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PPA proposes cargo-handling rates for Tier 2 ports

- The Philippine Ports Authority is eyeing the same domestic cargo rates for Tier 2 and Tier 3 ports
- Proposed rates for foreign cargoes at Tier 2 ports will be equal to what the Cebu Port Authority charges but plus 10%

but with an additional 10%. Seven percent of the 10% represents the consumer price index (all items adjustment factor from 2019 to 2021) and 3% unforeseen events that may affect the cost of investment such as the pandemic or Russia-Ukraine war, PPA Commercial Services Department acting manager Leila Martinez said in a March 11 virtual hearing.

THE Philippine Ports Authority is proposing cargo-handling base rates for Tier 2 ports bidded out under the agency's new terminal management framework.

For foreign cargo rates, PPA is eyeing adoption of the Cebu Port Authority tariff

The proposed tariff for domestic cargoes at Tier 2, on the other hand, will mirror that of Tier 3 "for uniformity, as Tier 2 and Tier 3 mostly handle domestic

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3 new cargo bays double Manila Harbor Center capacity

- Manila Harbor Center's cargo-handling capacity more than doubled with the completion of 3 eco-friendly bulk cargo bays
- Bulk storage capacity expanded to 55,000 metric tons from 24,000MT
- Prime Metro BMD is dredging Terminals 1, 2 and 3 berths
- When dredging is complete, Terminals 1 and 2 will have a draft of 10.5 meters and Terminal 3, 8.7 meters

MANILA Harbor Center (MHC) has completed three eco-friendly bulk cargo bays (BCB), expanding the facility's bulk storage capacity by more than 100% to 55,000 metric tons from 24,000MT.

The BCBs—now a total of five—cover a combined area of 6,650 square meters, enclosing cargo within seven-meter-high walls that mitigate the environmental impact of bulk cargo operations by minimizing the spread of dust.

"Compared with open storage that

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6 entities eye PPA container monitoring system

- Six entities joined the pre-bid conference for the Philippine Ports Authority's container registry and monitoring system for inbound foreign containers
- They are Ascent Solutions Philippines, Inc., Association of International Shipping Lines, Filmetrics Corp., Gothong Southern Supply Chain, Inc.; NextIX, Inc., and Omniprime Marketing Inc.

THE pre-bid conference for the Philippine Ports Authority's (PPA) container registry and monitoring system for inbound foreign containers has attracted six entities.

Ascent Solutions Philippines, Inc., Association of International Shipping Lines (AISL), Filmetrics Corp., Gothong Southern Supply Chain, Inc.; NextIX, Inc., and Omniprime Marketing Inc. participated in the March 8 pre-bid conference livestreamed in PPA's YouTube channel.

The Trusted Operator Program-Container Registry and Monitoring System (TOP-CRMS) and Empty Container Storage Shared Service Facility project covers the supply, delivery of full technology stack, financing, technical implementation services, and managed services to implement the system. PPA will spend P980 million for the project.

During the pre-bid conference, some of the firms' representatives asked if the deadline for submission of bids scheduled on March 22 can be moved to give them more time to prepare documents.

The PPA-Bids and Awards Committee (BAC) said the issue will be deliberated on and a supplemental bid bulletin issued if there is a change in timeline; otherwise the March 22 deadline stays, which is also the date for opening of bids.

A prospective bidder representative also asked if public hearings have been conducted to inform stakeholders of the project, noting they spoke with three big trucking organizations that claimed to be unaware of the project.

The PPA BAC said its Commercial Services Department is finalizing details of the public hearing but an initial hearing was already conducted last year.

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PPA in June 2021 conducted a virtual public hearing on its proposal to introduce a container tracking and monitoring system that will record and monitor in real time the movement of all import containers—from their discharge from the port terminal to their return to an empty depot and to the port for re-export.

The 2021 hearing was attended by representatives of some of the port stakeholders' groups. Truckers' representatives were not present.

AISL had earlier proposed to develop, manage and implement a digital platform for PPA's proposed container registry and monitoring system. AISL's proposal expands the association's existing Go-Fast Container Monitoring System, a web-based trade and logistics platform providing digital connectivity among foreign shipping lines, importers and their authorized customs brokers, terminal operators, off-dock container freight stations

and off-dock depots.

AISL's proposed platform aims to facilitate the realization of PPA's proposed CRMS at the same time "eliminate the need for expensive tagging devices and container tracking infrastructure and imposing an entirely container monitoring system that is not integrated with existing port user systems."

In October 2021, PPA issued Administrative Order No. 04-2021, which prescribes the policy on registration and monitoring of containers entering and leaving PPA ports, including the scheduling, loading, unloading, release and movement of all containers.

Under the order, PPA will prescribe and adopt a system for the registration and monitoring of containers. The system will have features that include, among others, a facility to record all containers passing in and out of the port terminals.

All containers are required to register

in the system to be adopted by PPA and to secure a container insurance policy. The insurance policy will be used instead of the container deposit and container maintenance fees being required by international shipping lines "in order to protect local importers from additional transaction costs."

AO 04-2021 covers all containers originating from foreign ports for unloading at government or private ports under the administrative jurisdiction of PPA.

Stakeholders earlier voiced concerns the proposed system will just duplicate monitoring systems already in place for containers, particularly those set for discharge from terminals.

PPA Port Operations and Service Department manager Atty. Hiyasmin Delos Santos said they do not intend to duplicate existing systems but plan to interface the proposed system with them.

