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## PPA postpones talks on cargo-handling rate hike

- The Philippine Ports Authority deferred discussions on proposals to hike cargo-handling tariff at North Port in Manila North Harbor and Batangas Port pending further study
- Trade Secretary Ramon Lopez earlier requested Transportation Secretary Arthur Tugade to hold all port rate increases until 2022
- The postponement would allow struggling businesses to recover from pandemic losses
- The development was welcomed

by the Supply Chain Management Association of the Philippines and Philippine Exporters Confederation

THE Philippine Ports Authority (PPA) has deferred discussions on proposals for cargo-handling tariff increase at North Port in Manila North Harbor and Batangas Port pending further study, a development welcomed by industry associations.

In a letter dated October 22 addressed to Trade Secretary Ramon Lopez, PPA Turn to page 3

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## COMELEC inks P536M deal with F2 Logistics

- *The Commission on Elections formally awarded to F2 Logistics the P536-million contract for the delivery of 2022 elections paraphernalia nationwide*
- *The contract was signed on October 29*
- *F2 Logistics will deliver all election-related equipment, peripherals, forms and supplies for the roadshow, field tests, mock elections, training, final testing and sealing, and election day*

THE Commission on Elections (COMELEC) formally awarded to F2 Logistics Philippines, Inc. the P536-million contract for the delivery of 2022 national elections paraphernalia nationwide.

A copy of the contract uploaded on the COMELEC website on October 30 showed it was signed on October 29 by COMELEC chairman Sheriff Abas and F2 Logistics president Efen Uy.

The contract covers four lots or areas of coverage:

- Northern and Central Luzon, and Cordillera – P106 million
- Metro Manila and Southern Luzon – P123 million
- Visayas – P120.999 million
- Mindanao – P185.999 million

Last July 27, the COMELEC Special Bids and Awards Committee declared F2 Logistics as the bidder with the lowest calculated bid for the P1.61-billion project.

F2 Logistics' P535.99 million bid bested those of three other firms, namely, LBC Express, 2GO Express, and Airspeed International.

On August 25, the COMELEC en banc approved the notice of award, which was received on September 15 by F2 Logistics, which then posted the performance security on September 21.

The contract will take effect once F2 Logistics receives the Notice to Proceed. Performance of all obligations also starts from the effectivity of the contract.

According to the contract, F2 Logistics will be responsible for the delivery of all election-related equipment, peripherals,

forms and supplies for the roadshow, field tests, mock elections, training, final testing and sealing, and election day.

In particular, F2 Logistics will be responsible for the forward and reverse logistics of, among others, vote-counting machines (VCM) and peripherals, VCM external batteries and accessories, consolidation or canvassing system machines, and transmission equipment and devices.

It will also be responsible for the forward logistics of, among others, official ballots, ballot boxes, election day computerized voters' lists, and other computerized voters' list supplies.

Cargoes should be picked up from COMELEC warehouses while F2 Logistics should also provide provincial warehouses of local hubs for consolidation of all election equipment and peripherals "to ensure complete and timely distribution" to consignees or to where the cargoes are destined. The hubs will be supervised by COMELEC, and must be secured on a 24/7 basis by security personnel with support from the Philippine National Police/Armed Forces of the Philippines contingent.

Civic groups and poll watchdogs had earlier aired concern over a possible conflict of interest if F2 Logistics handled the project, particularly with the logistics service provider's connection to Dennis Uy, a known ally of President Rodrigo Duterte who helped finance his presidential campaign in 2016.

Senator Leila de Lima, a former election lawyer, also recently filed Senate Resolution No. 855 urging Congress to investigate the awarding of the logistics contract for the 2022 presidential elections to F2 Logistics. De Lima stressed the need to ensure that the election processes are free from even suspicions of cheating, manipulation, and irregularities by disqualifying suppliers with known links to identified political parties and possible candidates.

Abas earlier said, however, that being an election campaign funder does not automatically disqualify a bidder.

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## SBMA seeks airfreight, MRO business for Subic airport

- *Subic Bay Metropolitan Authority is looking to welcome airfreight as well as maintenance, repair and overhaul operations at Subic Bay International Airport*
- *SBMA is inviting airfreight logistics businesses*
- *to establish hubs at the Freeport*
- *SBMA sees the rise in demand for airfreight services with the growth of e-commerce*
- *The agency is also pushing for MRO operations and is implementing a Corporate Jet Maintenance Bubble*
- *SBMA has been rehabilitating SBIA for the past three years*
- *A P91.3-million package consisting of 12 projects is aimed at upgrading equipment and improving airport facilities*

SUBIC Bay Metropolitan Authority (SBMA) is looking to welcome airfreight as well as maintenance, repair and overhaul operations at Subic Bay International Airport.

