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PortCalls

ISSN 0118-1483 MONDAY December 6, 2021 VOL. 26 NO. 97 - P30.00

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PPA seeks streamlined rules on private port development, operation

- The Philippine Ports Authority is proposing to revise its policy on the development, construction, operation and maintenance of private ports
- The proposal streamlines the application process for private port permits
- Two stages of the application process is eyed: Permit to Develop and Construct and Certificate of Registration

The proposed policy will cover procedures on the development, construction, operations and maintenance, expansion, rehabilitation, and registration of existing ports and turnover of private ports under the jurisdiction of PPA.

It will also provide fees, fines and penalties to be imposed on private ports.

A private port is a port facility constructed and owned by a private person or entity as authorized by the government.

The proposed policy excludes marina, energy-related port projects, and port facilities for recreational boats and similar watercrafts.

At the December 1 second virtual public hearing on the policy's proposed

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THE Philippine Ports Authority (PPA) proposes to revise its policy on the development and operation of private ports by, among others, streamlining the permit application process.

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P316M expansion of Zamboanga port doubles cargo capacity

- The Department of Transportation and Philippine Ports Authority unveiled the P316-million Zamboanga port expansion project
- The project involved expansion of the backup area, extension of reinforced concrete pier, and installation of lighting system
- The expansion doubles annual cargo capacity to at least 3 million metric tons
- The port can now handle 37.5% more shipcalls annually to 11,000 from 8,000
- PPA is also constructing a new passenger terminal building in Zamboanga


THE Department of Transportation (DOTr) and Philippine Ports Authority (PPA) unveiled on December 2 the completed P316-million Zamboanga port expansion project, which allows the facility to handle twice as much cargo and 37.5% more shipcalls annually.

The project involved expansion of the port's backup area, extension of reinforced concrete pier, and provision of lighting system. The port can now handle at least 11,000 shipcalls annually from 8,000 in 2015. Annual capacity has been jacked up to at least 3 million metric tons from 1.5 MMT, also in 2015.

PPA said the project aims to facilitate growing trade in the Zamboanga Peninsula, particularly sardine exports to the United States, Europe, and the Far East.

PPA is also constructing a new passenger terminal building (PTB) in Zamboanga. When completed in 2023 it will be the country's biggest, able to accommodate six million passengers annually from 3.5 million, or a 71.4% improvement. PPA general manager Jay Daniel Santiago said the project will play a vital role for the economy of Zamboanga, which he said is still recovering from aftereffects of the Zamboanga Siege in 2013 aggravated by the COVID-19 pandemic.

"With the port, being the gateway



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BALSA	121N	12/01	12/04	12/10	12/16	HENG HUI 2	0QAA6N	12/02	12/07	12/09
INTELLENT PURSIT	005N	12/08	12/11	12/17	12/23	HENG HUI 5	0QAA8N	12/02	12/08	12/11
CALLAO BRIDGE	202N	12/15	12/21	12/27	01/02	SPIL CITRA	0QAAAN	12/22	12/25	12/28

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ALS FAUNA	115S	11/30	12/03	12/08	HYUNDAI FORWARD	0122N	12/10	12/13	12/22
SEASpan NEW YORK	034S	12/07	12/10	12/15	KMTC GWANGYANG	2114S	12/15	12/18	01/04
ALS FAUNA	116S	12/14	12/17	12/22	KMTC BANGKOK	2113S	12/17	12/22	01/11
GSL MERCER	005S	12/20	12/24	12/30	HYUNDAI GRACE	0120N	12/17	12/23	01/04

MANILA TO [KAOHSIUNG • KEELUNG]						MANILA TO HONGKONG				
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SPIR NIRMALA	016N	12/08	12/12	12/14	12/19	HANSA WOLFSBURG	046S	12/10	12/12	12/14
SPIR NIRMALA	017N	12/14	12/19	12/21	12/26	HANSA WOLFSBURG	047S	12/10	12/16	12/19
SPIR NIRMALA	018N	12/22	12/26	12/28	01/02	HANSA WOLFSBURG	048S	12/17	12/20	12/26

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BALSA	121N	12/01	12/04	12/13	12/14	12/11
INTELLENT PURSIT	005N	12/08	12/11	12/20	12/21	12/18
CALLAO BRIDGE	202N	12/15	12/21	12/30	12/31	12/28

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RATHA BHUM	748N	12/16	12/20	12/27	BIENDONG STAR	V21047N	12/13	12/18	12/23
PIRA BHUM	531N	12/23	12/27	01/03	BIENDONG STAR	V21048N	12/20	12/25	12/28
RATHA BHUM	749N	12/30	01/03	01/10	BIENDONG STAR	V21049N	12/27	01/01	01/06

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port for the entire Zamboanga Peninsula and predominantly of the country's sardine export receipts, these seaport projects will ensure access to the international market at the most competitive cost until we can fully recover from the pandemic," Santiago said. The projects are internally funded.

To date, DOTr and PPA have completed 484 seaport projects nationwide; around 100 more are ongoing. Projects in the pipeline, expected to begin before the current administration winds up in mid-2022, include further expansion of the Abra de Ilog and Balatero ports in Mindoro, as well as the Culasi port in Capiz and Jagna port in Bohol.

