

# PortCalls

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## 2021 airfreight volume handled by int'l forwarders in PH jumps 15%

- More flights resuming in 2021 lifted international air freight forwarders' cargo throughput by 15% year-on-year
  - Consolidations, breakbulking and direct shipments grew 4%, 34% and 11.9%, respectively
  - The increases were despite incomplete submission (only 86%) of volume reports
  - Nippon Express Philippines continued to lead CAB's top 30 international air freight forwarders list for the 13<sup>th</sup> straight year
- CARGO volume handled by international air freight forwarders grew 15% year-on-year in 2021 as more flights resumed, preliminary data from the Civil Aeronautics Board (CAB) showed.
- Airfreight handled by international air freight forwarders grew to 400.349 million kilograms (kg) in 2021 from 346.463 million kg in 2020.
- Of the total, consolidations accounted for 41.98% or 168.051 million kg, which was 4% up from 162.074 million kg registered in 2020.
- Breakbulking had a share of 39.97%
- Turn to page 5

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# Full DA automation to curb smuggling of agricultural products

- *The Department of Agriculture recommends full automation of trade transactions to help curtail smuggling of agricultural products*
- *The DA database is not centralized so there is no way of monitoring imports*

THE Department of Agriculture (DA) recommends full automation of trade transactions to help curtail smuggling of agricultural products.

In a Senate hearing focusing on the smuggling of agricultural products on March 28, senators claimed high-ranking government officials, including unnamed politicians, are allegedly behind the illegal importation of vegetables from China.

DA and Bureau of Customs officials

were questioned for their alleged failure to stop the smuggling, especially of onions, strawberries and carrots.

DA Assistant Secretary for the DA-Wide Field Inspectorate Federico Laciste, Jr. during the hearing tagged “big-time” personalities in the illegal trade, with “highly placed” individuals calling him to drop charges against suspected smugglers.

Queried on the identities of these individuals, Laciste offered to divulge their names in an executive session. He was instead asked to write them down.

One of the DA recommendations to stop smuggling is the full automation of trade transactions and monitoring, including a centralized database to monitor import and export processes and requests for inspection, Laciste said.

Since the DA database is not yet

centralized, there is no way to monitor agricultural imports that have arrived against volume covered by sanitary and phytosanitary import clearances, he explained, adding this is why data on agricultural imports between DA and the BOC do not tally.

BOC assistant commissioner Vincent Philip Maronilla, during the same hearing, asked DA if they base their data on actual import volumes or on actual import permits issued, some of which may not have been used. This, he said, may be where the discrepancy lies. The BOC, he noted, uses data from actual importations.

Maronilla said the BOC has already automated several processes even as the agency’s major project—the Philippine Customs Modernization Program—is being worked on with the World Bank.

“At this point, initial procurement of

the initial stage of the Philippine Customs Modernization Project is already underway. Hopefully, after that, we will be able to start with the procurement process of the Customs Processing System which will replace our current system and will modernize it at par with other international standards together with the World Bank,” Maronilla said.

Senate President Vicente Sotto III said strengthening inter-agency coordination is one of the recommendations of the Senate, noting there is much pinpointing among agencies as to who may be at fault for rampant smuggling.


He said all concerned agencies, particularly the DA and Department of Trade and Industry, should also have police powers and the authority to confiscate smuggled goods without needing prior coordination with BOC.

# PHILIPPINE


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- Economic & maritime trade outlook for the Philippines and the BIMP-EAGA Region
- Overview of BIMP-EAGA Ports Development and Outlook
- How Ports and Terminal Operators in Southeast Asia Respond to the Changing Global Market Trends
- Future Container Freight Demand in BIMP-EAGA Region
- The Maritime Agenda for the Philippines and the BIMP-EAGA Countries
- Outlook on Container Activities in BIMP-EAGA Region and the Impact on Ports Activities
- Global Trade Patterns in Asia and the Impact on Container Shipping Lines

- Shippers' Perspectives: How Ports and Terminal Operators Can Improve Efficiency
- Opportunities and Challenges in Financing Infrastructure Development Projects in the Philippines and the BIMP-EAGA Region
- The Role of Technology and Solutions in Improving the Dynamic of Ports and Container Terminals Operation
- Avoiding bottlenecks by forecasting the coming terminal operation become pro-active
- Sustainable Port Initiatives and the Impact on Container Shipping Operations
- Improving Connectivity and Competition among BIMP-EAGA's Ports
- Opportunities for New Ports Development in the Philippines and BIMP-EAGA Region

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# Nippon Express Phils is top int'l airfreight forwarder in 2021

- Nippon Express is the Philippines' leading international air freight forwarder for 2021, the 13<sup>th</sup> straight year running it has topped the list
- In second and third places were Federal Express Pacific Inc. and U-Freight Phils. Inc., respectively
- The listing is based on preliminary data released by the Civil Aeronautics Board
- More flights resuming in 2021 lifted international air freight forwarders' total cargo throughput by 15% year-on-year

FOR the 13<sup>th</sup> straight year, Nippon Express Philippines Corp. led the top 30 list of international air freight forwarders published by the Civil Aeronautics Board.