SBMA senior deputy administrator for operations Ronnie Yambao, in a text message to PortCalls, said the agency has an ongoing initiative to invite airfreight logistics businesses to develop hubs in Subic Bay Freeport.

Yambao noted moving goods by air is "becoming the best option" due to high growth in e-commerce.

Moreover, SBIA is open to MRO operations and is currently implementing a Corporate Jet Maintenance Bubble (CJMB).

Launched in February, the CJMB is a business jet maintenance hub that enables business jets in Asia Pacific to come to Subic for maintenance works. The hub has less restrictions imposed amid the COVID-19 pandemic.

SBMA has been marketing SBIA as an MRO hub for business aviation since 2019 following the opening of an MRO

service facility at the airport. In the past three years it has been rehabilitating SBIA. This year it is implementing a P91.3-million package consisting of 12 projects to upgrade equipment and improve airport facilities.

Among the completed upgrades were a new Doppler very high frequency omnidirectional range distance measuring equipment, an automated weather observation system, an area navigation approach, and new air-ground communication system for air traffic control.

With bigger aircraft now being manufactured, Yambao said SBMA is also "seriously considering to expand our runway from 2.7 km to 3.2 km."

In July this year, SBIA handled its first commercial flight since 2011 when Philippine Airlines (PAL) redirected an aircraft carrying returning overseas Filipino workers (OFW).

SBMA in an earlier statement said SBIA received "a new lease on life as a global gateway" after it became an alternative port of entry for the government's repatriation program for OFWs, which started last July.

Since July this year, a total of 27 OFW flights have been flown to Subic by PAL, aside from the nine that were diverted to Clark Airport because of bad weather.

According to a report from the SBMA Port Operations Group,

chairman of F2 Logistics while his spouse, Cherylyn, is corporate treasurer.

Efen Uy, meanwhile, has been director of CLC since 2017.

F2 Logistics, however, is not new to the delivery of elections equipment and supplies. The company in 2018 was awarded the contract to deliver election paraphernalia for the 2018 barangay and Sangguniang Kabataan elections.

aircraft movements at SBIA in the third quarter of 2021 increased to 17,756—or by as much as 25%—compared to the 14,220 recorded in the third quarter of last year.

While most movements were those by domestic aircraft, a total of 55 international flights landed in July, August and September. These also resulted in increased movement of international passengers, from just 137 in the second quarter of 2021 to 5,800 in the third quarter.

For the same period, SBIA posted revenues of P62.15 million, surpassing its revenue target of P49.52 million by 126%. The third-quarter income was also 32% higher than that recorded in the same period last year. - **Roumina Pablo**

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## EDC endorses EO scrapping PPA share in ports' cargo-handling revenues

- The Export Development Council supports a draft executive order that removes the Philippine Ports Authority's share in ports' cargo-handling revenues
- The draft EO said provisions of an old policy constitute "conflict of interest", with PPA both as port developer and regulator
- PPA "benefits from its own regulation", giving it "incentive to increase the rate to improve its financial health", the draft EO said
- The PPA has "regularly and reliably increased" cargo-handling charges it allows port operators to impose, EDC noted
- It added PPA "touts its collections as an achievement, ignoring the impact that its regulatory might has on local industry"
- The approval of the proposed EO is "a small step" in supporting local manufacturers, EDC said

THE Export Development Council (EDC) is supporting a draft executive order (EO) that seeks to remove the government's share in cargo-handling revenues.

The draft EO will revoke Letter of Turn to page 5

## PPA postpones talks on cargo...

Continued from page 1

general manager Jay Daniel Santiago said the ports authority in an executive meeting last August issued a resolution deferring discussion on the application of port operators Manila North Harbour Port, Inc. (MNHPI) and Asian Terminals Inc.-Batangas (ATIB) for tariff adjustments.

Santiago said the proposals are under further study by the PPA committee.

The letter is in response to Lopez's letter to Transportation Secretary Arthur Tugade last September requesting for the postponement of all port rate increases to 2022 to help struggling businesses recover from pandemic losses.