— Roumina Pablo

PH users of container deposit refund solution grow

- The online system that speeds up container deposit refunds has signed up 9 foreign shipping lines, registered 27 customs brokers and freight forwarders, and attracted 20 consignees and warehouse operators as subscribers
- Container Ledger Account Phils. is actively engaging more Association of International Shipping Lines members to join

- CLA seeks to resolve the long-standing issue of container deposit refunds

NINE foreign shipping lines operating in the Philippines have so far signed up with the Container Ledger Account (CLA), an online system that aims to simplify and speed up container deposit refunds.

There are also 27 customs brokers and freight forwarders that have registered and 20 consignees and container freight station and warehouse operators subscribed to the system.

Malaysia-based D&D Control (M) Sdn Bhd president and chief executive officer Mahendrarajah Selvaraja (Mahan) said the company is actively engaging others in the 37-member Association of International Shipping Lines (AISL) to join CLA.

Some shipping lines are on a wait-and-see mode while others are waiting for approval from foreign principals to join, Mahan said during a recent webinar hosted by the Philippine Multimodal Transport and Logistics Association Inc. together with PortCalls.

CLA is an alternative and voluntary solution to simplify container deposit management between the

shipping line and the consignee/agent. The system began pilot-testing in the Philippines last December.

AISL earlier tapped D&D to offer an alternative solution to the long-standing issue of returning container deposits in the Philippines.

In place since 2018 in Malaysia, CLA is used by 44 shipping lines and over 2,000 consignees and agents in 14 Malaysian ports. Several of those liners and shipping agents using CLA are also operating in the Philippines.

D&D has established Container
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Cerberus acquire Hanjin's Subic shipyard for \$300M

- US investor Cerberus Capital Management and Agila NY Naval Inc./Agila South are set to take over the former Hanjin shipyard at Subic
- Cerberus will acquire the facility for US\$300 million and lease parts of the property to locators, a report said
- Philippine Navy will be one of the property's tenants occupying the northern yard

US private equity firm Cerberus Capital Management and Agila NY Naval Inc./Agila South Inc. will take over the former Hanjin shipyard at Subic, according to Subic Bay Metropolitan Authority (SBMA).

Newly-appointed SBMA chair and administrator Rolan Paulino Sr. disclosed this development in his speech during the recent turnover and oath-taking ceremony as new head of the operator of the free port zone. He took over from Atty Wilma Eisma on March 1.

Paulino said Presidential Executive Secretary Salvador Medialdea had told him to continue what former chair and administrator Wilma Eisma, had started: "Ang sabi niya, 'yung tinapos ni Ma'am Amy (Eisma) ay ituloy natin (He said what Eisma started we should continue), which is yung Cerberus, Agila. Ito po yung papalit sa (They will replace) Hanjin."

Cerberus describes itself as a global leader in alternative investing with about US\$55 billion in assets across complementary credit, private equity, and real estate platforms. It has been described in the finance industry as a distressed investing player, as one of its core businesses is taking over non-performing loans.

Cerberus will acquire the facility for US\$300 million and lease parts of it to locators, according to a Reuters report.

Philippine Navy as tenant

In a bid bulletin posted on February 1 by the Government Service Insurance System, the state-run insurer said Cerberus as SBMA locator will lease the shipyard to tenants, one of which will be the Philippine Navy, which will occupy the northern yard.

The bulletin was for bidding out the "Reinsurance of the Industrial All Risks Insurance of SBMA/Agila NY Naval Inc./Agila South Inc./Agila Services Inc."

GSIS said the tentative date of transfer of operations was February 25. Australian shipbuilder Austal, which had earlier shown interest in the shipyard, "is no longer a tenant/occupant", according to the bid bulletin.

SBMA senior deputy administrator for operations Ronnie Yambao, in a webinar hosted by Subic Bay International Terminal Corp. last November, said the authority hoped to finalize agreement on the shipyard with a foreign company in the first or second quarter of 2022.

The takeover will involve business activities such as shipbuilding, ship repair, and logistics-related services, Yambao added.

The 300-hectare area to be taken over was once occupied by Hanjin Heavy Industries and Construction-Philippines Inc., which had been Subic's biggest locator before it went bankrupt in 2019.

Several companies took interest in taking over the facility, including global port operator International Container Terminal Services, Inc. and Netherlands-based shipbuilder Damen Shipyards Group.

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LCT MIP: MON 0900 HRS / SH: TUE 1700 HRS

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PH Jan trade grows 20.1% on imports surge

- January's 20.1% year-on-year Philippine merchandise trade

growth marks 12th straight month of improvement

- The trade deficit during the month widened 63.2% to -\$4.7 billion as imports surged 27.5%, its 12th month of increase, and exports rose 8.9%
- Electronics were the top import and export commodity

PHILIPPINE merchandise trade grew 20.1% year-on-year in January, marking its 12th consecutive month of expansion as both imports and exports increased, according to preliminary data from the Philippine Statistics Authority (PSA).

External trade in the first month of the year reached \$16.78 billion, higher than the \$13.972 billion recorded in January 2021.

Of the total, 64% were imported goods, while the rest were exported goods.

The country's trade deficit widened by 63.2% to -\$4.7 billion from -\$2.878 billion a year ago as imports surged 27.5% year-on-year to \$10.74 billion from \$8.425 billion in January 2021.

This is likewise the 12th consecutive month of positive annual growth for imports, with imports of nine of the top 10 major commodity groups surging led by medicinal and pharmaceutical products, which shot up 240.9% y-o-y. This was followed by mineral fuels, lubricants, and related material imports, which grew 97.2% year-on-year, and transport equipment, 46.2%.

Exports rose 8.9% to \$6.04 billion from \$5.547 billion in January 2021, marking its 11th month of increase since March 2021.

