemic-induced crisis around crew changes, with lockdowns, border closures and lack of international flights leaving hundreds of thousands of seafarers stranded at sea, unable to be replaced or repatriated.

The report said supply chain bottlenecks have hindered economic recovery, as the rebound in trade has run into pandemic-induced logistical challenges, including shortages of equipment and containers, less reliable services, congested ports and longer delays and dwell times.

Supply-side constraints in container shipping are also rocking maritime transport and trade. While orders for new ships declined by 16% in 2020, continuing a downward trend of previous years, in 2021 shipping companies responded to the capacity limitations with a surge of new orders.

Shipping lines have benefitted from soaring freight rates, the report noted, as surcharges, fees and rates temporarily hiked even further after the container ship Ever Given blocked the Suez Canal in March 2021.

Moreover, the pandemic has acceler-

ated megatrends that could transform maritime transport in the longer term, the report stated.

It has catalyzed digitalization and automation, which should deliver efficiency and cost savings. However, the shipping industry is also coming to grips with climate adaptation and resilience, and the urgent need to decarbonize and find alternative fuels to reduce emissions, which will inevitably come at a cost, said UNCTAD.

UNCTAD said the pandemic exposed and magnified challenges that already existed in the maritime transport industry, notably labor shortages and infrastructure needs.

“By exposing the vulnerabilities of existing supply chains, the COVID-19 disruption has sharpened the need to build resilience and revived the debate over globalization and the supply chains of the future,” said Shamika N. Sirimanne, UNCTAD's director of technology and logistics.

On concerns over increased reshoring and nearshoring, the report pointed out that it may be practical to reshore labor-intensive and low-value production, but it's more complex to move production and switch suppliers for mid- and high-value-added manufacturing.

The report predicts a blend of reshoring, diversification, replication and regionalization, with China still likely to remain a leading manufac-

turing site. “Hybrid” operating models involving just-in-time and just-in-case supply chain models are likely to emerge. These adjustments could lead to a demand for more flexible shipping services, with implications for vessel types and sizes, ports of call and distances travelled.

Meanwhile e-commerce, accelerated by the pandemic, has transformed consumer shopping habits and spending patterns and driven the demand for distribution facilities and warehousing that are digitally enabled and offer value-added services. This could generate new business opportunities for shipping and ports.

Looking ahead, UNCTAD said global socioeconomic recovery will depend on smart, resilient and sustainable maritime transport and a broad-based worldwide vaccination effort, with developing countries having fairer access to vaccines.

“A lasting recovery will depend on the path of the pandemic and largely hinges on being able to mitigate the headwinds and on a worldwide vaccine roll-out,” said UNCTAD secretary-general Rebeca Grynspan.



## PH domestic carriers handle 9.8% more cargo...

last year, airlines began suspending their domestic and international flights as travel restrictions were imposed locally and internationally to prevent the spread of COVID-19. Since June 2020, domestic airlines gradually increased flights, although schedules depended on the changing quarantine restrictions and protocols imposed by the national and local government units.

Cebu Pacific continued to carry the biggest chunk of the total volume, handling 37.9% or 45.303 million kg. The latest figure is, however, 12.6% lower than the 51.851 million kg the low-cost carrier

transported in the same period last year.

Philippine Airlines (PAL) came in second with 23.9% or 28.614 million kg of the total, a 51% jump from 18.94 million kg in the first nine months of last year.

PAL Express, PAL's low-cost airline, ranked third with 20.7% or 24.703 million kg, up 19.3% from 20.693 million kg last year.

Cebgo placed fourth with 6.8% or 8.134 million kg, a whopping 106% increase from the 8.134 million kg it carried last year. Cebgo operates its sister airline Cebu Pacific's dedicated freighter service, which was launched in the second half of 2020.

Ranking fifth was low-cost carrier AirAsia Philippines with 5.7% or 6.79 million kg, which was 28.8% down from 9.537 million kg last year.

Astro Air International Inc., which does business as Pan Pacific Airlines and started handling cargoes in the second quarter of 2020, was in sixth place, accounting for 2.8% or 3.362 million kg in the first nine months of 2021.

Leisure airline Seair International ranked seventh with 1.8% or 2.121 million kg, a 12.8% decline from the 2.432 million kg recorded in the first nine months of 2020.

Charter airline Island Aviation Corp.

had a 0.23% share or 276,575 kg to place eighth. The volume in the first nine months of 2021 was 14.9% lower than the 325,058 kg Island Aviation handled in the same period last year.