"Rest assured that the PPA Board is one with the government in its relief efforts during this COVID-19 pandemic," Santiago told Lopez.

MNHPI is requesting a 15.33% increase in cargo-handling tariff at North Port, the domestic terminal in Manila North Harbor, to cover for the years 2015 to 2020. MNHPI's last cargo-handling tariff adjustment covered only up to 2014, with no adjustment requests made from 2015 to 2020.

ATI, meanwhile, filed separate petitions last February for a 15.23% upward adjustment in cargo-handling tariff and other cargo-handling related and miscellaneous charges covering Batangas Port Phases 1 and 2. The last cargo-handling

tariff rate adjustment for Phases 1 and 2 was in 2017, when PPA granted an 11% increase for Phase 1 and a 9% upward adjustment for Phase 2.

Phase 1 handles passenger, roll-on/roll-off, and bulk cargoes, while Phase 2, also called the Batangas Container Terminal, serves international containerized cargoes. Santiago's letter, however, only mentioned Phase 1.

Both MNHPI's and ATIB's petitions were made pursuant to PPA Administrative Order (AO) No. 02-2018, which prescribes a new uniform formula and procedures for cargo-handling tariff adjustment. Under AO 02-2018, which took effect in March 2018, the cargo-handling/terminal operator may apply for a cargo-handling tariff adjustment if the consumer price index computed by the Philippine Statistics Authority has increased by at least 5% within a three-year period.

Both port operators said CPI has increased for the past years and that they are compliant with requirements under AO 02-2018.

### Welcome development

The Supply Chain Management Association of the Philippines (SCMAP) and Philippine Exporters Confederation, Inc. (PHILEXPORT) welcomed the development.



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PHILEXPORT vice president for advocacy, communications and special concerns Ma. Flordeliza Leong told PortCalls in a message that "this is a huge relief and a positive signal that the PPA indeed empathizes with businesses and industries that are still struggling in this pandemic."

She added, "We sincerely appreciate this decision and look forward to continuously engaging the PPA in dialogues towards win-win solutions."

SCMAP also welcomed PPA's decision, and hoped "the relevant authorities address the increase in port handling rates, particularly the crantage fees in MNHPI, imposed last year."

She said increases in port fees should go through a consultation process with stakeholders and be justifiable to maintain competitiveness of businesses, especially as we're still in the midst of an ongoing pandemic."

Last year SCMAP, together with various industry groups and chambers of commerce, collectively asked PPA to suspend implementation of a policy activated in 2020 requiring shipping lines to use quay cranes and pay crantage fees at North Port, saying it was an additional cost and was imposed without proper stakeholders' consultation.

Stakeholders during separate public hearings on ATIB's and MNHPI's petitions have aired opposition to the proposals, which they said were untimely as businesses are still recovering from the impact of the COVID-19 pandemic. Several industry groups, including PHILEXPORT, SCMAP, and the Export Development Council have also separately and jointly asked PPA to defer approval of the proposed cargo-handling rate increase at North Port for small enterprises' sake.

- Roumina Pablo

## What Will It Take to Achieve Carbon Neutrality in Asia Pacific's Logistics Sector?

By WILFRED DEMELLO  
Managing Director, Kuehne+Nagel Philippines



CARBON neutrality or the idea of sustainability is no longer a luxury, but rather already a determinant on how supply chain should evolve. Achieving this in a market as huge and complex as Asia Pacific relies on a deep understanding of the industry.

The supply chain in the region is extremely complex, especially with the boom in outsourcing segments of the production line. With four to five companies supporting the production of one brand, knowing exactly how much CO2 is being produced by one brand is a tough ask. Is the brand only accountable to the waste produced in packing, raw material sourcing or delivery? This debate on accountability can also be seen in co-loading, shared warehousing, facility digitalization, and more.

We also need to note that competition is a cutthroat factor in the market, and a carbon-neutral production line is

not necessarily cheap. Whether a company chooses to appoint environment-friendly suppliers or embarks on carbon offsetting, these additional costs are passed on to customers. Consider how impactful this is when a mere five-peso difference could see loyal customers switching camps in pre-pandemic times.

