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PortCalls

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PH in 18th spot among top emerging logistics markets in 2022

- The Philippines jumped three places to 18th spot in the Agility Emerging Markets Logistics Index 2022
- The index grades 50 of the world's most promising emerging logistics markets
- The Philippines performed strongest in the area of digital readiness, partly due to the rapid pace of investment in Filipino start-ups in 2021
- The country's ranking in international logistics opportunities improved but it is the only country in ASEAN-5 still outside the top 10 list
- In the areas of domestic logistics opportunities and business fundamentals, the Philippines saw its ranking slip
- Around two-thirds of respondents expect record freight rates to return closer to historical levels during 2022, while 80% see supply chain congestion unwinding.

THE Philippines improved three places to 18th spot in the Agility-Emerging-Markets-Logistics-Index-2022, scoring 5.16 from 5.04 in 2021 when it ranked 21st.

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PEZA OKs P125B Quezon mega ecozone with international seaport, airport

- The Philippine Economic Zone Authority approved the establishment of the Quezon Techno-Industrial Special Economic Zone in Mauban, Quezon
- The P125-billion QTISEZ will have its own international seaport and international airport
- The international seaport and international airport each has an estimated budget of P25 billion
- The 1,836-hectare special ecozone will be the largest in the country
- It will create 2,000 factories and more than 200,000 jobs

THE Philippine Economic Zone Authority (PEZA) on February 10 approved the establishment of a P125-billion special economic zone (ecozone) in Quezon province.

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P336M San Fernando port in Cebu eyes mid-2023 completion

- Construction of the P336.115-million San Fernando port project in Cebu is expected to be completed by May 2023
- The dilapidated port will be demolished to make way for a new roll-on/roll-off facility
- The San Fernando Port is expected to cater to vessels plying routes from the town going to ports in Bohol and headed to Camiguin before finally stopping at harbors in Misamis Oriental

THE P336.115-million San Fernando port project in Cebu is now under construction and expected to be completed in May 2023, Cebu Port Authority (CPA) general manager Leonilo Miole told *PortCalls*.

After three failed biddings, CPA last November awarded the contract to construct to WTG Construction and Development Corp.

CPA earlier said groundwork and construction on the project in Brgy. Poblacion, San Fernando would start in January 2022.

The contract involves demolishing the existing dilapidated port and constructing a new roll-on/roll-off (Ro-Ro) facility in its place.

The Department of Transportation (DOTr) will fund the project. Once complete, the facility will form part of

the DOTr's Central Spine Ro-Ro Route Project.

The San Fernando Port project is expected to cater to vessels plying routes from the town to Tubigon and Jagna ports in Bohol, to the municipalities of Mamba-

jao and Mahinog in Camiguin and then finally stopping at harbors in Balingoan and Cagayan de Oro in Misamis Oriental.

CPA last year also awarded the P508-million Pier 5 project at Cebu baseport, which had been scheduled to begin in

March 2021 and completed by May 2022.

In addition, CPA in November last year inaugurated the completed P989-million port expansion project at Berths 7 to 10 of Cebu baseport. — **Roumina Pablo**

SBMA posts 8% higher revenues in 2021; new investments top pre-pandemic levels

- Subic Bay Metropolitan Authority recorded 8% higher operating revenues in 2021
- Seaport operations revenues rose 14% while land and building leases grew 2%
- New investments, including expansions, improved 10.11%, topping 2019 pre-pandemic levels
- Imports soared 49.53% while exports jumped 32.42%, both exceeding their 2019 pre-pandemic records

THE Subic Bay Metropolitan Authority (SBMA) recorded operating revenues of P3.47 billion in 2021, higher by 8% compared to P270 million in 2020.

The revenues came from leases and

port operations, SBMA chairman and administrator Wilma Eisma said in her 2021 annual report. Land and building leases grew by 2% and contributed P1.38 billion, while seaport operations rose by 14% and generated P1.37 billion.

SBMA's regulatory income likewise increased, expanding by 11% to P408 million, while revenues from airport operations advanced 26% to P79 million.

Aside from growth in revenues, Eisma reported improvements in investment, employment generation, tourism, and imports and exports.

SBMA recorded a total of 142,177 Subic Bay Freeport Zone (SBFZ) workers as of December 31, 2021, showing an increase in employment by 2.31% from 138,966 workers in 2020.

SBFZ business locators numbered

1,737, a slight upward trend since 2019, Eisma said.

New investments, including expansions, totaled P17.29 billion, 10.11% more than the P15.74 billion recorded in 2020.

Eisma noted the 2021 investments even topped pre-pandemic 2019 level by P8.05 billion or 87%, with the bulk comprising a P15-billion commitment from a business locator proposing to develop the SBFZ marshalling yard.

Subic's tourism industry, hit hard by the pandemic, is in recovery mode, recording a total of 7.3 million same-day visitors in 2021, Eisma said. The figure is higher by 2.18 million or 42% than the 2020 record although still lower than the 2019 record by 2.2 million.

In terms of trade, both import and export values exceeded their 2019 pre-

pandemic records by 8.12% and 6.73%, respectively, Eisma said, adding SBFZ has "defied the negative impact of the pandemic".

Imports reached \$1.58 billion, 49.53% higher than 2020's \$1.12 billion.

Exports amounted to \$1.37 billion, 32.42% more than \$1.03 billion in 2020.

Subic Bay International Airport, tapped by the Department of Transportation last year to accommodate "Bayanihan" flights, recorded a total of 53 flights as of December 31, 2021. The flights brought home a total of 14,312 overseas Filipino workers and returning overseas Filipinos, generating P3.17 million in direct revenues for SBMA.

SBMA is a government-owned and controlled corporation tasked to manage and administer the SBFZ in Zambales.