The company accounted for 18.65% or 7.673 million kg of the country's total

Pacific Inc., which leaped nine places from 11<sup>th</sup> previously 6.17% or 24.696 million kg.

U-Freight Phils. Inc. remained in third ranking for 2021, with a share of 4.96% or 19.872 million kg.

Jumping three places to fourth was Kintetsu World Express (Phils.) Inc. It accounted for 4.69% of the total or 18.778 million kg.

In fifth place, just like in 2020, was Schenker Philippines Inc., with 16.126 million kg or a 4.03% share.

The other international airfreight forwarders in the top 10 are:

- DHL Express (Philippines) Corp., with 15.438 million kg (or a 3.86% share), up from 7<sup>th</sup> in 2020
- Yusen Logistics Philippines, Inc., 15.140 million kg (3.78%), down from 4<sup>th</sup>
- Kuehne + Nagel Inc., 14.245 million kg (3.56%), up from



volume of 400.349 million kilograms (kg) handled by international air freight forwarders in 2021.

The country's total airfreight throughput for 2021 grew 15% from 346.463 million kg in 2020, according to the preliminary data from the CAB.

In second place was Federal Express

- 13<sup>th</sup>
- DSV Air & Sea Inc., 13.176 million kg (3.29%) up from 14<sup>th</sup>
- Trans-Global Consolidators Inc., 11.272 million kg (2.82%), down from 9<sup>th</sup>

Rounding off the top 30 list are:

## DHL online portal allows pre-shipment payment of PH customs charges

- **Advanced Duty Collection enables DHL customers to pay all customs clearance-related charges online before their shipments arrive**
- **The new platform will automatically notify clients via SMS or email of any customs duties, which they may pay directly online with a credit card, debit card, or GCash account**

DHL Express has launched a dedicated online payment portal that enables customers to pay all customs clearance-related charges before their shipments arrive.

Before a parcel is delivered, DHL Express' Advanced Duty Collection platform will automatically notify clients via SMS or email of any customs duties to settle.

These charges may be paid directly online with a credit card, debit card, or GCash account. When the payment is completed, the customer is offered the option of selecting his preferred mode of delivery.

DHL Express said the tool would benefit customers by way of a faster and more efficient delivery. "We anticipate increasing demand for

import services as cross-border e-commerce expands. The Advanced Duty Collection service is one of our initiatives to make the delivery process more efficient and convenient for our customers," DHL Express Philippines country manager Nigel Lockett said in a statement.

The portal is available on mobile or desktop, enabling customers to arrange their shipments at any time and from any location.

Through the portal, customers may download all required paperwork for their shipment, including the duty and value-added tax invoice, allowing easy reading and understanding of the relevant charges.

Shipments that do not exceed the de minimis value of P10,000 and do not include prohibited or restricted products are free from applicable taxes and charges, DHL said.

Customers can use the DHL Express payment portal by following

three steps:

Customers will receive an SMS or email payment alert from DHL that contains a unique shipment identification number and a unique link to the dedicated and secure online payment portal.

Log in to the portal with unique shipment identification or airwaybill number to check shipment details and pay the import duties or taxes levied by customs using credit card, debit card, or GCash.

Once done, an email confirmation with a link to the shipment's expected release and delivery date will be sent to the customers.

In case customers are unable to complete an online payment before delivery, DHL Express said couriers will still be able to assist in accepting payments.



## Retired army commander Manangquil is new PHIVIDECA chief

- **President Rodrigo Duterte has appointed Retired Major General Jesus Manangquil, Jr. as administrator and chief executive officer of the PHIVIDECA Industrial Authority**
- **Manangquil, a former army commander, will serve for a term of three years**

appointed retired Army major general Jesus Manangquil, Jr. as administrator and chief executive officer of the PHIVIDECA Industrial Authority (PIA).

Manangquil, who replaces Jose Gabriel La Viña who resigned last November, will serve for a term of three years, PIA said in a statement.