It is said that Asia is set to outpace the rest of the world in terms of economic recovery. Our e-commerce sector is predicted to account for 57% of global growth between 2020 and 2025, and a huge driver of that growth is the middle class. Hence, whilst we see a low average annual spend per customer, we also see more items being tossed around (more packaging, truck trips and waste). That leads to less space and flexibility to manage and control the CO2 footprint, what with the need for demand-driven production, more delivery points, and the cost benefits between immediate and scheduled shipping. This new ecosystem disrupts the traditional consumer market where manufacturers had better control over schedules and the assembly line.

But all these factors mean that there are a lot of opportunities to make a difference.

Kuehne+Nagel is constantly looking at ways to address these issues as part of our Net Zero Carbon program, which was established in 2019. This is why we have also signed up to the Science Based Targets initiative (SBTi) to reduce the CO2 footprint in our value chain. We are doing this by offering opportunities to switch modes of transport for a lower CO2 footprint, through our seaxplorer platform, and the option of selecting sea vessels and routes with a minimal CO2 footprint. We also offer alternative fuels as an option for customers who want to neutralize their carbon emissions.


In the Philippines, a good avenue for carbon neutrality is digitalization because the players are traditionally reliant on printing. We have embraced technology in our transactions through electronic documentations, digital signatures, secured cloud sharing of contracts, and even paperless hiring processes. We also measure and report the total amount of plastic we use in our warehouse and distribution services, and offset them through partnerships with sustainable organizations. On top of this, we continue to partner with organizations for tree-planting activities, plastic recycling and collection, as well as education/awareness efforts, among others.

A lot of organizations and private companies are as invested as us in this battle. And this is perhaps one positive thing brought by the current state of our environment: the problem can no longer be denied. In most Asian cities, people can see the effects of the previous apathetic market—and this has led to a sort of an awakening. People now are more conscious of how they are contributing to the situation.

Coupled with this renewed sense of urgency, this "aware consumer" will soon dictate the retail industry. Hence, sustainability will be a unique selling point for logistics players—already seen through eco-labelling. For some more advanced economies, consumers are even willing to spend more in exchange for these assurances, and the sense of environmental co-ownership through the brands they purchase.

And it is through this collective ownership that we, as a region, can achieve carbon neutrality. Brands need to activate their entire ecosystem. It need not be that each player ensures 100% neutrality; what's important is that something is done at every step of the supply chain. Consumers need to continue being aware and drive the market demand in a way that would

Turn to next page



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## AyalaLand Logistics income leaps 117% in first nine months

- AyalaLand Logistics Holdings posted a 117% rise in consolidated net income in the first nine months of 2021 from the same period last year
- Revenues from industrial lot sales and warehouse leasing grew
- Commercial leasing revenues dropped due to renewed COVID-19 restrictions and rental assistance to tenants

AYALALAND Logistics Holdings Corp. (ALLHC) posted a consolidated net income of P402 million in the first nine months of 2021, an increase of 117% from the net income in the same period last year.

Revenues from January to September 2021 also grew 12% to P2.6 billion from P2.3 billion in the same period in 2020, ALLHC said in a statement.

Revenues from industrial lot sales amounted to P1.1 billion, rising by 126% from P511 million last year with continued demand for industrial lots.

Warehouse leasing revenues rose 6% to P299 million from P282 million due to the gross leasable area (GLA) completed in 2020 being taken up.

Renewed COVID-19 restrictions and rental assistance to tenants continued to weigh on commercial leasing operations, resulting in revenues from Tutuban Center and South Park Center declining by 16% to P311 million from the previous year's P396 million. Cushioning

the impact is South Park Corporate Center's office leasing operations with its 100% lease-out rate, ALLHC noted.

"We see signs of recovery in our business lines with industrial lot sales driving significant improvement in our overall performance this quarter. While the current business environment still proves to be challenging, we trust that our growing diversified portfolio of assets will keep ALLHC resilient amidst the ongoing crisis," ALLHC president and chief executive officer Maria Rowena Tomeldan said.

In its virtual annual stockholders' meeting held last April, ALLHC management announced that despite the pandemic-induced challenges, the company was still set on building its national footprint by growing its warehouse GLA to 500,000 square meters, establishing its presence in 10 key locations across the country, and creating new business platforms by the year 2025.

ALLHC said it envisions becoming a leading real estate logistics and industrial estate developer in the Philippines through its expansion efforts.

A subsidiary of Ayala Land, Inc., 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.