PEZA seeks temporary easing of WFH rule for IT-BPO enterprises

- The Philippine Economic Zone Authority wants IT-BPO locator enterprises temporarily exempt until September 12, 2022 from the rule requiring 10% of their workforce to report on-site
- PEZA also wants to ditch penalties for not meeting the 10% onsite capacity requirement with IT-BPO companies still coping with the impact of the pandemic
- For now up to 90% of the workforce of registered business enterprises in the IT-BPO sector may work from home

THE Philippine Economic Zone Authority (PEZA) Board wants IT-business process outsourcing locator enterprises temporarily exempt from the rule requiring 10% of their workforce to report on-site.

The board in a statement said it asked the Fiscal Incentives Review Board (FIRB) to allow such a scheme without loss of fiscal incentives to enterprises until September 12, 2022.

Currently under FIRB Resolution

19-211, up to 90% of the workforce of registered business enterprises (RBEs) under the IT-business process management (IT-BPM) sector may work from home until March 31, 2022 because of the pandemic, without adversely affecting their fiscal incentives under the Corporate Recovery and Tax Incentives for Enterprises (CREATE) Act. This means at least 10% of the workforce should be on-site.

The PEZA request to FIRB cites Rule 23, Section 3 (d) of the implementing rules and regulations of Republic Act No. 11534 or the CREATE Act. Rule 23 (Temporary Measures for Exceptional Circumstances) states that an investment promotion agency (IPA) may implement temporary measures to support the recovery of registered business enterprises (RBEs) from exceptional circumstances, upon prior approval by the FIRB.

Exceptional circumstances include pandemic, epidemic, war, armed conflict, state of national health emergency, outbreak of diseases, international or regional financial crisis, major disaster such as volcanic eruption, earthquake and super

typhoon, or analogous circumstances.

FIRB last year had already denied PEZA's request to exempt IT-BPO companies from implementation of FIRB Resolution No. 19-21 and to maintain the WFH arrangement PEZA implemented at the beginning of the pandemic.

The IT & Business Process Association of the Philippines (IBPAP) called on the national government to allow as many employees as possible to work from home to avoid catching COVID-19 at work.

Aside from this suggestion, the PEZA management also proposed the following temporary measures, approved by the PEZA Board on January 7, 2022:

Allow movement of IT equipment and assets as long as these are covered by surety bond and appropriate PEZA permits. There should be no limitation on the number of IT equipment for moving as

long as the RBEs comply with the surety bond and permits.

Authorize PEZA to craft its own WFH guidelines that would be peculiar only to PEZA and not applicable to other IPAs and/or economic zone authorities. This is because PEZA is the biggest IPA in terms

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PPA signs contract for P500M e-terminal management system

- The Philippine Ports Authority signed the contract for the P500-million electronic terminal management system
- PPA on February 9, 2022 inked the deal with the joint venture of NextIX, Inc and Carus Ferry Ab Ltd
- The contract covers supply, delivery, installation, and commissioning of ETMS, including cloud-based unified electronic ticketing capabilities

THE Philippine Ports Authority (PPA) on February 9 signed the contract for the P499.898-million electronic terminal management system (ETMS) project with the joint venture of NextIX, Inc. and Carus Ferry Ab Ltd.

The PPA also issued a notice to proceed on February 9, instructing the JV to immediately start working according to the implementation schedule.

The JV was awarded the project in December 2021 after it won the rebidding in October 2021.

The contract covers supply, delivery, installation, and commissioning of ETMS, including cloud-based unified electronic ticketing capabilities. The project is a package solution of software, hardware, equipment and peripherals for simultaneous implementation. It includes system server for the PPA head office and 25 kiosks to be distributed, installed, and configured across PPA ports.

NextIX is a Philippine innovation company specializing in universally available information and communication technology solutions while Carus is a Finnish-based global supplier of information systems to the travel and transport industry.

PPA general manager Jay Daniel Santiago earlier said the ETMS will fully digitize terminal management nationwide.

The ETMS aims to provide an online platform accessible anytime to passengers, vessel operators, port service providers and the ports authority. It "will provide a digitized and systematized process of recording and simultaneous submission of passenger manifest, and vessel voyage information which can effectively be scaled and extended to support future phases of the terminal management process at the PPA port terminals," PPA said.

The system aims to strengthen security and safety standards by mitigating vessel overloading and controlling the flow of regulated goods and cargoes using PPA port facilities, and providing standard stakeholders' registries, credentialing, licensing, and accreditation monitoring.

It seeks to streamline the payment and collection of port fees (terminal and cargo/roll-on/roll-off) and harmonize this with PPA's existing electronic payment system.

PPA in August 2019 announced a plan to implement an online ticketing system with a single window for processing all transactions needed to be done by government,

Amended Public Service Act to drive economic rebound, investments—DTI

- Ratifying the measure amending the Public Service Act will further strengthen economic recovery efforts and improve the investment climate in the country, says Trade Secretary Ramon Lopez
- Once the PSA law is amended, foreign equity restrictions will be relaxed, attracting more global players in several sectors such as telecommunications, shipping, air carriers, railways and subways
- The PSA amendment will produce a more competitive services sector, which will have an indirect positive impact on economic growth

shipping companies, port terminal operators, passenger terminal building operators and the general public.

The system would comply with the International Maritime Organization's mandatory requirement for electronic exchange of information on cargo, crew, and passengers as part of the revised Convention on Facilitation of International Maritime Traffic.

In November 2019, PPA issued Administrative Order (AO) No. 12-2019, which provides rules for implementing the Central Ticketing System (CTS), an online application procedure that would support an integrated vessel booking and payment system for roll-on/roll-off ports.

In September 2020, PPA tested its Unified Electronic Ticketing System, also known as CTS, at the port of Batangas and port of Calapan in Mindoro to prepare for the system's planned full implementation in 2021. In November 2020, a public consultation was held with stakeholders ahead of AO 12-2019's implementing rules and regulations.