Of the top 10 major commodity groups in terms of export value, five

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KMTC Ulsan	2207N	-	04/21	04/28	04/28	05/01	05/05

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Fitz Roy	0024N	04/04	04/05	04/10	04/14	04/18	04/19
Hyundai Unity	0139N	04/11	04/12	04/17	04/21	04/25	04/26

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KMTC Bangkok	2204S	04/12	04/14	04/18	04/19	04/23	04/26

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Bautista is new PRBCB chair

- Samuel Bautista has been appointed as the new chairperson of the Professional Regulatory Board for Customs Brokers
- Dr Nnette Dagondon and Albert Cruz were appointed members of the Board
- Their appointment covers three years

PRESIDENT Rodrigo Duterte has appointed Samuel Bautista as the new chairperson of the Professional Regulatory Board for Customs Brokers (PRBCB).

Bautista's appointment paper was signed on March 8. He took his oath of office before Professional regulation Commission chairman Teofilo S. Pilando, Jr. on March 9.

Bautista replaces Dr Nnette Dagondon, who will remain as first member of the PRBCB. Appointed as second member was Albert Cruz, department head of Emilio Aguinaldo College.

Their appointment covers three years.

Bautista is the president and chief learning officer of the Academy of Developmental Logistics and president of LGC Logistics, Inc.

He is also a professor at the Lyceum of the Philippines University-Graduate School, a member of the Commission on Higher Education-Technical Committee for Customs Administration, and a management committee member of the International Network of Customs Universities.

Bautista was also a director of the Chamber of Customs Brokers, Inc. in 2017-2019, and chief of staff of the Bureau of Customs Office of the Commissioner from 2015 to 2016.

Under Republic Act No. 9280, or the Customs Brokers Act of 2004, the PRBCB, under the Professional Regulation Commission, oversees the standardization and regulation of customs administration education; the examination and registration of customs brokers; and the supervision, control and regulation of the practice and customs broker profession.



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Flash Express, UnionBank unite to offer MSMEs online biz solutions

- Flash Express-UnionBank tieup offers small Filipino enterprises, particularly online social sellers and e-commerce entrepreneurs, online business solutions
- The deal integrates Flash Express into UnionBank's e-commerce platforms
- It also provides logistics business solutions to UnionBank clients via access to Flash Express' services

Bank of the Philippines have sealed a partnership agreement to provide online business solutions to Filipino micro, small, and medium Enterprises (MSMEs), particularly online social sellers and e-commerce entrepreneurs.

"The main objective of this partnership is two-pronged: to introduce and integrate Flash Express into the e-commerce business platforms of UnionBank and to provide logistics business solutions to UnionBank's clients by facilitating easy access to Flash Express' services," Sherry Lou Bernabe, Flash spokesperson and head of Legal & Compliance, said in a

statement.

"This is a marriage of two innovative organizations. Flash Express will bring the technology of logistics and UnionBank brings in the technology for banking and settlements. Combined, we will be able to tap more MSMEs and grow their businesses further through our robust courier and banking solutions," UnionBank vice president and SME and Micropreneurs Segments head for Customer Experience Jaypee Soliman said.

Flash Express noted that demand for e-commerce business has grown steadily since the coronavirus pandemic began two

years ago as people minimized prevented face-to-face transactions.

The partnership is seen to create more opportunities for Filipino MSMEs to speed up their business growth through UnionBank's marketplace platform. It is also expected to offer local MSMEs easier access to financial assistance, as well as to Flash Express' technology-driven logistics services and pro-business logistics solutions.

UnionBank's digital solutions and new product innovations include MSME Business Banking mobile application, UnionBank GlobalLinker, UPAY for MSMEs, and digital onboarding.

COURIER and logistics service company Flash Express (Ph) Co. Ltd. Inc. and Union

PH Jan trade grows 20.1%...

recorded annual increases, led by coconut oil at 110.1%; then other manufactured goods, 53.4%; and cathodes and sections of cathodes made of refined copper, 46%.

Among commodity groups, electronic products remained the country's top import, with a 26% or \$2.79 billion share of the total January 2022 bill. It was also the top exported commodity with a 58%

Continued from previous page or \$3.51 billion share of the total.

By major type of goods, imports of raw materials and intermediate goods still accounted for the largest share or 41.3% of total imports worth \$4.43 billion in January. Manufactured goods, on the other hand, were the top exports in January with an 83.7% share or \$5.06 billion of the total.


Imports of personal protective equipment (PPE) and medical supplies, including COVID-19 vaccines, surged 1,103.6% to \$303.74 million in January. The total import of COVID-19 vaccines was valued at \$278.65 million in January.

Exports of PPE and medical supplies,

meanwhile, dropped 53.2% to \$1.33 billion in December 2021, the segment's 12th consecutive month of decline.

By major trading partner, China remained the country's biggest supplier of imported goods, accounting for \$2.07 billion or 19.3% of the total value. Next was South Korea at \$1.06 billion; Japan, \$946.92 million; the US, \$765.02 million; and Singapore, \$616.74 million.

For exports, the US was still the top destination with \$934.77 million or a 15.5% share of total exports during the month. China followed with \$885.06 million; Japan, \$826.59 million; Hong Kong, \$738.94 million; and Singapore, \$413.54 million.



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CMA CGM PHILIPPINES INC.