DOTr completes 143 port projects worth P4B in 2019-2021

- A total of 143 social and tourism port projects worth P4.07 billion was completed by the Department of Transportation from 2019 to 2021
 - 52 projects are in Luzon, 64 in Visayas, and 27 in Mindanao
 - The projects involved construction of new and modernized social and tourism ports and expansion of existing ports
- A total of 143 social and tourism port projects worth P4.07 billion was completed

by the Department of Transportation (DOTr) from 2019 to 2021 and jointly inaugurated on December 2.

Of the total, 52 are in Luzon, 64 in Visayas, and 27 in Mindanao, DOTr said in a statement. The projects have generated 4,000 jobs and benefitted over 8,000 fisherfolk nationwide and involved construction of new and modernized social and tourism ports as well as the rehabilitation and expansion of existing ports.

At the joint inauguration, Transportation Secretary Arthur Tugade cited the completed Lingayen Riverside Landing project in Pangasinan as now allowing students in the area to reach their school in just five minutes from the previous 50 minutes.

He added that aside from providing coastal com-

munities and fishers with better port facilities, the 143 port projects improve the country's connectivity and mobility.

Tugade was joined by President Rodrigo Duterte at the joint inauguration. "The completion of these port projects will boost inclusive growth to various industries in the provinces, especially in the shipping, fishing and tourism sectors, also with more employment to be generated to various localities," Duterte said.



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WAN HAI 163	N378	9-Dec	12-Dec	BF PERCH	008N	7-Dec	10-Dec
WAN HAI 163	N379	11-Dec	12-Dec	BF PERCH	009N	21-Dec	24-Dec
WAN HAI 163	N380	16-Dec	19-Dec	BF PERCH	010N	28-Dec	31-Dec
WAN HAI 163	N381	23-Dec	26-Dec	BF PERCH	011N	4-Jan	7-Jan

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PHUC THAI	2127N	18-Dec	20-Dec	21-Dec
PHUC THAI	2129N	23-Dec	26-Dec	28-Dec
PHUC THAI	2131N	30-Dec	2-Jan	4-Jan

T/T : SHEKOU = 3 days / NANSHA = 4 days
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BIENDONG FREIGHTER	2144N	17-Dec / 18-Dec	19-Dec / 20-Dec	23-Dec	23-Dec	24-Dec
BIENDONG FREIGHTER	2145N	27-Dec / 28-Dec	29-Dec / 30-Dec	2-Jan	2-Jan	3-Jan

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WAN HAI 225	388N	3-Dec	5-Dec	7-Dec	YMIMPROVEMENT	209S	9-Dec	11-Dec
WAN HAI 225	389N	10-Dec	12-Dec	14-Dec	YM INCEPTION	187S	16-Dec	18-Dec
WAN HAI 225	390N	17-Dec	19-Dec	21-Dec	YM INTERACTION	223S	23-Dec	25-Dec

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SPIL NIRMALA	017N	16-Dec	19-Dec	21-Dec
SPIL NIRMALA	018N	23-Dec	26-Dec	28-Dec

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BOC to auction off, no longer destroy, seized luxury vehicles

- Seized luxury vehicles seized by the Bureau of the Customs will now be disposed of through public auction
- BOC previously destroyed the vehicles
- The auction will raise additional funds for government's continuing pandemic response
- BOC, Bureau of the Treasury and Land Bank of the Philippines formed an inter-agency auction committee to ensure transparency of the process

LUXURY vehicles seized by the Bureau of the Customs (BOC) will now be disposed through public auction as instructed by Finance Secretary Carlos Dominguez III to raise additional funds for the government's continuing pandemic response.

This is a departure from the previous process of destroying the vehicles. President Rodrigo Duterte earlier said he prefers to destroy seized luxury cars to deter smugglers from buying then reselling them in the domestic market.

An Inter-Agency Auction Committee composed of representatives from BOC, Bureau of the Treasury (BTr), and Land Bank of the Philippines was formed via a memorandum of agreement signed on December 1, 2021. The committee will ensure transparency of the process and

promote competition through broad dissemination of auction information, BTr said in a statement.

The inaugural Inter-Agency auction will be held at the BTr on December 13, 2021. Five luxury vehicles will be placed on the auction block: a 2008 Ferrari Scuderia 430, 2001 Porsche Boxster, 2001 Mercedes Benz SLK350, 2001 Mercedes Benz SLK55 and 2011 Mercedes Benz E220, all seized in May and June this year and were issued final and executory orders of forfeiture by BOC.

For the first time, the entire auction process will be livestreamed through the official Facebook pages of the three agencies.

"BOC's partnership with reputable government agencies and the shift to an open process send a strong signal to the public that this Administration is very serious in addressing collusion in the disposal of smuggled goods," BTr said.

It noted that through the added network of BTr and Landbank, the notice of auction and other key information on the vehicles will be made available to the wider public, enhancing the competitive nature of the process.

Bidders can register with the BOC from December 2-9, 2021. Inspection dates are set on December 9-10, 2021 at PUC Grounds, Gate 3, South Harbor, Port Area, Manila.

DTI urges immediate Senate nod to RCEP

- The Department of Trade and Industry is pushing for immediate Senate approval of the Regional Comprehensive Economic Partnership agreement
- The agreement is set to take effect on January 1, 2022
- For the Philippines, RCEP is expected to generate 10.47% increase in exports and 2.02% increase in real GDP, according to a research fellow of the state-run Philippine Institute for Development Studies
- Non-participation by the Philippines means it would not only miss the forecast growth but also see a 0.26% decline in real GDP

THE Department of Trade and Industry (DTI) is pushing for immediate Senate concurrence to ratification of the Regional Comprehensive Economic Partnership (RCEP) agreement, set to take effect on January 1, 2022.