Manangquil was first appointed to PIA in 2020 as a member of its Board of Directors.

Manangquil has 33 years of military experience gained through progressive assignments to different areas across the Philippines with extensive training on strategic leadership and management as applied in national defense and security.

State-owned PIA manages the 3,000-hectare PHIVIDECA industrial estate, considered one of the biggest special economic zones in the country.



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- UPS Delbros Transport Inc., with 11.092 million kg
  - CEVA Logistics Phils. Inc., 8.904 million kg
  - DHL Global Forwarding Phils. Inc., 8.353 million kg
  - Polaris Express Logistics Corp., 7.989 million kg
  - Expeditors Philippines Inc., 7.924 million kg
  - NNR Global Logistics Phils Inc., 6.525 million kg
  - ATR International Freight Inc., 5.830 million kg
  - TYCS Logistics International Inc., 5.729 million kg
  - Dimerco Express Phils Inc., 4.613 million kg
  - UPS SCS Philippines Inc., 4.345 million kg
  - World Alliance Freight Inc., 3.799 million kg
  - Komet Express Inc., 3.733 million kg
  - AAI Worldwide Logistics Inc., 3.644 million kg
  - Arm-G International Logistics Phils. Inc., 3.333 million kg
  - Hankyu Hanshin Express Philippines Inc., 3.276 million kg
  - Sincerity International Cargo Services Corp., 2.999 million kg
  - Expolanka Freight Philippines Inc., 2.945 million kg
  - Morrison Express Philippines Inc., 2.913 million kg
  - Agility International Logistics Inc., 2.833 million kg
  - Royal Cargo Inc., 2.757 million kg
- Roumina Pablo**

PRESIDENT Rodrigo Duterte has

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TBN		6-Apr	7-Apr	12-Apr	13-Apr	14-Apr	

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FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA SKU	ETA NAN	ETA HKG	
TBN 1		2-Apr	4-Apr	8-Apr	9-Apr	10-Apr	
Jan	22005N	9-Apr	11-Apr	15-Apr	16-Apr	17-Apr	

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Jonathan Swift	OKRNUJ	1-Apr		2-Apr		9-Apr	
Lorraine	OKR02N	TBA		TBA		OMIT	

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TS Kelang	22002N	5-Apr	6-Apr	OMIT	14-Apr	OMIT	
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FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA SHA	ETA NBO	ETA XMN	
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## Binondo-Intramuros bridge to open between April 5 and 9

- The Binondo-Intramuros Bridge will open first week of April
- It involves construction of a 680 linear meter two-way, four-lane bridge connecting the district of Intramuros with
- Around 30,000 vehicles are expected to use the bridge once open

THE Binondo-Intramuros Bridge connecting Manila's district of Binondo and Intramuros over Pasig River will open first week of April, according to Public Works Undersecretary and Build Build Build Chief Implementer Emil Sadain.

Construction crews are working on the finishing touches on the carriageway, ramps and other components for possible opening between April 5 and 9, in time for the 2022 Holy Week which begins on April 10, Sadain said.

The bridge involves construction of a 680 linear meter two-way, four-lane bridge connecting the district of Intramuros at Solana Street and Riverside Drive with Binondo at Rentas Street/Plaza del Conde Street and Muelle dela Industria. Around 30,000 vehicles are expected to use it once open.

The bridge also has a sidewalk for pedestrians separated by safety railings and a marked lane for bikers to encourage use of non-motorized mode of transport.

Together with the Estrella-Pantaleon Bridge, completed in 2021, the Binondo-Intramuros Bridge is funded by a grant from China in support of the Duterte administration's Build Build Build Program.

The bridges are part of Metro Manila Logistics

Network Program to reduce congestion on major highways in the metropolis.

For the Binondo-Intramuros bridge only the access ramp at Plaza del Conde Street to San Fernando Street has yet to be constructed. An access ramp is already in place at Rentas Street to Juan Luna Street.

## PH adopts halal standard for cosmetics, toiletries

- The Department of Trade and Industry's Bureau of Philippine Standards has promulgated the Philippine National Standard (PNS) for halal cosmetics and toiletries
- PNS 2161:2021 Halal cosmetics and toiletries will enable local manufacturers to reach out to Islamic markets
- The halal cosmetics market alone was valued at \$30.69 billion in 2020 and is projected to reach \$144.82 billion
- The Department of Trade and Industry's Bureau of Philippine Standards has promulgated the Philippine National Standard (PNS) for Halal cosmetics and toiletries

fragrances; personal care products applicable for personal hygiene; color cosmetics such as lipsticks, foundation, lip balms; and skin care products, including rejuvenating creams, moisturizers, and lotions, AMR said.