The Philippine Inter-island Shipping Association earlier asked the Anti-Red Tape Authority to stop PPA's bidding of the ETMS and to review AO 12-2019, claiming implementing a CTS would be "redundant," "impractical," and an additional cost to the riding public. — *Roumina Pablo*

ing to Trade Secretary Ramon Lopez.

Once the bill amending the 85-year-old Commonwealth Act No. 146, or the PSA, is signed into law by the President "foreign equity restrictions will be eased out which shall attract more global players that will modernize several sectors such as telecommunications, shipping, air carriers, railway, and subways," Lopez said in a statement.

Increased competition

He added: "Similarly, there will be increased competition in terms of services and products which will generate better quality of services and competitive pricing to the benefit of the consumers. Higher investments will also generate more jobs and income for the people."

The Senate and Lower House on February 2 approved the bicameral conference committee report that harmonizes conflicting provisions between Senate Bill (SB) No. 2094 and House Bill (HB) No. 78 and proposes changes to the PSA.

The measure identifies public utilities as follows: distribution and transmission of electricity; petroleum and petroleum products pipeline transmission systems; water pipeline distribution systems and waste water pipeline systems, including sewerage pipeline systems; seaports; and public utility vehicles.

Any industry not on the list will remain as public services and will be liberalized and not be bound by the 60%-40% ownership principle under the Constitution.

Lopez called the measure a major progress toward stepping up competition in the Philippine market. It will not only effectively open up other public services to foreign investors, it will also "exponentially increase foreign direct investments."

"I am confident that we can make Turn to page 12

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XINQUNDAO	2204N	-	20-Feb	21-Feb	22-Feb	23-Feb
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PH in 18th spot... Continued from page 1

The index, published by transport and logistics analyst Transport Intelligence (Ti) and supply chain service provider and investor Agility, ranks the world's top 50 emerging markets in key areas for logistics market development, namely, domestic logistics opportunities, international logistics opportunities, business fundamentals, and its newest addition for 2022, digital readiness.

The index "provides a snapshot of each country's current performance and future potential as a globally significant logistics market and investment destination."

Ahead of the Philippines in ranking are Association of Southeast Asian Nations (ASEAN)-member countries Malaysia (4th), Indonesia (5th), Thailand (8th) and Vietnam (11th).

The top three markets overall are China, India and UAE.

Digital readiness

The Philippines performed strongest in the area of digital readiness, which measures the potential and progress of an emerging market in becoming a digitally led, skills-rich, innovation-oriented and sustainable economy for the future.

With a 5.99 index in 2022, the country landed in 10th place partly due to the "rapid pace of investment in Filipino start-ups in 2021, the numbers of which rose to more than 700 during the year," according to the report.

It cited GobiPartners and Core Capital which said start-up funding in Filipino tech start-ups hit US\$858 million from January to October 2021, "meaning the 10-month period saw more value in equity fundraising than the previous four years combined."

The Philippines' digital economy, however, "remains underdeveloped and lags other emerging markets in value terms," the report noted.

"While Google, Temasek and Bain research shows the country's digital economy is the region's fastest growing GMV (gross merchandise value) of \$17 billion in 2021, a 93% rise year-on-year, it remains some way behind the \$70 billion recorded in Indonesia, for example."

The Google, Temasek and Bain research forecasts rapid growth of GMV of \$335 billion by 2025 from \$160 billion in 2021.

International logistics opportunities

In the area of international logistics opportunities, the Philippines also improved its ranking, climbing one spot to 13th with an index of 5.25.

The international logistics opportuni-

ties index measures internal and external demand for trade intensive logistics services and the capacity of individual emerging markets to facilitate cross-border logistics operations.

Still, the report noted, the Philippines is the only ASEAN-5 country outside the top 10 ranking for this key area where Vietnam, Thailand, Indonesia and Malaysia placed fourth, fifth, sixth and seventh, respectively.

The report sees "more optimistic signs for the development of Southeast Asia's international logistics markets", one of which is the Regional Comprehensive Economic Partnership agreement that took effect in January 2022, paving the way for the creation of the world's largest free trade area. RCEP will eliminate tariffs on 91% of goods as well as introduce rules on investment and intellectual property to promote free trade.

The implementation of RCEP is in limbo in the Philippines, however, with the Senate already in recess ahead of the campaign period for the May 2022 national elections. The RCEP requires ratification from individual countries.

Domestic logistics opportunities

A key area where the Philippines saw its ranking drop two places—to 19th place with an index of 5.00 from 17th in 2021—is domestic logistics opportunities, which measures performance of each emerging market and its potential to sustain and develop domestic demand that requires competitive logistics markets.

The study cited two COVID-19 infection waves in 2021, in April and September, which restricted mobility in the country's economic powerhouse, Metro Manila.

"The restrictions contributed to job losses and business closures, although the Philippines weathered the worst of the storm and saw GDP expansion of 4.9% over the first nine months of 2021, markedly above the 10.1% contraction it experienced in the same period of 2020,"



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the report said.

The economy for the full-year 2021 contracted by 9.6%, the worst ever since after the Second World War.

"Higher services activity, notably in transportation and the retail and wholesale trade, is expected to underpin faster growth in 2022," the research said.

The Philippines dropped the most in the area of business fundamentals, from 29th place to 37th place with a score of 4.38. Business fundamentals measure openness, robustness, fairness and strength of each emerging market's business environment, rule of law and market independence.

Among the report's key findings are:

- The COVID-19 pandemic continues to shape prospects for emerging markets and global supply chains in 2022;
- An accelerated shift to online retail, digitalization and sustainability will be the legacy of the Covid-19 pandemic;
- Global economic prospects in 2022 are good, but supply chain challenges will remain;
- Digital readiness requires connectedness, compatibility and culture; and
- Asia Pacific and Gulf states dominate.