## What Will It Take to Achieve...

*Continued from previous page*

make carbon neutrality a necessity, not a luxury. I am confident that in the next few years, Asia Pacific will make great strides towards carbon neutrality; not because we believe in it economically, but because we are emotionally invested in it. We all want a safer community for our children that is better than what we tolerate today.

**Wilfred Demello is the Managing Director for Kuehne+Nagel Philippines, leading both Kuehne + Nagel, Inc. and**

**Kuehne + Nagel Logistics Solutions Inc. Prior to this role, he was the Business Director based in Kuala Lumpur leading the Malaysia country organisation. In India, he held various positions in sales, key account and branch management. He was then appointed as General Manager for Aviation and eventually as Country Head for Air Logistics. Wilfred's expertise lies in operational excellence, people and talent development as well as championing employee engagement.**



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ALS FAUNA	114N	NOV 16	NOV 18	114S	NOV 21	NOV 22	NOV 22	NOV 24	NOV 29	DEC 1
SEASPAN NEW YORK	033N	NOV 16	NOV 18	033S	NOV 21	NOV 22	NOV 22	NOV 24	NOV 29	DEC 1
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MOUNT KELLET	0CS31RINC	NOV 4	NOV 5	0CS31RINC	NOV 10	NOV 11	NOV 11	NOV 13	NOV 17	NOV 18
ELEFTERIA EXPRESS	0022E	NOV 15	NOV 16	0022W	NOV 19	NOV 20	NOV 20	NOV 21	NOV 25	NOV 26
MOUNT KELLET	0CS33RINC	NOV 17	NOV 18	0CS33RINC	NOV 21	NOV 23	NOV 24	NOV 25	NOV 29	NOV 30
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# US ports to charge ships daily fee for lingering containers

- For containers scheduled to move by truck, ocean carriers will be charged for every container dwelling nine days or more
- For containers moving by rail, ocean carriers will be charged if the container has dwelled for three days or more
- Beginning November 1, the ports will charge ocean carriers with cargo in those two categories US\$100 per container, increasing in \$100 increments per container per day

THE ports of Los Angeles and Long Beach in California have announced they will begin imposing a surcharge on ocean carriers for import containers that dwell on marine terminals in a bid to improve cargo movement amid congestion and record volume at the twin ports.

In a joint statement, the ports, the two busiest container terminals in the

US, said they will charge ocean carriers for each container that falls into one of two categories.

For containers scheduled to move by truck, ocean carriers will be charged for every container dwelling nine days or more.

For containers moving by rail, ocean carriers will be charged if the container has dwelled for three days or more.

Under the new policy, beginning November 1, the ports will charge ocean carriers with cargo in those two categories US\$100 per container, increasing in \$100 increments per container per day.

"We must expedite the movement of cargo through the ports to work down the number of ships at anchor," said Port of Los Angeles executive director Gene Seroka. "Approximately 40% of the containers on our terminals today fall into the two categories. If we can clear this idling cargo, we'll have much more space on our terminals to accept empties, handle exports, and improve fluidity

for the wide range of cargo owners who utilize our ports."

"With the escalating backlog of ships off the coast, we must take immediate action to prompt the rapid removal of containers from our marine terminals," said Port of Long Beach executive director Mario Cordero. "The terminals are running out of space, and this will make room for the containers sitting on those ships at anchor."

"I support the actions taken by the ports of Los Angeles and Long Beach today to charge ocean carriers for lingering containers on marine terminals. These actions aim to expedite the movement of goods and reduce congestion in our ports," said John D. Porcari, port envoy to the Biden-Harris Supply Chain Disruptions Task Force.

Before the pandemic-induced import surge began in mid-2020, on average, containers for local delivery sat on con-

tainer terminals under four days, while containers destined for trains dwelled less than two days. Those numbers have increased significantly, making it difficult to clear cargo off the terminals and bring in ships at anchor, said the joint release.

According to a new count by container shipping industry expert Lars Jensen, the number of container vessels in queue at the start of this week outside Los Angeles/Long Beach moved up to 79 compared to the 70 vessels just five days ago.

Fees collected from dwelling cargo will be re-invested by the two ports for programs designed to enhance efficiency, accelerate cargo velocity, and address congestion impacts throughout the San Pedro Bay, the ports' statement said.

The Port of Los Angeles and Port of Long Beach are the two largest container ports in the US, first and second, respectively, and combined are the ninth largest port complex in the world.