After years of negotiation, the Association of Southeast Asian Nations (ASEAN), Australia, China, Japan,




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South Korea, and New Zealand in November 2020 signed the RCEP, one of the biggest free trade agreements (FTA) in history, covering a market of 2.2 billion people with a combined size of US\$26.2 trillion or 30% of the world's gross domestic product.

On September 2, 2021, the FTA was

ratified by President Rodrigo Duterte and was submitted to the Senate for its concurrence, a requirement for international treaties or agreements entered into by the government.

Six ASEAN member states (Brunei, Cambodia, Singapore, Laos, Thailand and Vietnam) and four ASEAN free trade partners (Australia, China, Japan and New Zealand) have already deposited their respective Instruments of Ratification.

DTI Assistant Secretary Allan Gepty said the gains and opportunities the agreement will create cannot be overemphasized. "The size of the market alone and the extent of economic activities happening in the region demands that the country must be part of this free trade area. This is not to mention that this is an ASEAN led FTA," he added.

More than being the largest free trade area, RCEP represents 50% of the global manufacturing output; 50% of global automotive output; 70% of electronics; 26% of global value chain (GVC) trade volume; 60% of GVC for electrical/machinery, petroleum/chemicals, textile/apparel, metal and transport equipment; and 35% contribution to global exports of electronics and machineries.

RCEP also represents the main GVC hubs of big economies such as South Korea, Japan, and China.

According to state-run Philippine Institute for Development Studies (PIDS) research fellow Dr. Francis Quimba, among RCEP parties, the Philippines and Vietnam would reap approximately 2% increase in real GDP growth, which may be attributed to lower transaction costs brought by possible wider sourcing of raw materials and inputs for sectors in manufacturing provided in the FTA.

For the Philippines, RCEP is expected to generate 10.47% increase in exports and 2.02% increase in real GDP. Quimba's analysis was measured

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KMTC Ulsan	2123N	01/07	01/14	01/19	01/21	01/17	01/23	01/21	01/17	01/21	01/21												
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Heng Hui 2	0QAAGN	12/15	12/18																				
Spil Citra	0QAAGN	12/24	12/27																				
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Customs exceeds Nov collection goal by 13.4%

- The Bureau of Customs surpassed its November collection goal by 13.39%
- Twelve of 17 collection districts topped their targets for the month
- From January to November 2021, BOC already collected 94.7% of the entire year's goal

THE Bureau of Customs (BOC) collected P58.789 billion in November 2021, 13.39% more than its P51.847-billion monthly target.

Based on the preliminary report from the Financial Service, 12 of the 17 BOC collection districts exceeded their targets for the month: San Fernando, Manila International Container Port, Ninoy Aquino International Airport, Batangas, Legazpi, Iloilo, Tacloban, Zamboanga, Davao, Subic, Clark, and Limay.

From January to November 2021, BOC took in P584.156 billion or already 94.7% of the P616.749 billion total target collection for the whole year.

BOC attributed the performance to improvement in import volume and valuation, intensified collection efforts of all 17 ports, gradual improvement in the economy, reopening of businesses and borders, and government effort to ensure unhampered movement of goods.

JICA turns over updated highway development masterplan to DPWH

- The High Standard Highway (HSH) Network Development Master Plan Phase 2 has been turned over by the Japan International Cooperation Agency to the Department of Public Works and Highways
- The masterplan proposes construction of about 9,000 kilometers of HSH and aims to expand and update the 2010 HSH masterplan

THE Japan International Cooperation Agency (JICA) has turned over to the Department of Public Works and Highways (DPWH) the latest masterplan for the development of high standard highways (HSH) in the Philippines.

The HSH Network Development Master Plan Phase 2 proposes construction of about 9,000 kilometers of HSH

and aims to expand and update the 2010 HSH masterplan.

DPWH said the masterplan is in support of the country's effort to invest in high-quality infrastructure for improved national connectivity and accessibility.

The HSH masterplan Phase 2 aims to expand and update the Phase 1 or 2010 masterplan, which only covered areas within a 200-km radius from Metro Manila, Metro Cebu, and Tagum-Davao-General Santos Corridor, encompassing only 3,460 kilometers of HSH.

Phase 2 eyes construction of 4,400 km of HSH Class 1—composed of 406 km existing, 265 km under construction, and 3,279 km new highways—to be implemented along major transport corridors across the archipelago. About 4,600km

of HSH Class-2 (regional high standard highway) are also proposed to branch off from the HSH Class-1 to provide connection to sub-regional centers and ports and airports not covered by HSH Class-1.

These projects were categorized into long-term, medium-term and short-term projects based on their implementation importance.

Aside from the masterplan, JICA's development assistance covers pre-feasibility study of four important road and bridge projects: Agusan Del Norte-Butuan City Logistical Highway in Region 13; Cebu Circumferential Road in Region 7; Central Mindanao Highway, Cagayan de Oro-Malaybalay Section in Region 10; and second San Juanico Bridge in Region 8.

DTI urges immediate...

Continued from previous page

against the backdrop of rising trade costs brought about by the COVID-19 pandemic and by establishing the impact on trade should the country fail to timely accede or opt out of the mega free trade agreement deal.