The report said Asia Pacific's emerging markets offer the strongest domestic and international logistics opportunities, although results in the 2022 index see

the region's domestic logistics markets leadership erode.

The Gulf states, meanwhile, have built dynamic and robust business environments which not only lead emerging markets but increasingly chase global best practices. Online retail, the adoption of technology digital business practices and investment in sustainable energy resources see both regions' emerging markets share digital readiness leadership.


The industry professionals surveyed for the 2022 index also offered a broadly positive outlook for the year ahead, despite the challenges.

Around two-thirds of respondents expect record freight rates to return closer to historical levels during 2022, while 80% see supply chain congestion unwinding.





Uncertainty over the strength of the global recovery remains, with more than one-third of respondents saying a global recession in 2022 is "likely" or "certain," while the Middle East and North Africa, Central Asia, South America and Sub-Saharan Africa regions are all unlikely to see growth in 2022.

Adoption of technology, meanwhile, is the most important factor in emerging market growth over the next 10 years, according to survey respondents, but half say cost or access to services is holding back their ability to operate more sustainability in developing economies.

The survey was participated in by 756 logistics industry professionals from August to November 2021. —Roumina Pablo



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(CP2) DIRECT SERVICE TO HKG/SHK

MOTHER VESSEL	VOY. NO.	SUBIC	CAGAYAN	DAVAO (DICT)	HKG (HIT)	SHEKOU (CCT)
MIA SCHULTE	0CP48N1NC	13-Feb	15-Feb	17-Feb	21-Feb	22-Feb
SAN GIORGIO		BLANK SAILING				
MIA SCHULTE	0CP4CN1NC	24-Feb	26-Feb	28-Feb	4-Mar	5-Mar

(CP8-EB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH)	MNL (SH)	SHANGHAI	NINGBO
GREEN POLE	0JV80E1NC	16-Feb	17-Feb	21-Feb	23-Feb
MELLUM	0JV84E1NC	2-Mar	3-Mar	7-Mar	9-Mar
HANSA FRESENBURG	0JV88E1NC	4-Mar	6-Mar	10-Mar	12-Mar

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

MOTHER VESSEL	VOY. NO.	MNL(SH)	MNL(NH)	LIANYUNGANG	QINGDAO	PUSAN(HYUT)	PUSAN(HBTC)	SHANGHAI
HYUNDAI INTEGRAL	0CB6SN1NC	21-Feb	23-Feb	27-Feb	28-Feb	3-Mar	3-Mar	6-Mar
		ONE WEEK SLIDE						
HYUNDAI GRACE	0CB6UN1NC	7-Mar	9-Mar	13-Mar	14-Mar	17-Mar	17-Mar	20-Mar

(CSE) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH)	SHANGHAI	SHEKOU
NORCELOT	0CP48N1NC	14-Feb	18-Feb	21-Feb
NIL SAILING				
CNC SATURN	1CG68N1NC	6-Mar	10-Mar	13-Mar

(JPX) DIRECT SERVICE TO JAPAN

MOTHER VESSEL	VOY. NO.	MNL (NH)	MNL (SH)	TOKYO	YOKOHAMA	NAGOYA	KOBE
CNC TIGER	0IZAHN1NC	17-Feb	17-Feb	21-Feb	21-Feb	23-Feb	24-Feb
SPIL NIKEN	0IZAJN1NC	OMIT MANILA SCHEDULE RECOVERY					
GH TRAMONTANE	0IZALN1NC	25-Feb	26-Feb	2-Mar	2-Mar	4-Mar	5-Mar

(PHX) DIRECT SERVICE TO SINGAPORE

MOTHER VESSEL	VOY. NO.	SUBIC	MNL (NH)	SINGAPORE
CALIDRIS	016I4S	17-Feb	19-Feb	24-Feb
GSL MERCER	018I4S	23-Feb	25-Feb	2-Mar
CALIDRIS	020I4S	2-Mar	4-Mar	9-Mar

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

MOTHER VESSEL	VOY. NO.	MNL (NH)	MNL (SH)	LIANYUNGANG	QINGDAO	NANSHA
SPIRIT OF HONG KONG	OKRNEN1NC	22-Feb	24-Feb	1-Mar	3-Mar	7-Mar
TBA	OKRNJN1NC	17-Feb	19-Feb	24-Feb	26-Feb	2-Mar
DERBY D	OKRNMN1NC	26-Feb	28-Feb	5-Mar	7-Mar	11-Mar

(CHINA 1 NB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	DVO (DICT)	MNL (NH)	SHANGHAI	NINGBO	FUQING	SHANTOU
SPIL CITRA	0QAAQN1NC	19-Feb	21-Feb	25-Feb	26-Feb	28-Feb	1-Mar
BOMAR RENAISSANCE	0QAASN1NC	20-Feb	23-Feb	27-Feb	28-Feb	2-Mar	3-Mar
CNC LION	0QAAUN1NC	27-Feb	2-Mar	6-Mar	7-Mar	9-Mar	10-Mar

(SPX) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH)	MNL (SH)	XIAMEN	HONGKONG	SHEKOU
HANSA FRESENBURG	0JV86N1NC	20-Feb	21-Feb	24-Feb	25-Feb	26-Feb
AS ROMINA	0JV8AN1NC	NIL Sailing				
GREEN POLE	0JV8EN1NC	22-Feb	23-Feb	3-Mar	4-Mar	5-Mar

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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, Japan sign P113B loan for MM subway project phase 1

- The Philippines and Japan signed a JPY253.3 billion (P112.9 billion) loan agreement to fund construction of the first phase of the Metro Manila Subway Project
- Coursed through the Japan International Cooperation Agency, the loan is payable in 27 years with a grace period of 13 years, for a total maturity period of 40 years
- The loan will be used to construct stations, underground tunnels

- between stations, a depot and other public works
- Japan's tunnel boring machines will start excavations in the second quarter of this year

THE Philippines and Japan signed on February 10 a JPY253.3 billion (P112.9 billion) loan agreement to fund construction of the first phase of the Metro Manila Subway Project (MMSP).