Budget airline Royal Air Charter Service, Inc., which operates as Royal Air Airlines, ranked ninth with 114,869 kg, which were handled in the first and third quarters of 2021.

Boutique airline AirSwift Transport, Inc. handled 69,343 kg in the first half of 2021, 35.4% lower than the 107,421 kg it carried in the first quarter of 2020.

- Roumina Pablo

Continued from page 1



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CPF SERVICE DIRECT MANILA SH - MANILA NH - SUBIC - SHANGHAI(5) - NINGBO(7)							
VESSEL	VOY	MNS ETD/TUE/WED	MNN ETD/WED/THU	SUBIC ETD/THU/FRI	SHA ETA/TUE	NBO ETA/THU	JGY ETA/SAT
EASLINE QINGDAO N023		SKIP	Dec 1	Dec 2	Dec 7	Dec 8	Dec 10
SINOTRANS KAOHSIUNG 2126N		Dec 8	SKIP	Dec 10	Dec 15	Dec 16	Dec 18
EASLINE QINGDAO N024		Dec 15	Dec 16	Dec 17	Dec 22	Dec 23	Dec 25
SINOTRANS KAOHSIUNG 2127N		Dec 22	Dec 23	Dec 24	Dec 29	Dec 30	Jan 1

LCT: (SOUTH) MON/1200H: (MIP) TUE/1200H: (SUBIC) THU/1200H • FRI SAILING  
FOR PERISHABLE GOODS: (SOUTH) TUE/1200H: (MIP) WED/1200H: (SUBIC) FRI/1200H

WM1 SERVICE DIRECT MANILA - SHANTOU(2) - QUANZHOU(2-3) - XIAMEN(3-4)						
VESSEL	VOY	MIP ETD/MON	MNS ETD/TUE	SWA ETA/THU	QUA ETA/FRI	XMN ETA/SAT
SINOTRANS TIANJIN	2143N	Dec 6	SKIP	Dec 9	Dec 10	Dec 11
SINOTRANS TIANJIN	2144N	Dec 13	SKIP	Dec 16	Dec 17	Dec 18
SINOTRANS TIANJIN	2145N	Dec 20	SKIP	Dec 23	Dec 24	Dec 25
SINOTRANS TIANJIN	2146N	Dec 27	SKIP	Dec 30	Dec 24	Jan 1

LCT: (NORTH) MON 0600H & (SOUTH) TUE 0100H • TUE SAILING

CPS SERVICE DIRECT MANILA - SHANGHAI(4) - NINGBO(5)						
VESSEL	VOY	MNN ETD/THU	MNS ETD/FRI	SFS	SHA ETA/SAT	NBO ETA/SUN
SITC GENSAN	2123N	Dec 2	Dec 3	-	Dec 10	Dec 11
ZHONGWAI YUNXINGANG 2122N		Dec 9	Dec 10	-	Dec 17	Dec 18
SITC GENSAN	2124N	Dec 16	Dec 17	-	Dec 24	Dec 25
ZHONGWAI YUNXINGANG 2123N		Dec 23	Dec 24	-	Dec 31	Jan 1

LCT: (MIP) TUE/1800H: (SOUTH) WED/1800H • FRI SAILING  
FOR PERISHABLE GOODS: (MIP) WED/1800H: (SOUTH) THU/1800H

CNP2 SERVICE DIRECT MANILA NH - MANILA SH - SUBIC - QINGDAO - NINGBO - QUANZHOU							
VESSEL	VOY	MNN ETD/WED	MNS ETD/THU	SUBIC ETD/FRI	TAO ETA/WED	NBO ETA/THU	QZJ ETA/SAT
AS FENJA	023N	Dec 1	Dec 2	Dec 3	Dec 15	Dec 17	Dec 19
ISEACO FORTUNE	049N	Dec 8	Dec 9	Dec 10	Dec 22	Dec 24	Dec 26
IBN ALABBAR	224N	Dec 15	Dec 16	Dec 17	Dec 29	Dec 31	Jan 2
AS FENJA	024N	Dec 22	Dec 23	Dec 24	Jan 5	Jan 7	Jan 9

LCT: (NORTH) MON/1200H: (SOUTH) TUE/1200H: (SUBIC) THU/1200H • FRI SAILING  
FOR PERISHABLE GOODS: (NORTH) TUE/1200H: (SOUTH) WED/1200H: (SUBIC) FRI/1200H