Quimba said non-participation would result in the highest decline for the Philippines and Vietnam in terms of exports and GDP. He noted the Philippines would not only miss the forecasted growth but also see a 0.26% decline in real GDP.

"Economies that fail to ratify the agreement (when the rest of the countries do) will be adversely affected. The Philippines and Vietnam are among the countries that have positive export growths once the RCEP is in effect, and much of the growth is coming from new-product margin where innovations stem," Quimba said.

He cited a similar study on RCEP conducted this year by Dr. John Paolo Rivera and Dr. Tereso Tullao, Jr. of the

Asian Institute of Management and De La Salle University School of Economics, which suggested that the country should use its strengths in business services and professional services to harness market access opportunities in ASEAN FTA partners such as China.

DTI noted that the RCEP is coming into effect at a time when global trade faces many challenges, including the current pandemic.

Gepty said that as part of RCEP, the country will offer a stable and predictable business environment, with trade and investment policies remaining firm regardless of changes in leadership.

"RCEP aims to create an enabling business environment in the region that is conducive to investment. RCEP will also push for a legal framework that is favorable for e-commerce, especially during a time wherein cross-border activities have increasingly shifted online," he said.

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GREEN DAWN	0CP3UN1NC	30-Nov	3-Dec	6-Dec	17-Dec	18-Dec
NORDOCELOT	0CP3WN1NC	14-Dec	17-Dec	20-Dec	24-Dec	25-Dec
GREEN DAWN	0CP3YN1NC	21-Dec	24-Dec	27-Dec	31-Dec	1-Jan

(CP8-EB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	SHANGHAI ETD	NINGBO ETD
GREEN POLE	0JV74E1NC	6-Dec	7-Dec	12-Dec	14-Dec
San Giorgio	0JV78E1NC	OMIT	14-Dec	29-Dec	31-Dec
Hansa Fresenburg	0JV7CE1NC	20-Dec	OMIT	30-Dec	1-Jan

(CP6) DIRECT SERVICE TO CHINA & PUSAN (WEEKEND)

MOTHER VESSEL	VOY. NO.	MNL(SH) ETD	MNL(NH) ETD	LIANYUNGANG ETA	QINGDAO ETA	PUSAN(HYUT) ETA	PUSAN(HBTC) ETA	SHANGHAI ETA
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
HYUNDAI GRACE	0CB6AN1NC	19-Dec	21-Dec	25-Dec	26-Dec	29-Dec	29-Dec	1-Jan

(CSE) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	HONGKONG ETA	SHEKOU ETA
GUANGZHOU TRADER	OXSEWN1NC	9-Dec	11-Dec	13-Dec
NORDLEOPARD	OXSEYN1NC	16-Dec	18-Dec	20-Dec
CNC MARS	OXSFON1NC	23-Dec	25-Dec	27-Dec

(JPX) DIRECT SERVICE TO JAPAN

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	TOKYO ETD	YOKOHAMA ETD	NAGOYA ETD	KOBE ETD
NEWARK	0IZ7BN1NC	-	4-Jan	11-Jan	11-Jan	13-Jan	14-Jan
EXPRESS BLACK SEA	0IZ7DN1NC	9-Jan	11-Jan	18-Jan	18-Jan	20-Jan	21-Jan
BOMAR RENAISSANCE	0IZ7FN1NC	16-Jan	18-Jan	25-Jan	25-Jan	25-Jan	28-Jan

(PHX) DIRECT SERVICE TO SINGAPORE

MOTHER VESSEL	VOY. NO.	SUBIC ETD	MNL (NH) ETD	SINGAPORE ETA
GSL MERCER	NOV2IN	17-Dec	19-Dec	24-Dec
ALS FAUNA	L7V2IN	24-Dec	26-Dec	31-Dec
GSL MERCER	NPV2IN	31-Dec	2-Jan	7-Jan

(BMXKCS) DIRECT SERVICE FM MANILA TO CHINA (MID-WEEK)

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	LIANYUNGANG ETD	QINGDAO ETD	NANSHA ETD
JACK LONDON	OKRMEN1NC	16-Dec	18-Dec	26-Dec	28-Dec	1-Jan
TBA	OKRMIN1NC	23-Dec	25-Dec	23-Dec	25-Dec	29-Dec
SPIRIT OF HONG KONG	OKRMMN1NC	23-Dec	25-Dec	30-Dec	1-Jan	5-Jan

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(CHINA 1 NB) DIRECT SERVICE TO CHINA

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MATTINA	0QA4IN1NC	7-Dec	9-Dec	14-Dec	Phase out at Shanghai		
CMA CGM GEORGIA	0QA4KN1NC	14-Dec	16-Dec	21-Dec	22-Dec	25-Dec	26-Dec
CMA CGM VIRGINIA	0QA4MN1NC	21-Dec	23-Dec	28-Dec	29-Dec	1-Jan	2-Jan

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(SPX) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	XIAMEN ETD	HONGKONG ETD	SHEKOU ETD
HANSA FRESENBURG	0JV7AN1NC	7-Dec	8-Dec	19-Dec	20-Dec	21-Dec
BAL PROSPER	0JV7EN1NC	14-Dec	15-Dec	1-Jan	2-Jan	3-Jan
GREEN POLE	0JV7IN1NC	21-Dec	22-Dec	26-Dec	27-Dec	28-Dec

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IMPORTANT ANNOUNCEMENT

ADHOC CALL AT PHBTG FOR JPX SERVICE ETD BTG DEC 15 / ETD MNS: DEC 16

ABOVE SCHEDULES ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

PH domestic trade volume flat, value dives in Q3

- The Philippines' domestic trade volume in Q3 grew slightly at 0.78% but value declined 14.9%
- Manufactured goods led in terms of quantity while machinery and transport equipment led in value
- Central Visayas posted the highest quantity of domestic trade while Eastern Visayas ranked first in value

THE Philippines' domestic trade grew slightly in volume but dropped in value during the third quarter of 2021, preliminary

data from the Philippine Statistics Authority (PSA) showed.