The Department of Finance (DOF) in a statement said the loan, coursed through the Japan International Coop-

eration Agency (JICA), is payable in 27 years with a grace period of 13 years, for a total maturity period of 40 years.

This is the second tranche funding for MMSP Phase 1. The first tranche worth JPY104.53 billion (about P47.58 billion or US\$933.73 million) was signed in March 2018, also with a 40-year total maturity period.

The loan will be used to construct stations, underground tunnels between stations, a depot and



Finance Secretary Carlos Dominguez III and Japan International Cooperation Agency (JICA) Philippines Representative Azukisawa Eigo during the ceremonial signing of the second tranche loan for the Metro Manila Subway Project Phase 1 on February 10. Photo from JICA.

other public works. It will also be used to procure rail systems and rolling stocks and consulting services, JICA said in a separate statement.

DOF said JICA will release funds for the remaining three to four tranches of the total loan based on project requirements and subject to further discussions.


The National Economic and Development Authority in September 2021 revised upward the MMSP cost to P488.48 billion or JPY1.08 trillion from the original cost of P350 billion.

The MMSP is the first underground railway system in the country that will provide the most modern mass transportation in the National Capital Region. It will stretch from Valenzuela City to Food Terminal Inc. (FTI), Parañaque and Ninoy Aquino International Airport (NAIA) Terminal 3 in Pasay, and will further extend across the north and south zones of the Greater Capital Region.

The 36-kilometer subway project aims to ease traffic congestion, meet fast rising transport demand, and reduce air pollution in the country's premier urban center. The 17-station subway will reduce travel time between Quezon City and NAIA from the current 70 minutes to only 35 minutes.

The 25.3-km first phase of the MMSP will be constructed using cutting-edge Japanese tunneling technology and will stretch from Mindanao Avenue in Quezon City to FTI in Taguig, before continuing on to NAIA.

Japanese Ambassador Koshikawa Kazuhiko, who attended the signing, said Japan's tunnel boring machines will start excavations in the second quarter of this year.



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FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA SKU	ETA NAN	ETA HKG	
Intra Bhum	22004N	16-Feb	16-Feb	OMIT	18-Feb	19-Feb	20-Feb	
Jan	22002N	22-Feb	22-Feb	23-Feb	25-Feb	26-Feb	27-Feb	

MBX - Manila - Nansha - Shekou - Hongkong							LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA SKU	ETA NAN	ETA HKG	
Nithi Bhum	22003N	16-Feb	16-Feb	OMIT	25-Feb	26-Feb	27-Feb	
Intra Bhum	22005N	21-Feb	21-Feb	22-Feb	25-Feb	26-Feb	27-Feb	

BMX - Manila - Qingdao - Dalian							LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA TAO			
Qingdao Tower	OKRNAN	22-Feb	22-Feb	23-Feb	24-Feb			
Jack London	OKRNIN	21-Feb	21-Feb	23-Feb	2-Mar			

SPX1 - Manila - Xiamen - Hong Kong - Shekou							LCT CARGO: NORTH MON 0900H / SOUTH TUE 0900H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA XMN	ETA HKG	ETA SKU	
Hansa Fresenburg	22001N	20-Feb	20-Feb	21-Feb	26-Feb	28-Feb	1-Mar	
Green Pole	28N	26-Feb	26-Feb	27-Feb	3-Mar	4-Mar	5-Mar	

SPX2 - Manila - Shanghai - Ningbo - Xiamen							LCT CARGO: NORTH SAT 0900H / SOUTH SUN 0900H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA SHA	ETA NBO	ETA XMN	
Green Pole	27E	20-Feb	20-Feb	21-Feb	25-Feb	27-Feb	2-Mar	
Hansa Fresenburg	22001E	3-Mar	3-Mar	4-Mar	5-Mar	6-Mar	8-Mar	

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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
NO VESSEL/CANCELLED VOYAGE		Feb 15	Feb 16	Feb 18	Feb 23	Feb 24	Feb 26
NO VESSEL/CANCELLED VOYAGE		Feb 22	Feb 23	Feb 25	Mar 2	Mar 3	Mar 5
EASLINE QINGDAO N028		Mar 1	Mar 2	Mar 4	Mar 9	Mar 10	Mar 12
SINOTRANS KAOHSIUNG 2205N		Mar 8	Mar 9	Mar 11	Mar 16	Mar 17	Mar 19

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	2206N	CANCELLED ROUND VOYAGE				
SINOTRANS TIANJIN	2207N	CANCELLED ROUND VOYAGE				
SINOTRANS TIANJIN	2208N	Feb 28	Mar 1	Mar 3	Mar 4	Mar 5
SINOTRANS TIANJIN	2209N	Mar 7	Mar 8	Mar 10	Mar 11	Mar 12

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	NBO ETA/SUN
CANCELLED VOYAGE		Feb 10	Feb 11	-	Feb 18
CANCELLED VOYAGE		Feb 17	Feb 18	-	Feb 25
CANCELLED VOYAGE		Feb 24	Feb 25	-	Mar 4
ZHONGWAIYUNXINGANG 2205N		Mar 3	Mar 4	-	Mar 11

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
CANCELLED VOYAGE		Feb 16	Feb 17	Feb 18	Mar 2	Mar 4	Mar 6
AS FENJA	027N	Feb 23	Feb 24	Feb 25	Mar 9	Mar 11	Mar 13
ISEACO FORTUNE	053N	Mar 2	Mar 3	Mar 4	Mar 16	Mar 18	Mar 20
TBN		Mar 9	Mar 10	Mar 11	Mar 23	Mar 25	Mar 27