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**VIA SHANGHAI:** HAIPHONG • KUN SHAN • TAI CANG • WUJIANG • SU ZHOU • HANG ZHOU • WU XI • BENG BU • ZHENG ZHOU • CHENG DU • MIAN YANG • AN JI • JIAXING • DE QING • CHANG SHU • JIANGYIN • CHANG ZHOU • ZHEN JIANG • YANG ZHOU • TAI ZHOU • NAN JING • NAN TONG • ZHANG JIA GANG • WU HU • HE FEI • MA AN SHAN • AN QING • CHI ZHOU • TONG LING • JIU JIANG • NAN CHANG • WU HAN • HUANG SHI • JING ZHOU • YI CHANG • CHONG QING • YUE YANG • CHANG SHA • LU ZHOU • YI BIN; **VIA XIAMEN:** FUZHOU • JIANGYIN; **VIA NINGBO:** WEN ZHOU • ZHA PU

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## Trans-Pacific freight rates seen to rebound ahead of Lunar New Year

- A renewed flurry of booking activity is likely beginning in late November and through December as US importers aim to beat the Lunar New Year production and export slowdown in China
- "We're seeing quite some demand, particularly from big box retailers, who need to move cargos out before January"
- Premium rates on the Southeast Asia-North America route have been largely within range as lower factory production in China has eased up the supply pressure

ALL-INCLUSIVE container rates on the trans-Pacific route are expected to jump again ahead of the Lunar New Year holiday in February 2022 as US retailers renew replenishment of their inventory, according to S&P Global Platts.

Platts said a renewed flurry of booking activity is likely beginning in late November and through December as US importers aim to beat the Lunar New Year production and export slowdown in China.

This is likely to lend further support to

freight rates, which could result in a return of escalated premium levels seen during the August and September peak period, according to the commodities market price information and analytics provider.

One carrier source told Platts that its volume expectations had increased for the November-January period and it expects significant space premiums to begin during the week of December 6.

"We're seeing quite some demand, particularly from big box retailers, who need to move cargos out before January," the source said. "They have asked us for large premium services which is putting pressure on space available."

"From here through Lunar New Year, space is going to remain tight, and there's not really going to be an opportunity for shippers to get lower rates, and [there will be] a resumption of more bookings under the premium classification," a US-based freight forwarder told Platts. Rates have already begun to inch up, the source added, as carriers have begun to allocate less space on freight all kinds and more on premium bases.

Meanwhile, the report said premium rates on the Southeast Asia-North

America route were largely within range during the week ended November 18 as lower factory production in China has eased up the supply pressure. However, persistent equipment shortage in Vietnam prevented a price fall.

The factory output in China has seen a decline due to electricity outages in the country as a measure to reduce power consumption. The power rationing is likely to

continue until early next year, said Platts.

Some exporters are also holding back their shipments to the West Coast because they are uncertain what new regulations the US administration may bring in, a freight-forwarder based in China said.

The slowdown in export volumes has also given a breather to the Chinese ports, and the congestion issues are now receding, Platts said.



## PPA: No extension on moratorium for trucks' permit...

Continued from page 1

PPA to extend the moratorium on the implementation of PPA Memorandum Circular (MC) No. 19-2021 to give truckers more time to secure a PTO and iron out other issues such as the duplicity of the requirement for a Certificate of Accreditation (CA) on top of the PTO, and the online registration for the Manila International Container Terminal Pass.

Dated October 13, MC 19-2021 provided a moratorium until October 31, 2021 for trucking companies to secure a PTO as required under PPA Administrative Order (AO) No. 09-2020. The AO provides revised guidelines on the issuance of PTO for the provision of ancillary services in PPA ports.

Providers of ancillary services, such as, among others, trucking, freight forwarding, shipping agent, bunkering, laundering, and lighterage/barging, must secure a CA and a PTO from PPA to be able to render services at the ports.

AO09-2020 was, however, not implemented among truckers when it took effect, prompting PPA to impose a deadline of October 15 for them to comply, and to later extend the deadline to October 31 through MC 19-2021.

When the moratorium ended on October 31, truckers that had no PTO or had not applied and paid for one were barred from entering Manila port terminals starting November 1.