(CP2) DIRECT SERVICE TO HKG/SHK

MOTHER VESSEL	VOY. NO.	SUBIC ETD	CAGAYAN ETD	DAVAO (DICT) ETA	HKG (HIT) ETA	SHEKOU (CCT) ETA
MIA SCHULTE	0CP4GN1NC	6-Mar	8-Mar	10-Mar	14-Mar	15-Mar
MOUNT GOUGH	0CP4IN1NC	7-Mar	9-Mar	11-Mar	15-Mar	16-Mar
MIA SCHULTE	0CP4KN1NC	17-Mar	19-Mar	21-Mar	25-Mar	26-Mar

(CP8-EB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	SHANGHAI ETD	NINGBO ETD
NORDPUMA	0JV8SE1NC	21-Mar	22-Mar	26-Mar	28-Apr
HANSA FRESENBURG	0JV8OE1NC	30-Mar	31-Mar	4-Apr	6-Apr
MELLUM	0JV9OE1NC	4-Apr	5-Apr	9-Apr	11-Apr

(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
KIMOLOS TRADER	0CB6WN1NC	14-Mar	16-Mar	20-Mar	21-Mar	24-Mar	24-Mar	27-Mar
TBA	0CB6YN1NC	BLANK SAILING						
HYUNDAI FORWARD	0CB70N1NC	28-Mar	30-Mar	3-Apr	4-Apr	7-Apr	7-Apr	10-Apr

(CSE) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	SHANGHAI ETA	SHEKOU ETA
CNC BANGKOK	1CG6GN1NC	15-Mar	18-Mar	21-Mar
SAN GIORGIO	1CG6KN1NC	23-Mar	31-Mar	3-Apr
CMA CGM MAPUTO	1CG6SN1NC	28-Mar	29-Mar	1-Apr

(JPX) DIRECT SERVICE TO JAPAN

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	TOKYO ETD	YOKOHAMA ETD	NAGOYA ETA	KOBE ETA
CNC TIGER	0IZAPN1NC	-	16-Mar	21-Mar	21-Mar	23-Mar	24-Mar
SPIL NIKEN	0IZARN1NC	-	20-Mar	24-Mar	24-Mar	26-Mar	27-Mar
GH TRAMONTANE	0IZATN1NC	-	27-Mar	31-Mar	31-Mar	2-Apr	3-Apr

(PHX) DIRECT SERVICE TO SINGAPORE

MOTHER VESSEL	VOY. NO.	SUBIC ETD	MNL (NH) ETD	SINGAPORE ETA
CALIDRIS	024I4S	13-Mar	15-Mar	20-Mar
GSL MERCER	026I6S	22-Mar	24-Mar	28-Mar
CALIDRIS	028I4S	27-Mar	29-Mar	3-Apr

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

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	LIANYUNGANG ETA	QINGDAO ETA	NANSHA ETA
CMA CGM PERTH	0KROAN1NC	8-Apr	10-Apr	15-Apr	17-Apr	21-Apr
QINGDAO TOWER	0KROEN1NC	15-Apr	17-Apr	22-Apr	24-Apr	28-Apr
CMA CGM WHITE SHARK	0KROIN1NC	22-Apr	24-Apr	29-Apr	1-May	5-May

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	mnl.south-terminal@cma-cgm.com

(CHINA 1 NB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	DVO (DICT) ETD	MNL (NH) ETD	SHANGHAI ETD	NINGBO ETA	FUQING ETA	SHANTOU ETA
SPIL CITRA	0QAAYN1NC	19-Mar	22-Mar	27-Mar	29-Mar	30-Mar	18-Mar
BOMAR RENAISSANCE	0QAB0N1NC	29-Mar	31-Mar	6-Apr	8-Apr	9-Apr	-
HENG HUI 5	0QAB2N1NC	6-Apr	10-Apr	11-Apr	13-Apr	14-Apr	31-Mar

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Marlon CABULAO	+63 2 8479-5015
Doemarc MARASIGAN	+63 2 8479-5137

(SPX) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	XIAMEN ETA	HONGKONG ETA	SHEKOU ETA
MELLUM	0JV8YN1NC	21-Mar	22-Mar	26-Mar	27-Mar	28-Mar
HANSA FRESENBURG	0JV92N1NC	29-Mar	30-Mar	3-Apr	4-Apr	5-Apr
NORDPUMA	0JV96N1NC	5-Apr	6-Apr	10-Apr	11-Apr	12-Apr

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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 Jan manufacturing growth slows but still up double digit

- Philippine manufacturing growth eased in January but still in double digit
- The Volume of Production Index's 16.5% growth and the Value of Production Index's 21.3% expansion were slower than the December 2021 figures although they were reversals from year-ago levels
- The manufacture of tobacco products led growth in industry divisions
- The manufacturing sector's average capacity utilization rate in January edged up to 67.9% from 67.4% last December

THE Philippine manufacturing sector maintained double-digit growth in January, albeit slower than the expansion in December 2021, according to the Philippine Statistics Authority. The Volume of Production Index (VoPI) grew 16.5% in January, slower than the 21.3% annual increase registered last December 2021 but a reversal from the 14.5% decline in January 2021, the PSA's

latest Monthly Integrated Survey of Selected Industries shows. The Value of Production Index (VaPI) also rose 21.3% in January compared with a slightly faster annual growth of 22.1% in December 2021, but is in contrast with -19.5% in January 2021. VoPI and VaPI started rallying in April 2021 after 13 consecutive months of decline due to the effects of pandemic-related restrictions in the country starting in March 2020 that pulled down the sector's



production and sales indices. The VoPI expansion was brought about by positive growth rates posted by 16 out of 22 industry divisions. The major contributors were manufacture of tobacco products, which grew 88.4% year on year and manufacture of wood, bamboo, cane, rattan articles and related products, which expanded 86.8%. The remaining six industry divisions recorded downturns, with manufacture of wearing apparel shrinking 24.2% year on year. Upturns in 19 of the 22 industry divisions contributed to the growth in VaPI. The top contributor among these was manufacture of tobacco with an 88.1% annual growth rate. The remaining three industry divisions saw their values decrease, with manufacture of wearing apparel registering the fastest annual decline of 22.4%. Based on the survey's responding establishments, the average capacity utilization rate for the manufacturing sector in January 2022 was reported at 67.9%, an increase from the 67.4% in the previous month. There were 20 out of 22 industry divisions that reported more than 50% average capacity utilization rates. These were led by manufacture of other non-metallic mineral products at 84.2%, manufacture of basic pharmaceutical products and pharmaceutical preparations at 79%, and manufacture of furniture at 78.8%. Establishments that operated at 90% to 100% capacity comprised 17.8% of the total while 34.3% operated at 70% to 89% capacity and 47.9% operated at 70%.