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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MOTHER VESSEL	VOY. NO.	ETD BTG	ETD MNL(NH)	ETA NAN	ETA SHE	ETA HOC	ETA SHH	ETA BKK	ETA LCH	ETA	ETA
SITC RIZHAO	2203N	CANCELLED VOYAGE									
WISDOM GRACE	2205N	26-Feb	28-Feb	2-Mar	4-Mar	7-Mar	10-Mar	11-Mar	13-Mar		

(CARGO): BATANGAS: THU 2359H | DOCS: THU 1700H SAT SAILING | (CARGO): MNN: FRI 1700H MON SAILING

CMI SERVICE (BATANGAS - SHANGHAI - XIAMEN - SHEKOU - NANSHA - HO CHI MINH - JAKARTA - SEMARANG - MAKASSAR)												
MOTHER VESSEL	VOY. NO.	ETD BTG	ETA SHA	ETA NBO	ETA XIA	ETA SHE	ETA NAN	ETA BIN	ETA JKT	ETA SEM	ETA SUR	ETA MAK
SITC DECHENG	2205N	19-Feb	23-Feb	25-Feb	27-Feb	28-Feb	2-Mar	-	8-Mar	10-Mar	12-Mar	14-Mar
SITC ULSAN	2205N	26-Feb	2-Mar	4-Mar	6-Mar	7-Mar	9-Mar	-	15-Mar	17-Mar	19-Mar	21-Mar

LCT (CARGO): BATANGAS/THU 2359H/PRE-ADVISED/ED/ARRASTRE/FSI: THU 1700H (SAT SAILING)

CPX1 SERVICE (MNL SH - BATANGAS - CEBU - CAGAYAN - DAVAO - DALIAN - TIANJIN - QINGDAO - SHANGHAI)												
MOTHER VESSEL	VOY. NO.	ETD MNL SH	ETD BTG	ETD CEB	ETD DICT	ETD CDO	ETA SHA	ETA DLC	ETA TNG	ETA TAO	ETA SHA	ETA NBO
SITC CAGAYAN	2205N	21-Feb	22-Feb	24-Feb	28-Feb	2-Mar	5-Mar	7-Mar	9-Mar	11-Mar	13-Mar	
SITC MAKASSAR	2205N	28-Feb	1-Mar	3-Mar	7-Mar	9-Mar	12-Mar	14-Mar	16-Mar	18-Mar	20-Mar	

LCT (CARGO): MNL SH/THU 1200H (SAT SAILING) * BATANGAS/SAT 0600H (MON SAILING) * CEB/SUN 0600H(TUE SAILING)

CPS SERVICE (MNL NH - MNL SH - XIAMEN - SHANGHAI - NINGBO)					
MOTHER VESSEL	VOY. NO.	ETD MNL(NH)	ETA MNL(SH)	ETA SHA	ETA NBO
CANCELLED VOYAGE					
CANCELLED VOYAGE					

LCT (CARGO): MNL NH/ THU 1200H (FRI SAILING) * MNL SH/ FRI 1200H (SAT SAILING)

CPX5 SERVICE (MANILA NH - MNL SH - SHEKOU - HONGKONG - NANSHA)					
MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA SHIHU	ETA WEI	ETA XMN
SITC TOKYO	2212N	CANCELLED VOYAGE			
SITC TOKYO	2214N	23-Feb	25-Feb	26-Feb	27-Feb

LCT (CARGO): MNL NH/MON 2359H (WED SAILING)

CPX3 SERVICE (MNL NH - MNL SH - QUANZHOU (SHIHU) - QUANZHOU (WEITOU) - XIAMEN)					
MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA SHE	ETA NAN	ETA XMN
PHUC THAI	2212N	17-Feb	19-Feb	21-Feb	
PHUC THAI	2214N	24-Feb	26-Feb	28-Feb	

LCT (CARGO): MNL NH/TUE 1700H (WED SAILING) MNL SH/FRI 1700H

CPX6 SERVICE (MNL NH-MNL SH-DAVAO (SASA)-DAVAO (DICT)-GEN SAN-SHANGHAI-QINGDAO)											
MOTHER VESSEL	VOY. NO.	ETD SUBIC	ETD MNL(NH)	ETD MNL SH	ETD CDO	ETA GEN	ETA DVO	ETA SHA	ETA QIN	ETA WEN	ETA XMN
SITC GENSAN	2203N	21-Feb	25-Feb	28-Feb	2-Mar	5-Mar					
SITC SINGAPORE	2205N	20-Feb	23-Feb	SKIP	26-Feb	28-Feb	5-Mar	7-Mar	10-Mar	11-Mar	

LCT (CARGO): SASA-FRI 1900H (SUN SAILING) / DICT-SAT 1200H (MON SAILING) / GEN SAN-SUN 2400H (TUE SAILING)

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PEZA OKs P125B Quezon mega ecozone with international...

Continued from page 1

ince, set to become the largest ecozone in the country. PEZA signed a registration agreement (RA) on January 31, 2022 with Achievement Realty Corp. (ARC) on creating the Quezon Techno-Industrial Special Economic Zone (QTISEZ) in Barangays Rosario and San Jose in Mauban, Quezon. The signing followed the issuance of Proclamation No. 1277 dated January 17, 2022, which creates and designates several parcels of land in the two barangays as a special ecozone. "QTISEZ is envisioned to have its own international seaport and international

airport with an estimated budget of P25 billion each from the total P125 billion cost of developing the 1,836 hectares special economic zone. It will be the first international airport and seaport to be strategically located in Eastern part of Luzon," PEZA director general Charito Plaza said in a statement. **200,000 jobs** "With the P75 billion from the proposed development budget and under this signing, QTISEZ will create 2,000 factories and shall be instrumental in the creation of more than 200,000 jobs," the PEZA chief added.