## EDC endorses EO scrapping PPA share in ports'...

Continued from page 3

Instructions (LOI) 1005-A, signed in April 1980, by deleting Instruction Nos. 3 and 4, thus removing the Philippine Ports Authority (PPA)'s share in ports' cargo-handling revenues.

In a letter dated October 26 to Transportation Secretary Arthur Tugade, who is also the PPA Board chairman, and PPA general manager Jay Daniel Santiago, the EDC-Networking Committee on Legislative Advocacy and Monitoring (EDC-NCLAM) said the passage of the proposed EO "is a small step in the direction of supporting our local manufacturers." The letter was signed by Oscar Barrera, chair of EDC-NCLAM.

EDC-NCLAM took note of the "time of acute suffering for exporters whose operations have been most heavily affected by the COVID-19 pandemic."

It noted PPA has "regularly and reliably increased" cargo-handling charges it allows port operators to impose. The agency also "touts its collections as an achievement, ignoring the impact that its regulatory might has on local industry."

The draft EO said both Instruction Nos. 3 and 4 constitute a "conflict of interest" as the regulator "now benefits from its own regulation, and hence provides the regulator, herein Philippine Ports Authority (PPA), the incentive to increase the rate to improve its financial health."

### Conflict of interest

PPA is vested with both regulatory and commercial functions and is entitled, under LOI 1005-A, to a share in cargo-handling revenues.

In particular under Instruction No. 3, government earns at least 10% from all cargo-handling contractors and port-related service operators' gross income earned from such services.

The arrangement is meant to "intensify the collection of all port charges including the government share from all cargo-handling contractors and port-related service operators, all back accounts, in order for them to share the burden of the accelerated development, construction and maintenance of the government facilities they utilize."

Several industry stakeholders and business groups have for years called for the separation of PPA's functions, citing conflict of interest and saying exercising both functions increase logistics costs.


The EDC and Philippine Chamber of Commerce and Industry in 2016 included the repeal of LOI 1005-A in its list of proposed priority actions for DOTr. In 2017, EDC issued Resolution No. 3, which endorsed the repeal of the policy LOI due to conflict of interest.

Also calling for such separation are the National Logistics Master Plan of the Department of Trade and Industry; private-sector led Philippine Multimodal Transport and Logistics Roadmap; and state-owned think tank Philippine Institute for Development Studies' discussion paper titled "Regulatory Measures Affecting Services Trade and Investment: Distribution, Multimodal Transport, and Logistics Services" and policy noted titled "Regulatory Challenges of the Philippine Logistics Industry."

The PIDS discussion paper said: "This anomalous arrangement under which the regulator is also partly responsible for port operation and management has resulted in the formulation and implementation of policies and regulations that are detrimental to the welfare of the transport and logistics service providers and users, and thus to the nation's international competitiveness."

The Organisation for Economic Co-operation and Development and Philippine Competition Commission also recommended pro-competition actions/measures to boost the country's logistics sector and level the playing field between private and state-owned firms, including separation of operational, regulatory, and commercial functions of port authorities.

The recommendation is contained in the report launched virtually on January 29, "Competition Assessment Reviews: Logistics Sector in the Philippines". - *Roumina Pablo*