The total quantity of domestic trade in the third quarter of 2021 was at 3.84 million tons, a slight increment of 0.78% from 3.81 million tons in the same quarter last year.

In terms of value, domestic trade in the third quarter of 2021 amounted to P142.33 billion, a 14.9% decline from the P167.26 billion value recorded in the same period last year.

Almost all or 99.9% of the commodities were traded through water (coastwise)

while the rest were traded through air.

By commodity, manufactured goods led in terms of quantity in the third quarter of this year with 1.41 million tons or 36.8% of the total. This was followed by food and live animals with 0.79 million tons (20.5%) and commodities and transactions not elsewhere classified with 0.50 million tons (13.1%).

Machinery and transport equipment, on the other hand, topped in terms of value with P44.80 billion or a 31.5% share. Manufactured goods followed with P36.66 billion (25.8%) and food and live animals

with P29.41 billion (20.7%).

By region, Central Visayas registered the highest quantity of traded commodities with 1.52 million tons or 39.5% share. This was followed by Bicol Region with 0.47 million tons (12.4%) and Northern Mindanao with 0.44 million tons (11.4%).

In terms of value, Eastern Visayas ranked first with a total value of P32.31 billion or 22.7% share to the total. Northern Mindanao came next with P28.51 billion (20%), followed by Central Visayas with P25.44 billion (17.9%).

Caraga posted the highest inflow value at P34.81 billion or a 24.5% share. It was followed by Central Visayas with P26.82 billion (18.8%) and Western Visayas with P18.11 billion (12.7%).


Cagayan Valley had the lowest inflow value of P1.5 million.

The top three regions with favorable trade balances in the third quarter of 2021 were Eastern Visayas, Northern Mindanao and the Bicol Region, while the top three regions with unfavorable trade balances were Caraga, MIMAROPA and Zamboanga Peninsula.

PH November manufacturing grows on strong demand

- The Philippine manufacturing sector continued to strengthen in November 2021 as demand expanded for the first time in eight months
- The Philippine Purchasing Managers' Index rose marginally to 51.7 in November from 51.0 in October
- Higher client numbers, increased footfall, and a general improvement in customer demand were the key drivers of growth
- Traffic issues, port congestion and difficulties in sourcing materials weighed on vendor performance

THE Philippine manufacturing sector
 Turn to next page



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Marconnecticut	21025N	18-Dec	19-Dec	21-Dec	22-Dec	23-Dec	

MBX - Manila - Nansha - Shekou - Hongkong							
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VOY. NO.	ETD	MNL (NTH)	ETD MNL (STH)	ETA SKU	ETA NAN	ETA HKG	
TS Dalian	21001N	18-Dec	19-Dec	ONW/27-Dec	SKU/28-Dec	OMIT	
TBN1 Blank sailing due to no available vsl							

BMX - Manila - Qingdao - Dalian							
FEEDER VESSEL				LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H			
VOY. NO.	ETD	MNL (NTH)	ETD MNL (STH)	ETA TAO			
CMA CGM Caimep	OKRM2N	15-Dec	18-Dec	OMIT			
CMA CGM Savannah	OKRM6N	11-Dec	13-Dec	OMIT			

SPX1 - Manila - Xiamen - Hong Kong - Shekou							
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VOY. NO.	ETD	MNL (NTH)	ETD MNL (STH)	ETA XMN	ETA HKG	ETA SKU	
Hansa Fresenburg	21014N	9-Dec	10-Dec	13-Dec	15-Dec	16-Dec	
Bal Prosper	0JV7EN	27-Dec	28-Dec	29-Dec	30-Dec	31-Dec	

SPX2 - Manila - Shanghai - Ningbo - Xiamen							
FEEDER VESSEL				LCT CARGO: NORTH SAT 0900H / SOUTH SUN 0900H			
VOY. NO.	ETD	MNL (NTH)	ETD MNL (STH)	ETA SHA	ETA NBO	ETA XMN	
Bal Prosper	0JV70E	17-Dec	18-Dec	21-Dec	23-Dec	26-Dec	
Green Pole	25E	8-Dec	9-Dec	13-Dec	15-Dec	18-Dec	

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MOTHER VESSEL VOY. NO. ETD BTG ETD MNL(NH) ETA NAN ETA SHE ETA HDC ETA SHI ETA BKK ETA LCH

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PH November manufacturing grows... Continued from previous page continued to strengthen in November 2021 as demand expanded for the first time in eight months, while output neared stability.

in production, albeit one that was only fractional. While stronger sales helped some businesses to expand their output, others mentioned delays receiving inputs, as well as material and staff shortages constrained capacity.