ARC chairman Philip Cea said the ecozone will be funded by foreign and local investors, with a memoranda of understanding already signed with Chinese and Korean companies. Under the agreement, ARC as the ecozone developer/operator will establish, develop, construct, administer, manage and operate QTISEZ. ARC can also construct, install, provide, operate, and maintain infrastructure facilities, utilities, communication system, sewage and drainage system among others either by itself or through another to effectively operate and pursue a viable business within the ecozone.

It will be responsible for providing security and maintaining peace and order within QTISEZ, and will pay to PEZA all applicable fees. Under the signed RA, PEZA has the exclusive power and prerogative to permit, supervise, and control the entry and exit of all goods, machinery, and equipment, merchandise, and article to and from QTISEZ. To make QTISEZ a township, Cea said around 200 hectares will be dedicated to mixed-use development for the establishment of government offices, residential, commercial, and other areas where people can "live, work, and play."

Open for Business

By HENRIK BATALLOES
SCMAP Marketing and Communications Executive



**SCMAP
PERSPECTIVE**

A couple of weeks back, the government made its first indications that it is drafting a new strategy against COVID-19, this time with an endemic, rather than a pandemic, approach.

It's about time. Our approach to the coronavirus has focused too much on fighting ongoing fires and addressing immediate concerns, to the detriment of identifying and mitigating long-term effects. We've seen two years of knee-jerk reactions that have not been fully effective in controlling COVID-19 cases, and have even led to businesses downsizing or closing altogether, and Filipinos losing their livelihoods.

It's striking how businesses have been planning for an endemic scenario for months, but aren't quite sure how to proceed because the government isn't yet on the same page. Is it because of the political implications of saying "COVID-19 is not going away"? Don't worry—we all know that this disease is

here to stay. Arguably we've long made peace with that. But with vaccination numbers going up, we're secure that we can better manage the disease, as seen by the relative shortness of the Omicron spike last month.

We're also increasingly anxious about whether we can return to some kind of normal. We may be vaccinated, for example, but mobility continues to be restricted, whether it be province-to-province (think of the myriad of requirements needed to cross borders) or barangay-to-barangay (think of the limitations in public transportation). How will we be empowered to resume our normal lives and rejuvenate our economy?

This is what we've been hoping to see all this time: a roadmap out of the current situation where we're constantly on guard and unable to proceed for fear of the rules changing. Now that vaccination numbers are satisfactory—almost 60 million Filipinos have two doses, 8 million of which have a booster—we should have more freedom to think about resuming regular activities without fear of overburdening our health system. We've seen a boost in consumer confidence last December, just before the Omicron spike. Imagine

the forces that could be unleashed when more business activities are allowed, when we're free of that anxiety.

A good amount of communication is needed, of course, to convince those who haven't been vaccinated to get it done—no, vaccination won't make you COVID-proof, but it will greatly increase your chances of not being hospitalized—and to encourage people to embrace healthy practices in the new normal, like wearing masks when you're not well, the same way your K-drama favorites do.

Only then can we truly begin to think about bringing our economy back to life. While the quarterly numbers are looking good, we have yet to regain all the ground we lost in 2020, not to mention all the opportunities we lost—and, in the case of those studying, continue to lose. Critical to this is enabling a business environment that is conducive to investment and innovation, allowing us to address concerns encountered in the past couple of years, as well as long-standing issues.

The ratification of amendments to the Public Service Act is one measure we welcome, as it opens the door for long-needed investments in logistics, transportation and telecommunications—crucial sectors in a post-pandemic world where e-commerce and alternative work arrangements are firmly settled as the norm, or at least one of them. It will also lead to greater competition and, ultimately, lower costs.

The proposed International Maritime Trade Competitiveness Act, which passed the House and is now awaiting deliberations in the Senate, is another measure we hope will push through. This will help address long-standing concerns surrounding shipping costs, enhancing competition and hopefully improving service levels. Lowering logistics costs—which account for 27% of sales costs—will go a long way in making businesses competitive and allowing them to better serve their customers.

We hope both measures are ultimately signed into law. We are confident that the government—the one we have now, and the one that will take over in June—will have our economy's post-pandemic recovery as a main concern. (I'm thinking of the amendments to the Retail Liberalization Law, which President Duterte signed last December; it further reduces capital requirements for foreign retailers looking to enter the Philippine market.) After all, to emerge from the challenges of the last two years, we have to first put up that sign outside our door. You know, the one that says "open for business."

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.

Construction of NLEX Connector's Sta. Mesa section kicks off

- Foundation works have been laid marking the start of construction for the 3km North Luzon Expressway Connector Sta. Mesa Section in Manila
- The section is part of the 8-km NLEX Connector that extends NLEX southward from Caloocan Interchange on C3 road and connects to the Skyway Stage 3 in Sta. Mesa
- NLEX Connector will provide trucks with a 24/7 alternative route, resolving truck ban woes and enabling unimpeded delivery of goods and services
- It is expected to accommodate around 35,000 motorists daily and reduce travel time from NLEX to South Luzon Express-

way to 20 minutes from the usual two hours

TOLL operator NLEX Corporation began construction of the 3-kilometer North Luzon Expressway (NLEX) Connector Sta. Mesa Section, laying foundation works along Antipolo Street, Sampaloc, Manila.

The section is part of the entire 8-km NLEX Connector that extends the NLEX southward from Caloocan Interchange on C3 road, traverses España Boulevard and R. Magsaysay Boulevard, and connects to the Skyway Stage 3 near the Polytechnic University of the Philippines in Sta. Mesa, Manila.

"Progress of the NLEX Connector Sta. Mesa Section will be more visible now as we start laying the foundation for this

segment. The bored piles are crucial in providing a sturdy base for our elevated expressway project," NLEX Corp. president and general manager J. Luigi Bautista said in a statement.

For this section, a total of 72 piers will be built to support the elevated, four-lane expressway that will mostly run above lines of the Philippine National Railways. The section will co-exist with the Department of Transportation's North-South railway project and will have two interchanges on España and R. Magsaysay.