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CALLAO BRIDGE	0200N	11/09	11/14	HYUNDAI MARS	0031E	11/29	12/22	SKIP		
HYUNDAI GRACE	0120N	11/13	11/19	HYUNDAI MARS	0031E	11/29	12/22	SKIP		
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<b>PACIFIC NORTHWEST 3 (PN3) via BUSAN</b>										
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INCEDA	0001N	11/05	11/10	SEASPAN YANGTZE	0018E	11/21	12/01	12/06		
CALLAO BRIDGE	0200N	11/09	11/14	SEASPAN YANGTZE	0018E	11/21	12/01	12/06		
HYUNDAI GRACE	0118N	11/13	11/18	HYUNDAI COURAGE	0098E	11/24	12/07	12/22		
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AMALIA C	0012N	11/14	11/16	YM UNIFORM	0021E	11/29	12/07	SKIP		
AMALIA C	0013N	11/21	11/23	YM UNIFORM	0021E	11/29	12/07	SKIP		
AMALIA C	0014N	11/28	11/30	YM UNICORN	0055E	12/07	12/21	SKIP		
LCT DOCS: FRI 0800H / LCT CNTR: FRI 0800H										
<b>EAST COAST SERVICE 4 (EC4) SERVICE via SINGAPORE</b>										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	NYC	ORF	SAV	CST
SEASPAN NEW YORK	032S	11/08	11/14	YM WITNESS	0032E	11/21	12/16	12/19	12/22	12/24
ALS FAUNA	114S	11/18	11/23	ONE STORK	0019E	11/28	12/23	12/26	12/29	12/31
SEASPAN NEW YORK	033S	11/22	11/27	MADRID BRIDGE	0016E	12/05	12/30	01/02	01/05	01/07
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FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	USNYC	SAV	JAX	ORF
SEASPAN NEW YORK	032S	11/08	11/14	HYUNDAI FORCE	0092E	11/23	12/22	12/30	01/01	01/04
ALS FAUNA	114S	11/18	11/23	CONTI CONTESSA	0108E	11/25	12/22	12/26	12/28	12/31
SEASPAN NEW YORK	033S	11/22	11/27	ONE HANGZHOU BAY	0044E	12/02	12/29	01/02	01/04	01/07
LCT DOCS: FRI 0800H *LCT CNTR: FRI 0800H										
<b>FAR EAST PENDULUM 1 (FP1) VIA SGSIN</b>										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	LEH	
SEASPAN NEW YORK	032S	11/08	11/14	NYK VIRGO	0071W	11/20	12/08	12/11	12/14	
ALS FAUNA	114S	11/18	11/23	NYK ORION	0068W	12/05	12/19	12/22	12/25	
SEASPAN NEW YORK	033S	11/22	11/27	NYK ORION	0068W	12/21	01/06	01/09	01/12	
LCT DOCS: FRI 0800H *LCT CNTR: FRI 0800HRS *DELIVERY: MICP										
<b>FAR EAST PENDULUM 2 (FP2) VIA SGSIN</b>										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	ANR	SOU
SEASPAN NEW YORK	032S	11/08	11/14	YM WREATH	0018W	11/26	12/11	12/14	12/17	12/20
ALS FAUNA	114S	11/18	11/23	YM WELLSRING	0010W	11/27	12/18	12/21	12/24	12/27
SEASPAN NEW YORK	033S	11/22	11/27	YM WHOLESOME	0029W	12/10	01/03	01/04	01/07	01/10
LCT DOCS: FRI 0800H *LCT CNTR: FRI 0800HRS *DELIVERY: MICP										
<b>FAR EAST EUROPE 2 (FE2) via KAOHSIUNG</b>										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	GBSOU	FRLEH	DEHAM	NLTRM
SEASPAN NEW YORK	0032S	11/08	11/14	HMM GAON	0003W	11/22	12/16	12/19	12/21	12/25
ALS FAUNA	0114S	11/18	11/23	MOL TRIBUTE	0017W	12/05	12/23	12/26	12/28	01/01
SEASPAN NEW YORK	0033S	11/22	11/27	MOL TRIBUTE	0017W	12/05	12/23	12/26	12/28	01/01
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KMTC GWANGYANG	0041S	11/20	11/23	11/26	11/27	11/30				
KMTC BANGKOK	0102S	11/25	11/28	12/01	12/02	12/05				
KMTC GWANGYANG	0042S	12/11	12/14	12/17	12/18	12/21				
LCT DOCS/FSI: TUE 1200H LCT CARGO: TUE 1900H										
<b>CHINA SOUTH EAST 2</b>										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA CNNGB	ETA CNSHA						
NORDLEOPARD	0020N	11/05	11/13	11/15						
CNC MARS	0012N	11/11	11/20	11/22						
GUANGZHOU TRADER	0042N	11/18	11/27	11/29						
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HYUNDAI GRACE	0118N	11/12 - 11/13	11/17	11/18	11/19 - 11/20	11/22				
GREEN OCEAN	0048N	11/13 - 11/14	11/18	11/19	11/20 - 11/21	11/23				
LCT DOCS/FSI FRI 1700HRS LCT CARGO TUE 0400H										
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## PPA, truckers take opposing view on truck accreditation compliance

- About 75% of trucks operating at Manila ports are compliant with the requirement to secure accreditation and permit to operate (PTO) as of Oct 30, 2021, according to the Philippine Ports Authority
- Trucking groups take a different view, claiming many members are non-compliant and that some trucks were barred entry from Manila terminals since November 1
- Truckers will seek an extension of the moratorium for compliance to accreditation requirements

ABOUT 75% of trucks operating at Manila ports are already compliant with the requirement to secure accreditation and permit to operate (PTO) as of October 30, 2021, the Philippine Ports Authority (PPA) claimed.