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Nithi Bhum	22006N			BLANK SAILING DUE TO VSL ADJUSTMENT			
Optima	22005N			BLANK SAILING DUE TO VSL ADJUSTMENT			
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
Hansa Fresenburg	22002N	15-Mar		OMIT	OMIT	OMIT	OMIT
A Kibo	22006N			BLANK SAILING DUE TO VSL ADJUSTMENT			
BMX - Manila - Qingdao - Dalian LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H							
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA TAO		
CMA CGM Calmep	OKRNQN	15-Mar		16-Mar	19-Mar		
Jonathan Swift	OKRNUN	17-Mar		18-Mar	26-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
Green Pole	29N			BLANK SAILING DUE TO PARTNER INTERNAL ARRANGEMENT			
Mellum	0JV8YN	22-Mar		23-Mar	27-Mar	30-Mar	31-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
TS Kelang	22002E			BLANK SAILING DUE TO PARTNER INTERNAL ARRANGEMENT			
Nordpuma	0JV8SE	21-Mar		22-Mar	26-Mar	28-Mar	31-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/THU	SUBIC ETD/THU/FRI	SHA ETA/TUE	NBO ETA/THU	JGY ETA/SAT
EASLINE QINGDAO N029		Mar 15	Mar 16	Mar 18	Mar 23	Mar 24	Mar 26
SINOTRANS MANILA 2206N		Mar 22	Mar 23	Mar 25	Mar 30	Mar 31	Apr 2
EASLINE QINGDAO N030		Mar 29	Mar 30	Apr 1	Apr 6	Apr 7	Apr 9
SINOTRANS MANILA 2207N		Apr 5	Apr 6	Apr 8	Apr 13	Apr 14	Apr 16

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	2210N	Mar 14	Mar 15	Mar 17	Mar 18	Mar 19
SINOTRANS TIANJIN	2211N	Mar 21	Mar 22	Mar 24	Mar 25	Mar 26
SINOTRANS TIANJIN	2212N	Mar 28	Mar 29	Mar 31	Apr 1	Apr 2
SINOTRANS TIANJIN	2213N	Apr 4	Apr 5	Apr 7	Apr 8	Apr 9

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

CPS SERVICE DIRECT MANILA - SHANGHAI(4) - NINGBO(5)						
VESSEL	VOY	MNN ETD/THU	MNS ETD/FRI	SFS	SHA ETA/SAT	NBO ETA/SUN
ZHONG WAI YUN XIN GANG 2205N		Mar 17	Mar 18	-	Mar 25	Mar 26
TBN	2206N	Mar 24	Mar 25	-	Apr 1	Apr 2
ZHONG WAI YUN XIN GANG 2207N		Mar 31	Apr 1	-	Apr 8	Apr 9
TBN	2207N	Apr 7	Apr 8	-	Apr 15	Apr 16

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

CNP2 SERVICE DIRECT MANILA NH - MANILA SH - SUBIC - QINGDAO - NINGBO - QUANZHOU							
VESSEL	VOY	MNN ETD/WED	MNS ETD/THU	SUBIC ETD/FRI	TAO ETA/WED	NBO ETA/THU	QZJ ETA/SAT
AS FENJA	028N	Mar 16	Mar 17	Mar 18	Mar 30	Apr 1	Apr 3
ISEACO FORTUNE	054N	Mar 23	Mar 24	Mar 25	Apr 6	Apr 8	Apr 10
WAN XING DA	135N	Mar 30	Mar 31	Apr 1	Apr 13	Apr 15	Apr 17
AS FENJA	029N	Apr 6	Apr 7	Apr 8	Apr 20	Apr 22	Apr 24

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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VTX4 SERVICE: BATANGAS - MANILA NORTH - NANSHA - SHEKOU - HO CHI MINH - SIHANOUKVILLE - BANGKOK - LAEM CHABANG											CPS SERVICE (MNL NH - MNL SH - XIAMEN - SHANGHAI - NINGBO)					
MOTHER VESSEL	VOY. NO.	ETD BTG	ETA MNL(NH)	ETA NAN	ETA SHE	ETA HNG	ETA SHH	ETA BKK	ETA LCH	ETA NBO	MOTHER VESSEL	VOY. NO.	ETD MNL(NH)	ETA MNL(SH)	ETA SHA	ETA NBO
WISDOM GRACE	2207N	19-Mar	21-Mar	23-Mar	25-Mar	28-Mar	31-Mar	1-Apr	3-Apr		ZHONG WAI YUN XIN GANG2206N		18-Mar	19-Mar	23-Mar	26-Mar
SITC INCHON	2209N	26-Mar	28-Mar	30-Mar	1-Apr	4-Apr	7-Apr	8-Apr	10-Apr		CANCELLED VOYAGE					