NLEX Corp. and the Department of Public Works and Highways (DPWH) are working together to complete the project, which will help decongest Metro Manila traffic and improve connectivity between seaports in Manila and airports in Pasay and Clark.

During the groundbreaking ceremony for the Sta. Mesa segment last December 2021, Public Works Secretary Roger Mercado committed to "provide the necessary right-of-way for the project as we target to complete this segment by end of 2022."

Catering to all vehicle classes, the NLEX Connector will provide trucks with a 24/7 alternative route, resolving truck ban woes and enabling unimpeded delivery of goods and services.

Once completed by yearend, the NLEX Connector is expected to accommodate around 35,000 motorists daily and reduce travel time from NLEX to South Luzon Expressway to 20 minutes from the usual two hours, while Clark to Calamba will just be approximately 1 hour and 40 minutes instead of three hours.

Continued from page 2

PEZA seeks temporary easing of WFH rule for IT-BPO...

of number of enterprises and it has multiple IT centers/buildings under its jurisdiction.

"The proposal of PEZA is merely temporary in consideration of the ongoing pandemic," PEZA director general Charito Plaza said in a statement.

"The approval of the PEZA Board of our proposed temporary measure was submitted to the FIRB for further approval as required under the rules. We have yet to receive formal notice on the FIRB's decision regarding our recommendation," Plaza added.

PEZA is also asking FIRB not to impose penalties under FIRB Resolution No. 19-21 given their possible implications.

"PEZA-registered companies are coping with or recovering from the impacts of the pandemic. If it's supposed to be a relief measure, we should not penalize the companies; rather, we must continue to assist our registered companies as much as possible given that protecting livelihoods of millions of Filipinos is an important national interest," noted Plaza.

Amending CREATE's Section 309

Aside from the recommended temporary measures, PEZA and the Board of Investments (BOI) suggest amending Section 309 of the CREATE Act, which provides prohibitions on registered activities.

Plaza said both PEZA and BOI support proposed Senate Bill (SB) No. 2306, which seeks to amend Section 309.

SB 2306 proposes that WFH arrangements or "telecommuting" be considered as activities conducted or operated within the geographical boundaries of the zone or freeport being adminis-

tered by the IPA since such arrangements do not exceed 50% of the total revenue.

"However, instead of the 50% WFH arrangement which is based on revenue, both IPAs [PEZA and BOI] agreed that the percentage should be addressed in the proposed SIPP (Strategic Investment Priority Plan) as the allowable threshold may even be increased to more than 50% but this time, it shall be based on total workforce or manpower of the IT enterprises instead of the revenue," Plaza explained.

Tereso Panga, PEZA deputy director general for policy and planning, said that with the suggestion, "I think, moving forward, we can have a more permanent solution to this, recognizing, based on the McKinsey [and Company] report, that WFH is really part of the new normal post-pandemic... It's one way we can enhance our competitiveness as an IT destination."

IBPAP president and chief executive officer Jack Madrid said the association looks forward to industry growth in the years to come but this "would not be possible without the full support of our government partners; and I can't think of a more strategic and important partner than our partners in PEZA."

As of November 2021, a total of 297 IT parks and centers and 1,273 IT-BPO companies were registered with PEZA.

These companies and economic zones contributed a total of 12.33% or P328.559 billion of investments, generated US\$11.537 billion of exports, and created 962,304 direct jobs as of September 2021.

Vice Admiral Fabricante named Coast Guard OIC

- Vice Admiral Eduardo Fabricante has been appointed OIC of the Philippine Coast Guard following the retirement of Admiral Leopoldo Laroya
- Fabricante takes the helm at PCG effective February 11

VICE Admiral Eduardo Fabricante has been appointed officer-in-charge of the Philippine Coast Guard (PCG) effective February 11.

He takes over from Admiral Leopoldo Laroya
Turn to page 12



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Amended Public Service Act to drive economic... Continued from page 3

economic recovery happen in the Philippines this year. With the amended Public Service Act, we expect the entry of new foreign investors and the introduction of modern and new technologies in the aforementioned sectors," Lopez said.

He said the Philippines, ranked as the third most restrictive economy in the world based on the 2020 Organization for Economic Cooperation and Development report, will see many benefits from the eventual passage of the law. These include attracting more investments, generating more employment opportunities, introducing innovation, lowering prices, and improving the quality of goods and services.

Trade undersecretary Rafaelita Aldaba, meanwhile, noted the indirect positive impact of the PSA amendment to the entire economy, noting that "a more competitive services sector will have indirect consequences toward

economic growth."

"High quality transport or telecommunication infrastructure, for example, could influence the production costs and competitiveness of all firms across all sectors of the economy," Aldaba said.

The measure comes with safeguard measures, including allowing the President to suspend or prohibit any proposed merger or acquisition transaction, or any

investment in a public service that will grant control to a foreigner or a foreign corporation.

Another safeguard provision prohibits foreign state-owned enterprises from owning capital in any public service classified as public utility or critical infrastructure.

Foreign nationals are also not allowed to own more than 50% of the capital of entities engaged in the operation and

management of critical infrastructure, unless their country accords reciprocity to Philippine nationals.

Various business groups, industry organizations and government agencies have been pushing for amendments to the PSA to promote foreign direct investments and boost the country's post-pandemic recovery. The bills amending the PSA were earlier certified as urgent by the President.

Vice Admiral Fabricante...

Continued from page 7

Laroya who retired on February 10. Laroya was appointed 28th commandant of PCG in September 2021.

A member of the Philippine Military Academy Class of 1989, Fabricante served as the deputy commandant for operations of PCG prior to being appointed OIC.

He was one of five senior flag rank officers of PCG recommended to Transport Secretary Arthur Tugade, who in turn recommended to President Rodrigo Duterte the appointment of the 29th PCG Commandant

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