The Alliance of Concerned Truck Owners and Organizations (ACTOO), Confederation of Truckers Association of the Philippines (CTAP), and Inland Haulers and Truckers Association (INHTA) requested for a moratorium, saying majority of their members still did not have a PTO.

ARTA on November 11 also wrote to PPA general manager Jay Daniel Santiago to "strongly recommend" a moratorium pending the policy's review and evaluation.

To highlight the truckers' plea,

ACTOO last November 18 and 19 held protest actions but suspended them on November 20 after PPA stated during a November 19 meeting with ARTA and several stakeholders that it would finally issue a response to ARTA's November 11 letter to Santiago.

CTAP and INHTA from November 22 to 25 also held a trucking "rest day" and encouraged members not to transact with Manila ports. Caravans were also held on November 23 and 25.

Late in the afternoon of November 25, CTAP announced the trucking rest day was "officially lifted" effective immediately.

PortCalls has asked the trucking groups for comments on PPA's decision and is awaiting response as of press time.

ACTOO earlier refuted a PPA statement claiming that some truckers refused to comply with the requirement to secure permits, saying they had committed dur-

ing a virtual meeting with Santiago to facilitate the roll-out of the policy "as soon as loose ends are tied and all details are ironed out."

The group also clarified that truckers were not against registration per se since they have long been securing PTO, but were questioning the duplicity of the requirement for a CA on top of the PTO.

PPA AO 06-2019, issued in 2019, requires all port service providers to secure a CA from PPA before the award of port services contract or PTO is issued. A PTO, meanwhile, is required on a per port basis.

Truckers have since been asking PPA to exempt them from needing accreditation, saying the requirement is redundant and burdensome as they are required to secure a PTO and comply with the accreditation rules of other government agencies such as the Land Transportation Franchising and Regulatory Board and the Land Transportation Office. — **Roumina Pablo**





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APEX Direct Consolidation to KEELUNG

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## Asia expands its maritime trade lead in 2020

- Asia dominated global maritime trade in 2020, as it maintained a 41% share of total goods loaded and increased its volume of goods discharged to about 66%
- Trans-Pacific container volumes rose 2.8% last year, driven largely by US demand, while maritime trade on the Asia-Europe route declined by 2.6%
- Reflecting Asia's maritime trade resilience, the region's container port throughput declined by just 0.4% in 2020, as nearly two-thirds of global container traffic were handled at Asian container ports
- The liner shipping connectivity of the continent also outperformed other regions, with the top five most-connected economies in the second quarter of 2021 being in Asia

ASIA'S predominance in global maritime trade strengthened in 2020, as it maintained a 41% share of total goods loaded and increased its volume of goods discharged to about 66%, according to a new United Nations report.

The UN Conference on Trade and Development's (UNCTAD) Review of Maritime Transport 2021 said that while the COVID-19 pandemic has prompted discussions about reducing reliance on distant manufacturing, especially in Asia, an outright end to globalization per se is unlikely. China is expected to remain a leading manufacturing site in the near future.

The pandemic drove dramatic variations in Asian trade between 2019 and 2020, particularly on the trans-Pacific

route. Reflecting the initial shock caused by the pandemic, container volumes from Asia to North America dropped by 13% between the fourth quarter of 2019 and the first quarter of 2020 but jumped by 36% in the third quarter of 2020, reflecting a surge in cargo flows to meet consumer demand.

Reflecting these large swings in trade flows, 2020 saw an increase of 2.8% on the route, boosted by a surge in flows from East Asia to the United States. By comparison, trade on the Asia-Europe route declined by 2.6% in 2020.

Reflecting the resilience of the region's containerized trade and swift rebound in exports, Asia's container port throughput declined by a marginal 0.4% in 2020, according to the report. The region maintained its position as the global hub for container traffic, with nearly two-thirds being handled at Asian container ports.

The liner shipping connectivity of the continent also outperformed other regions, with the top five most-connected economies in the second quarter of 2021 being in Asia—China, Hong Kong, Malaysia, South Korea and Singapore.

Rail volumes between the Far East and Europe have increased, the report further observed. Shippers have been looking for supply chain alternatives and solutions because of port congestion and lack of vessel capacity. Some have resorted to air freight, despite the higher price. On the Far East-Europe route, rail transport has also attracted shippers.

The increase in tariffs imposed by the US on goods from China has led to some interesting shifts of manufacturing within Asia, UNCTAD said. In 2020, Cambodia took over a large share of China's market share in US Christmas lights imports.

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