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

CMI SERVICE (BATANGAS - SHANGHAI - XIAMEN - SHEKOU - NANSHA - HO CHI MINH - JAKARTA - SEMARANG - MAKASSAR)													CPX5 SERVICE (MANILA NH - MNL SH - SHEKOU - HONGKONG - NANSHA)						
MOTHER VESSEL	VOY. NO.	ETD BTG	ETA SHA	ETA NBO	ETA XIA	ETA SHE	ETA HNG	ETA SHH	ETA BKK	ETA JKT	ETA SEM	ETA SUR	ETA MKN	MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA SHIU	ETA WEI	ETA XMN
SITC DECHENG	2207N	19-Mar	23-Mar	25-Mar	27-Mar	28-Mar	30-Mar	-	5-Apr	7-Apr	9-Apr	11-Apr		SITC TOKYO	2220N	16-Mar	18-Mar	19-Mar	20-Mar
SITC ULSAN	2207N	26-Mar	30-Mar	1-Apr	3-Apr	4-Apr	6-Apr	-	12-Apr	14-Apr	16-Apr	18-Apr		SITC TOKYO	2222N	23-Mar	25-Mar	26-Mar	27-Mar

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

CPX1 SERVICE (MNL SH - BATANGAS - CEBU - CAGAYAN - DAVAO - DALIAN - TIANJIN - QINGDAO - SHANGHAI)													CPX3 SERVICE (MNL NH - MNL SH - QUANZHOU (SHIHU) - QUANZHOU (WEITOU) - XIAMEN)					
MOTHER VESSEL	VOY. NO.	ETD MNL SH	ETD BTG	ETD CEB	ETD DCT	ETD CAG	ETA SHA	ETA DLI	ETA TNG	ETA TAO	ETA SHH	ETA NBO	MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA SHE	ETA NAN	ETA XMN
SITC CAGAYAN	2207N	21-Mar	22-Mar	24-Mar	28-Mar	30-Mar	2-Apr	4-Apr	6-Apr	8-Apr	10-Apr	SKIP	TAN CANG PIONEER	2220N	17-Mar	19-Mar	21-Mar	
SITC MAKASSAR	2207N	28-Mar	29-Mar	31-Mar	4-Apr	6-Apr	9-Apr	11-Apr	13-Apr	15-Apr	17-Apr	SKIP	TBA	2222N	24-Mar	26-Mar	28-Mar	

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

CPX6 SERVICE (MNL NH-MNL SH-DAVAO (SASA)-DAVAO (DICT)-GEN SAN-SHANGHAI-QINGDAO)													SPM SERVICE (MNL SH - SHEKOU - HONGKONG)				
MOTHER VESSEL	VOY. NO.	ETD SUBIC	ETD MNL(NH)	ETD MNL SH	ETD CAG	ETD GEN	ETD DVO	ETA SHA	ETA QIN	ETA WEN	ETA XMN	MOTHER VESSEL	VOY. NO.	ETD MNL(SH)	ETA SHE	ETA HNG	
SITC PENANG	2209N	SKIP	23-Mar	SKIP			SKIP	SKIP	2-Apr	4-Apr	7-Apr	8-Apr	VICTORY VOYAGER	N020	17-Mar	19-Mar	20-Mar
PORT KLANG	2209N	27-Mar	SKIP	SKIP			2-Apr	4-Apr	9-Apr	11-Apr	14-Apr	15-Apr	VICTORY VOYAGER	N021	24-Mar	26-Mar	27-Mar

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

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Schedules are subject to change without prior notice

PAL rolls out 52% more flights to seize on surging demand

- Philippine Airlines is adding more than 1,500 flights this month as international borders reopen and domestic travel restrictions ease
- The new flights boost the carrier's regularly scheduled local and overseas flights by 52%
- PAL's domestic flights will increase more than 56%. Its flights to the US and Canada

3 new cargo bays double Manila Harbor...

requires use of laminated sacks, BCBs require less cover as they minimize the surface area of the cargo exposed to weather elements. BCBs prevent cargo erosion with the help of drainage and roadways, resulting in minimal spills and a cleaner port environment," MHC safety head Jennifer Olaer-Salazar said in a statement.

"We continue to keep the area sur-

rounding the BCBs clean through road sprinkling, sweeping and tire baths to ensure that ambient air quality is below the acceptable limits," she added.

MHC is also dredging berths to accommodate larger vessels, tapping Prime Metro BMD to further deepen the 865-meter berth at Terminals 1 and 2, and the 240-meter berth at Terminal 3.

Once dredging is complete, Terminals

1 and 2 will have a design draft of 10.5 meters and Terminal 3, 8.7 meters.

"We are gearing up MHC to handle more trade as the country continues to recover from the pandemic and prepares to fully open the economy. The deepening of the berths will allow us to (accommodate) larger vessels and additional cargo," MHC commercial head Geraldine Santos said.

Operated by Manila Harbour Center

Port Services Inc., MHC is a 10-hectare international breakbulk and bulk private port located north of Manila Harbour Center, Port of Manila.

International Container Terminal Services, Inc. took over the company by acquiring 100% of MHCPSI shares for P2.447 billion in June 2021. ICTSI also operates the Manila International Container Terminal and North Port.

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No Breathing Room

By HENRIK BATALLONES

SCMAP Marketing and Communications Executive



SCMAP
PERSPECTIVE

I saw this post on social media on the day Russia began its invasion of Ukraine. It was not of the first images of the war, but of the prices of petroleum products at a gas station somewhere in Manila. “Remember these prices,” the caption said. “It will only go higher.”