The Great Recalibration

By HENRIK BATALLONES
SCMAP Marketing and Communications Executive



**SCMAP
PERSPECTIVE**

I'VE been thinking lately about what's been dubbed "the Great Resignation" and what's driving it. How come people are quitting their jobs en masse as a result of the pandemic?

Some observers have said it's because of the changing expectations that surround work. Now that most of us have experienced working from home—and having the freedom to do what we want with our time, for the most part—why would we go back and tie ourselves to the office and to the long commutes? Many, especially those from younger demographics, continue to chase that much-vaunted ideal of "work-life balance", and find that it's impossible to do so in the old set-up—or even in the new one, in a time where every free hour you have is just a free slot to squeeze in a virtual meeting.

Some have also posited that it's

a sign of a greater dissatisfaction among employees. I can imagine how the events of the past couple of years have led people to reassess their career paths and their life plans in general. There are the pressures of social media, of the romanticization of "loving what you do". There's greater awareness of the mental and emotional impact of our work. There's (marginally) better access to opportunities to strike out on your own, maybe establish a business, "be your own boss". Perhaps it's because of the stresses and pressures of these past couple of years—of feeling stuck, of being overwhelmed with having to do more work with less resources, of needing to take a break once and for all—something more evident among workers in disproportionately affected industries like healthcare.

The question now, of course, is how organizations can address these concerns without impacting operations. But I believe working with these circumstances is only addressing half the problem. All the talk of "The Great Resignation" seems to fail to take into account people who have all these concerns and yet feel they can't afford to leave their jobs, much more look for new ones. It's not just true of the people working labor-intensive

roles, but also those in office roles—again, particularly the younger generation. Any efforts to address a potential brain drain should take into account everybody, and not just those who choose to leave.

But of course, there are other factors to take into account. Sometimes resources are just limited, particularly for businesses who were badly hit by economic shutdowns. There's the difficulty of getting qualified people, something that remains true in the supply chain sector. There's also the challenge of changing mindsets from management. "This is how we always do things" remains an oft-used excuse, even if the expectations of the bulk of employees today are different.

I'm no expert, but I think a good way to approach this is to scrutinize your work culture. Sometimes we focus too much on output and results and do not pay heed to whether the people tasked with delivering are in the best frame of mind and body to do so. Technology may have helped us continue to work almost normally, but it comes at the expense of feelings of camaraderie and connection. The past couple of years have been isolating for all of us. Whether the employees are working an office job or a field one, a good approach is to consider the humanity of each and every one of your team. Let them know you have their backs—whether it be better benefits or "mental health breaks" and "of-fine days"—and understand that they can

see through you if you're implementing measures half-heartedly. You can only go so far by referring to your employees as a "family" or "community", after all.

It's not an airtight solution—people will leave if they're really fed up—but a little at the start goes a long way. And it works well from an operational standpoint too: A little investment in wellbeing can pay dividends in service levels and customer satisfaction, and minimize disruptions that may reverberate for a long time. Call this the Great Recalibration. The way we work is changing, and we have to keep up if we're to stay on top of the game.

SCMAP Live Innovation Spotlight: SCMAP is partnering with UP-PAF-RESPOND for a series of events exploring how companies deployed best practices and innovations to respond to pandemic-induced challenges. Our first event is on December 9, at 10am, via Zoom: We will talk to Woomera Wines' Jonathan Nisperos on how they have adapted to lockdowns, liquor bans and shifting consumer behaviors. Visit scmap.org to register for free.

Henrik Batallones is the marketing and communications director of SCMAP, and editor-in-chief of its official publication, Supply Chain Philippines. More information about SCMAP is available at scmap.org.

Navigating Logistics Uncertainty by Being Better Prepared for Disruptions

By AMIT MAHESHWARI, CEO, Softlink Global



IT IN LOGISTICS

FOLLOWING nearly two years of disruption, expecting normalcy to be restored in the logistics industry seems like a distant dream now. The pandemic hasn't been the only hurdle.

The Suez Canal incident and the rise of the Delta and Omicron Covid-19 variants have further affected logistics and transport modes. Essentially, we must accept that disruptions haven't and won't stop. The fact remains that the need for logistics to be resilient has been getting stronger every year.

As we approach a new calendar year, a question confronts logistics service providers: How can we better plan for the new year by taking disruptions into account?

The disruptions don't just test functional and operational feasibility,

but also your corporate values and what you stand for.

In this guide, we discuss a structured approach to how companies can emerge with a stronger top line despite the disruptions.

Early Warning Systems for Gauging Deviations

To better handle disruptions, companies must remove the barriers that prevent easy operations. Functional silos hinder the flow of information. When information is scattered and delayed, companies can't move fast. If companies haven't digitized their operations yet, they can find it hard to get out of difficult situations.

Technology adoption creates a system for sensing any problems with current operations. Deviations are indicators for taking corrective actions. Early preparation can be the difference between operations that can continue running despite challenging situations and ones that continue to struggle.

Faster Execution

Once you have a system for gathering information about all your functions, you can prepare the response framework. A high level of coordination is needed between functions as well as within functions. Processes and workflows bring visibility to the organization. If your teams can see low-level details from a central access point, you eliminate miscommunication. Technology is a facilitator of proactive action. Software for logistics is designed to push the advantage of technology to logisticians. Implementing efficient workflows and best practices can significantly amplify the efforts of your workforce and reduce redundancy.