Trucking groups, however, claim otherwise, saying many of their members as of November 2 are still non-compliant and that there were trucks not allowed entry at the Manila terminals since November 1.

In a statement on November 2, PPA said it has finally implemented its policy requiring truckers to secure a Certificate of Accreditation (CA) and PTO before they can transact with Manila port terminals.

"The PPA implements the policy as some truckers still refuse to secure the CA and PTO," PPA said. It added that the policy is not new and that truckers were long advised of the policy.

The policy is in compliance with PPA Administrative Order (AO) No. 09-2020, which took effect in December 2020 and provides revised guidelines on the issuance of PTO for the provision of ancillary services in PPA ports. Ancillary services, such as, among others, trucking, freight forwarding, shipping agent, bunkering, laundering, and lighterage/barging are

required to secure a CA and a PTO from PPA to be able to render services in the ports.

The policy was, however, not implemented for truckers when it took effect. PPA imposed a deadline to comply until October 15, and later extended it until October 31 through PPA Memorandum Circular (MC) No. 19-2021.

Under MC 19-2021, starting November 1, trucking companies/operators without a valid PTO should be allowed to transact in Manila South Harbor, Manila International Container Terminal (MICT), and Manila North Harbor (North Port) only if an application for issuance of CA or PTO has been filed with PPA on or before October 31, 2021, or if payment of processing fee for the PTO application has been made.

PPA said it has "learned that several truckers still refuse to comply or get operating permits from PPA for still unknown reasons."

Truckers, however, have been asking PPA since 2019 to exempt them from the requirement of accreditation, saying it is redundant and an added administrative burden as they are already required to secure a PTO and comply with accreditation rules of other government agencies such as the Land Transportation Franchising and Regulatory Board and Land Transportation Office.

Aside from PPA, the Bureau of Customs in February 2019 have issued a policy requiring truckers to register with the agency but this was also met with opposition by truckers and eventually suspended indefinitely after a month.

The Alliance of Concerned Truck Owners and Organizations (ACTOO), Confederation of Truckers Association of the Philippines (CTAP), and Inland Haulers and Truckers Association (INHTA) in separate messages to *PortCalls* on

November 2 confirmed they have member trucks that were not allowed entry at the Manila South Harbor and Manila International Container Terminal (MICT) since November 1.

ACTOO vice president Rina Papa, in a message to *PortCalls*, said she doubts the 75% claim of PPA, noting the situation on the ground says otherwise.

According to ACTOO, trucks which have no CA or PTO, or both, are being allowed entry into the terminals but are not provided service.

It said based on latest reports from the ground as of November 2, there are about 100 trucks on standby inside the yards.

ACTOO said this would not only result in non-delivery of their members' respective containers but they would also incur additional cost in the form of "no-show" penalties and "pass through" fees. No show penalties are imposed on trucks which have failed to "show up" on their scheduled pick up of containers; pass through fees are applied to trucks with failed or cancelled transactions.

CTAP president Maria Zapata, in a phone interview with *PortCalls*, said CTAP had earlier already advised members on the PPA requirement but noted they estimate 50% or even higher are non-compliant.

INHTA president Teodorico Gervacio, in a phone interview with *PortCalls*, said they believe many members are non-complaint with the policy. He noted, however, that there are members who have tried to apply online through PPA's system but had difficulty connecting even with repeated tries and ended up not applying at all.

All trucking groups said they are monitoring the situation at the terminals but

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noted the implementation of the policy will result in delivery delays and disrupt port operations.

ACTOO, CTAP and INHTA said they will request for an extension of the moratorium to give their members more time to comply with the policy.

INHTA and ACTOO said they will also request for an audience with PPA to clarify concerns with the policy.

PPA, meanwhile, issued a "stern warning against colorum truckers who do not follow the schedules and rules at the terminals that they will be slapped with hefty fines and appropriate sanctions."

"We are warning colorum truck operators to comply with the need to have the PPA CA and PTO. Apart from being barred to transact at the port terminals, they will be meted with an appropriate sanction," PPA general manager Jay Daniel Santiago said. - **Roumina Pablo**

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