And indeed, it has. Last week we saw pump prices go up, in a response to increased volatility in the crude market due to the war in Ukraine. It’s very much a safe bet that, as you read this, prices would have increased further. The Department of Energy itself believes we may see pump prices of up to PHP 100 a liter. It’s clear there isn’t an end in sight just yet, as Russian aggression continues and western countries implement further economic sanctions as an alternative to military involvement. Analysts predict that a ban on Russian oil imports—a step the US took last week—would drive crude prices to record highs, perhaps to around USD200 a barrel.

It goes without saying that the conflict would drive prices further, at a time when we truly start gearing up for economic recovery. Oil prices drive global shipping costs as well as local logistics costs. Oil prices impact energy prices and will result in increased operating costs. These will most certainly be passed down to the consumer, who’s already dealing with increased mobility costs as the private sector collectively mandates a return to the office with the imposition of Alert Level 1 in several parts of the Philippines.

The impact is going to last a while. We’re anticipating shipping lines to adjust their rates as contracts get renegotiated and new realities are factored in. Same for land transportation costs: already the Confederation of Truckers Associations of the Philippines have announced their intention to hike rates. Those costs will most certainly be passed down to the consumer. I imagine businesses have stripped all the costs they can strip in response to the COVID-19 pandemic, and may not be able (or be willing) to go any further without compromising profitability.

From the consumers’ perspective, the eventual rise in mobility costs—whether you’re driving or taking public transpor-

tation—will dampen confidence just as we’re battling for it to return. And if the situation somehow normalizes, who’s to say we’ll see things go back to “the way they were”?

If it felt like the threat of “stagflation”—of increasing prices and stagnating wages—could be dulled in recent months, well, nope. It’s very much alive, and right now it’s very much in overdrive. There is no breathing room.

So, what can we do? Right now, it seems, we can only go along for the ride. Efforts to stabilize crude prices will not bear fruit overnight. That also takes a good dose of geopolitical savvy, particularly in finding alternative suppliers of crude oil. Shifts to renewable energy sources would take even longer, not to mention the market for it here—particularly for transportation—is very much embryonic, meaning the infrastructure is not yet in place.

There are some interventions we can make in the short term. In recent days we’ve seen calls to review regulations and legislation, like the Oil Deregulation Law and the TRAIN Law’s provision on fuel excise taxes, to arrest spikes in pump prices. But is the government willing to pretty much subsidize our gas tanks? My impression is, with our national debt hitting PHP12 trillion last week, the government would very much prefer to keep money flowing into its coffers—and an easy way to do so is to promote consumption. Increase that, and you have more tax

revenue through VAT, among others. Why else is it compelling the private sector to return to the office despite official advice still encouraging flexible working arrangements?

The answers to this dilemma are, for better or worse, long-term ones. Continued investment in infrastructure—physical, social, virtual—may seem counterintuitive in the current situation, but it will go a long way in ensuring the Philippine economy does not stall when consumer confidence does. It also means we can address the perennial issue of high logistics and mobility costs, better cushion the economy from geopolitical volatilities, and ultimately allow businesses to better meet their customers’ needs. We also have to prioritize attracting investment in renewable energy sources to make it more reliable and cost-effective for Filipinos.

But, for now, let this column serve as another warning. In the short-term, there may be little for us to do other than weather this storm out, mitigate the effects as much as possible, and ultimately hope for the best. Get your oxygen tanks ready.

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.

PH users of container deposit refund...

Continued from page 2

Ledger Account Phils. Inc., which now has a physical office in Manila. CLA is a patented solution in Malaysia. A patent has been applied for in the Philippines and Indonesia.

In his presentation during the webinar, Mahen said CLA, which can be accessed on www.clap.ph, can either help manage container deposit online or replace the deposit with a one-time security payment.

He said CLA cuts procedures, time and costs; improves competitiveness and levels the playing field among big, small and medium organizations.

In a presentation last year to Philippine industry organizations, Mahen said CLA would eliminate the administrative burden of shippers who have to prepare various documents to claim their container deposits from shipping lines.

The system can also improve the cashflow of users, as they only need to deal with one party and won’t have to make a

container deposit for every shipping line they use. Through CLA, users can provide the container deposit or a security amount for use with all their containers regardless of the shipping line.

In the CLA platform, consignees, importers, freight forwarders, and customs brokers may choose between two options: deposit ledger and cash ledger.

With the deposit ledger, users will deposit an amount depending on their TEU (20-foot equivalent units) volumes, and this amount will be refunded through the CLA upon request.

Once the empty container is returned to the depot, the stakeholder can request for a refund through CLA, which will immediately inform the shipping line to release the deposit. The funds will be refunded to the stakeholder also through CLA.

For the cash ledger, the user will no longer have to post a container deposit but provide a security amount depending on

monthly TEU volumes.

Another option available in Malaysia that can be used in the Philippines is the CLA Credit, available for VIPs of shipping lines and users with high volumes.

The fee for using the CLA deposit ledger is P200 per TEU; for the cash ledger it is P100 per TEU.

The return of container deposits is a long-standing issue in the Philippine shipping industry. The government earlier tried to address the problem through a



joint administrative order on local charges imposed by international shipping lines; the order did not materialize.

In January, the House of Representatives approved on third and final reading House Bill No. 10575, which seeks to strengthen government agencies’ oversight of charges imposed by foreign shipping lines operating in the Philippines. — *Roumina Pablo*

PPA proposes cargo-handling rates...

Continued from page 1

cargoes,” Martinez added.

The base tariff for Tier 3 ports is already in place at some ports whose management contracts were bidded out by PPA in 2020 and 2021. Embodied under PPA Administrative Order 10-2019, the Tier 3 tariff is patterned after Cagayan de Oro port’s, which levies the highest rates among PPA-supervised ports. Several industry groups are, however, pushing the suspension of implementation of AO 10-2019 pending consultation, claiming Tier 3 rates are much higher than previous ones.