Powering Up Your Business with Insights

The pandemic may be a once-in-a-lifetime event. But it can take a long-term toll on world economies and ultimately affect many industries. The scale of the impact may not be known immediately but decisions must be taken quickly.

A decision, if taken without knowing its functional, operational, and financial impact, could hurt your top and bottom lines. But having the right technology with well-set processes and data insights puts you in an informed position to choose the appropriate direction.

Looking for the Silver Lining

Companies that can gauge the impact that disruptions can have on operations are better prepared to grab opportunities as they come by. A single and central database gives real-time visibility into all pending and processed orders. By using logistics management software like Logi-Sys, you get a view of your current capacity. Thus, even in challenging situations, you have the provision to fulfill more orders.

Setting Up for Smart Management of Disruptions

Technology becomes an enabler for companies that are striving to optimize resources. Transforming disconnected and siloed functions into a fluid system can help organizations to react faster to irregularities. Implement an ERP for logistics management and position your company for success in the face of new challenges.

Amit Maheshwari's many years of domain knowledge, vision and deep understanding of logistics marks him as a major thought leader in the industry. Under his leadership, Softlink Global has become a leading global logistics software provider. One of his major creations Logi-Sys is a comprehensive ERP for the freight and logistics industry that has become a global success.

MM number coding, EDSA light truck ban starts

- The number coding scheme was re-implemented on December 1
- It is in effect only from 5 pm to 8 pm, Mondays to Fridays, except holidays, and covers only private vehicles
- The modified light truck ban along EDSA is also in force
- Light trucks are prohibited from plying EDSA between Magallanes, Makati City and North Avenue, Quezon City

THE Metropolitan Manila Development Authority (MMDA) on December 1 re-implemented the number coding scheme during afternoon rush hours in Metro Manila and resumed the modified light

truck ban along Epifanio Delos Santos Avenue (EDSA).

The Unified Vehicular Volume Reduction Program (UVVRP) or the number coding scheme is from 5 p.m. to 8 p.m. from Mondays to Fridays, except holidays. It only covers private vehicles.

Exempt are public utility vehicles (including tricycles), transport network vehicle services (TNVS), motorcycles, garbage trucks, fuel trucks, and motor vehicles carrying essential and/or perishable goods.

According to MMDA Resolution No. 21-30, the current traffic situation was determined to be approaching pre-pandemic levels. This was based on the recent travel survey and analysis, includ-

ing vehicle volume count, travel time and travel speed study, and average daily traffic rate, which was conducted by the MMDA Traffic Engineering Center.

MMDA Traffic Discipline Office director Neomie Recio said the scheme will lead to a reduction of approximately 2,700 vehicles every hour plying EDSA alone.

A modified light truck ban along EDSA has also been re-implemented.

Based on the UVVRP motor vehicle plate endings, light trucks are prohibited from plying EDSA between Magallanes, Makati City and North Avenue, Quezon City, both northbound and southbound, from 5am to 9pm from Mondays to Fridays, except holidays.

Light trucks refer to motor vehicles,

whether for commercial use or not, with a gross capacity weight of 4,500 kilograms (kg) or below and/or having six or more tires, the payload area of which are either enclosed or open.

The total truck ban policy along EDSA between Magallanes, Makati City and North Avenue, Quezon City, both northbound and southbound, meanwhile, will remain and be strictly enforced for garbage trucks, fuel trucks, and trucks carrying essential and/or perishable goods.

The truck ban hours in the NCR will remain suspended until further notice. Trucks covered by the total ban refer to motor vehicles, whether for commercial use or not, with a gross capacity weight of above 4,500 kg.

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KMTC LINE 1x WEEKLY SAILING BANGKOK EVERY THURSDAY

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APEX 24 Weekly Consolidation to BUSAN / INCHEON

KMTC LINE 3x DIRECT SAILING BUSAN EVERY SUNDAY, TUESDAY & THURSDAY

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ASIA PACIFIC EXPRESS CORP. (02) 8887-5996

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AIRTOPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

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AEROMAX (02) 8855-7690

FABULOUS FREIGHT INTL. SVC., INC. (02) 8829-3581
FREIGHT CONNECTION PHIL. (02) 8527-6780

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ACESTAR INTL. SERVICE CORP. (02) 8526-2888
AIRTOPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

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Table listing shipping services to Guam, Saipan, and Palau, including Airtropolis, Asia Pacific, and CTSI Logistics.

Table listing shipping services to Haiphong, Vietnam, including ACESTAR, Airtropolis, and Asia Pacific.

Table listing shipping services to Hakata, Japan, including ACESTAR, Airtropolis, and Asia Pacific.

Table listing shipping services to Hamburg, Germany, including ACESTAR, Airtropolis, and Asia Pacific.

Table listing shipping services to Helsingborg, Sweden, including ACESTAR, Airtropolis, and Asia Pacific.

Table listing shipping services to Hiroshima, Japan, including ACESTAR, Airtropolis, and Asia Pacific.

Table listing shipping services to Ho Chi Minh, Vietnam, including ACESTAR, Airtropolis, and Asia Pacific.

KMTC LINE 1x DIRECT SAILING HOCHIMINH EVERY THURSDAY

Table listing shipping services to Hong Kong, China, including ACESTAR, Airtropolis, and Asia Pacific.

KMTC LINE 1x DIRECT SAILING HONGKONG EVERY THURSDAY

Table listing shipping services to Houston, Texas, USA, including ACESTAR, Airtropolis, and Asia Pacific.

Table listing shipping services to Huangpu, China, including ACESTAR, Airtropolis, and Asia Pacific.

Table listing shipping services to Gateway Logistics, Mac-Nels, and Shipco.

Table listing shipping services to Incheon, Korea, including ACESTAR, Aeromax, and Airtropolis.

KMTC LINE 1x DIRECT SAILING INCHEON EVERY THURSDAY

Table listing shipping services to Indianapolis, USA, including ACESTAR, Airtropolis, and Asia Pacific.

Table listing shipping services to Istanbul, Turkey, including ACESTAR, Airtropolis, and Asia Pacific.

Table listing shipping services to Izmir, Turkey, including ACESTAR, Airtropolis, and Asia Pacific.

Table listing shipping services to Jakarta, Indonesia, including ACESTAR, Airtropolis, and Asia Pacific.

Table listing shipping services to Jacksonville, Florida, USA, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping services to Kobe, Japan, including ACESTAR, Aeromax, and Airtropolis.

KMTC LINE 1x WEEKLY SAILING LAEMCHABANG EVERY THURSDAY

Table listing shipping services to Laem Chabang, Thailand, including ACESTAR, Airtropolis, and Asia Pacific.

Table listing shipping services to Lae, Papua New Guinea, including ACESTAR, Airtropolis, and Asia Pacific.

Table listing shipping services to Las Vegas, Nevada, USA, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping services to Las Palmas, Spain, including ACESTAR, Airtropolis, and Asia Pacific.

Table listing shipping services to Leeds, France, including ACESTAR, Asia Pacific, and Cargo.

Table listing shipping services to Keelung, Taiwan, including ACESTAR, Aeromax, and Airtropolis.

APEX Direct Consolidation to KEELUNG

Table listing shipping services to Keelung, Taiwan, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping services to Knoxville, Tennessee, USA, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping services to Kobe, Japan, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping services to Kuwait, including ACESTAR, Airtropolis, and Asia Pacific.

Table listing shipping services to Lae, Papua New Guinea, including ACESTAR, Airtropolis, and Asia Pacific.

KMTC LINE 1x WEEKLY SAILING LAEMCHABANG EVERY THURSDAY

Table listing shipping services to Lae, Papua New Guinea, including ACESTAR, Airtropolis, and Asia Pacific.

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Table listing shipping services to Leeds, France, including ACESTAR, Asia Pacific, and Cargo.

Table listing shipping services to Keelung, Taiwan, including ACESTAR, Aeromax, and Airtropolis.

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Table listing shipping services to Keelung, Taiwan, including ACESTAR, Aeromax, and Airtropolis.

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PPA seeks streamlined rules on private port development...

Continued from page 1

revisions, the following changes were outlined:

- A two-stage application for the Permit to Develop and Construct and Certificate of Registration (COR). The current application stages include Clearance to Develop, Permit to Construct, and COR/Permit to Operate (PTO).
- Two types of private ports (commercial and non-commercial) in contrast to existing types that include marina and river ports.
- Provision of a list of documentary requirements for each type of application in contrast to present rules based on PPA Administrative Orders 06-95 and 03-2013.
- 20 working days processing time, with an extension of another 20 working days, in compliance with the Ease of Doing Business and Efficient Government Service Delivery Act of 2018. Currently, an application may take 14 weeks.
- COR validity of 25 years for a commercial private port and five, 10, or 25 years for a non-commercial private port. Right now, the validity of the COR/PTO is one year, five years, or co-terminus with the lease agreement or foreshore lease contract/miscellaneous lease contract or special use agreement in protected areas.
- No government share required from commercial private ports that opt to contract out cargo-handling operations, a departure from the existing policy.
- When a private port is turned over to the government, vessels and cargoes will be assessed and collected 100% port charges, as turned-over ports are already considered government port facilities.
- Additional provision requiring a registered private owner/operator who opts to contract out cargo-handling operations to third party cargo handling operators to secure a PTO from the concerned port management office.
- Private commercial port operators may increase cargo/handling charges and other related fees on the landside of private commercial ports once every three years. The current rules state that no rates or fees should be imposed without prior approval from PPA.
- Penalty of P100,000 and 200% port charges, without prejudice to the issuance of a cease-and-desist order, on ports operating without a valid operating permit. Currently, PPA charges only 100% port charges for existing ports without a valid operating permit.
- In adjusting upward the cargo-handling charges and other related fees on the landside, private

commercial ports operators should use the consumer price index factor formula, PPA proposed. Cargo-handling charges and other related fees on the landside may be adjusted downward at any time.

- Private ports, consistent with PPA's port environmental policies and regulations, must ensure they minimize the adverse or negative impact of port activities on the environment. They should also make sure all aspects of port operation and port development must serve to protect and preserve the environment.

- Private ports should adopt measures on climate adaptation, climate change proofing and setting in place disaster countermeasures and disaster mitigation, among others, and should implement green, resilient and smart port strategies to improve environmental sustainability of their operations.

In a poll during the public hearing, 64% of participants voted in support of the proposed revised policy, while 33% said maybe and 3% said no.

Stakeholders have five working days after the virtual public hearing to submit their position papers on the proposed policy. - **Roumina Pablo**

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