While proposed foreign cargo rates at Tier 2 ports such as Iloilo and Davao (Sasa) are 10% higher than Cebu port’s, they would in the end still be “actually much lower” than what shippers currently pay, Martinez said.

Right now, she explained, import shipments destined for Iloilo port are usually first discharged at Manila or Cebu, then transferred to a domestic terminal before being shipped finally to

Iloilo. The transshipment translates to high shipping costs.

Once modernized by new operators, Tier 2 ports are expected to attract direct international calls, erasing a big chunk of costs, including transshipment.

The proposed tariff for Tier 2 ports, are still subject to evaluation of the PPA board technical working group and for approval of the PPA Board.

Asked how much increase the proposed tariff will bring compared to existing rates in Davao and Iloilo ports, Martinez provided these examples.

Davao port rates (2013 level):

- 20-footer loaded will be 252% higher from P1,735.50 to P6,113.80 under the PPA Tier 2 proposal
- 40-footer will be 180% higher from P3,304 to P9,252.10
- Non-containerized general cargo will be 81% higher from P189 to P342.10
- Palletized non-containerized will

be 59% higher from P139.10 to P221

Iloilo port rates:

- 20-footer loaded will be 430% higher from P1,154.50 to P6,113.80 under the PPA Tier 2 proposal
- 40-footer will be 355% higher from P2,031.50 to P9,252.10
- Non-containerized general cargo or bulk will be 150% higher from P135.45 per metric ton (MT) to P342.10 per MT

Martinez pointed out the proposed tariff already combines arrastre and stevedoring rates, the same arrangement under Tier 3 port tariff.

She said a competitive tariff is needed to attract investments since Tier 2 port operators invest a massive amount of money over the length of the 20-year contract awarded to them.

Stakeholders have until March 18 to submit their position papers on the PPA proposal. Another public hearing is set

on March 14.

Of the more than 100 industry stakeholders and PPA officials and personnel who attended the virtual hearing, only a few made their sentiments about the tariff proposal known in a survey: 14 participants supported the proposed tariff, ten were against, and two abstained.

Under PPA Administrative Order No. 03-2016, the Port Terminal Management Regulatory Framework outlines guidelines for awarding terminal management contracts, and prescribes categorizing investments into six tiers for easier determination of the investment arrangements for a port.

Winning contractors for Tier 2 ports are responsible for the port’s physical land-side infrastructure, above ground fixtures and semi-fixtures, and mobile-handling equipment. On the other hand, PPA is responsible for physical undersea infrastructure. The concession period for Tier 2 port terminal management contracts is 20 years. — *Roumina Pablo*

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PAL rolls out 52% more flights...

Continued from page 6

will grow by 24%; Southeast Asia, 98%; Japan, 11%; and Middle East, 16%

PHILIPPINE Airlines (PAL) is mounting more than 1,500 additional flights this month in a major expansion of its overseas and local network as international borders reopen and domestic travel restrictions ease.

The additional flights are a 52% expansion of PAL's regularly scheduled local and overseas flights as the airline anticipates a surge in travel demand.

"We are seizing the opportunity to intensify our efforts to promote international tourist travel to the Philippines, as well as to respond to rising demand for flights to serve overseas Filipinos and a recovering economy," acting PAL president and chief operating officer Capt. Stanley Ng said in a statement.

"We are reasonably optimistic that air travel will rebound in the months ahead, signaling a resurgence for Philippine tourism," he added.

This month, PAL will offer travelers a wider choice of nonstop flights to North America, as well as to the Middle East and all over Asia.

Flights to the United States and Canada will increase by more than 24%, and with Los Angeles they will be upgraded to 11 flights weekly. San Francisco will receive daily flights. By April, New York, Vancouver, Honolulu, Toronto and Guam will see additional weekly services.

Southeast Asia is slated for a 98% increase in flights in March. PAL's Manila-Singapore route will be expanded to 14 weekly flights and ultimately to 28 weekly flights in succeeding months.

More flights will also be added to Bangkok, Jakarta, Kuala Lumpur, Phnom

Penh and to the Vietnamese cities of Ho Chi Minh City (Saigon) and Hanoi.

Routes to Japan will increase by around 11%, with additional services to Osaka, Nagoya, Fukuoka and to Tokyo's Haneda and Narita airports.

Flights to the Middle East will see a 16% increase out of the Saudi Arabian cities of Riyadh and Dammam. PAL flies regularly nonstop from Dubai and Doha.

In addition, the flag carrier is set to bolster

its domestic flights by more than 56%, including stepped-up frequencies from Manila to Cebu, Davao, Bacolod, Legazpi, Iloilo, Cagayan de Oro, Boracay and Tacloban.

Twice daily flights will operate between Manila and Coron (Busuanga), Tagbilaran (Panglao), Dumaguete and Butuan. The flag carrier will offer 11 weekly flights between Zamboanga and Manila and twice weekly flights between Zamboanga and Tawi-tawi.

Daily flights from Manila to Puerto Princesa, Kalibo, Roxas, Cotabato, Ozamiz City, Pagadian and General Santos City will be mounted.

PAL's Cebu hub will link Mactan Airport with 13 airports in Mindanao, Luzon and the rest of the Visayas. These will include Clark, Siargao, Butuan, Davao, Boracay and Coron.

Davao will see regular flights to Iloilo and Tagbilaran, in addition to Manila.

The airline will continue serving Antique, Basco, Laoag, Catarman, Calbayog and Siargao.



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