DTI-BPS director Neil Catajay said the halal cosmetics market extends beyond the Muslim world. "The halal cosmetics and toiletries market is promising as the demand is not only coming from within the Muslim community but extends to consumers who advocate eco-friendly and eco-ethical products," he said in a statement.

"Our local MSMEs can seize [on] this economic opportunity with the expected growth in this industry. PNS 2161:2021 will ...[help] our MSMEs boost the competitiveness of their products, making them appealing to both [the] local and export markets," Catajay added.

The PNS 2161:2021 Halal cosmetics and toiletries general requirements can help local manufacturers ride on the growing halal market, according to the DTI.

The standards are voluntary in nature. Conformance to PNS or parts of it becomes mandatory only when the same is used as reference in technical regulations issued by regulatory authorities such as DTI.

"Halal," an Arabic word that means lawful or permitted, generally refers to what is allowed under Islamic law. Only this category of food and other merchandise are allowed in Islamic markets around the world.

The halal cosmetics market alone was valued at \$30.69 billion in 2020 and is projected to reach \$144.82 billion by 2031, a compound annual growth rate of 15.2% from 2022, according to a report by India-based Allied Market Research.

The product range includes



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CALIDRIS	091N	APR 2	APR 3	091S	APR 8	APR 9	APR 9	APR 11	APR 15	APR 17
GSL MERCER	014N	APR 8	APR 10	014S	APR 15	APR 16	APR 16	APR 18	APR 22	APR 24
CALIDRIS	092N	APR 15	APR 17	092S	APR 22	APR 22	APR 22	APR 25	APR 29	MAY 1
GSL MERCER	015N	APR 22	APR 24	015S	APR 29	APR 29	APR 30	MAY 2	MAY 6	MAY 8

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		ETA	ETD		ETA	ETD	ETA	ETD	ETA	ETD
BLANK SAILING										
WVK13										
ELEFTERIA EXPRESS	0031E	APR 2	APR 3	0031W	APR 8	APR 9	APR 10	APR 11	APR 16	APR 17

VESSEL	Inbound VOY	SINGAPORE		Outbound VOY	DAVAO		GENSAN		SINGAPORE	
		ETA	ETD		ETA	ETD	ETA	ETD	ETA	ETD
KOTA HAPAS	0342E	APR 10	APR 11	0342W	APR 15	APR 16	APR 17	APR 19	APR 24	APR 25
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# Ukraine war, macro policy shifts cut global growth prospects by 1%

- UNCTAD downgrades its global economic growth projection for 2022 to 2.6% from 3.6%
- The Ukraine war is likely to reinforce a monetary tightening trend in advanced countries after similar moves began in late 2021 in developing countries
- UNbody's assessment of the war's impact on trade and development confirms a deteriorating outlook for world economy underpinned by rising food, fuel and fertilizer prices, global supply chain reconfigurations and mounting trade costs

RUSSIA'S month-old invasion of Ukraine and changes in macroeconomic policies by countries in recent months have prompted the United Nations Conference on Trade and Development to downgrade its global economic growth projection for 2022 to 2.6% from 3.6%.

In its "Trade and Development Report 2021 Update" published on 24 March, UNCTAD says while Russia will experience a deep recession this year due to sanctions, significant growth slowdowns are expected in parts of Western Europe and Central, South and Southeast Asia.

The Ukraine war that began when Russia invaded on February 24 may reinforce a monetary tightening trend in advanced countries after similar moves in late 2021 in many developing countries due to inflationary pressures.

"The economic effects of the Ukraine war will compound the ongoing economic slowdown globally and weaken the recovery from the COVID-19 pandemic," UNCTAD Secretary-General Rebeca Grynspan said.

"Many developing countries have struggled to gain economic traction coming out of the COVID-19 recession

and are now facing strong headwinds from the war. Whether this leads to unrest or not, a profound social anxiety is already spreading."

UNCTAD recommends the following policy actions to protect the global economy:

- Greater concessional and less conditional, multilateral financial support for developing countries to help them withstand financial and economic shocks and increase investment
- Immediate debt relief for Ukraine and renewed talks on a multilateral mechanism for fair and orderly restructuring of developing country sovereign debt in times of financial stress.
- More use of Special Drawing Rights to supplement official reserves and to provide liquidity on a timely basis to avoid severe deflationary adjustments.
- More effective and less ad hoc swap arrangements between central banks to support developing country currencies.
- Sector-specific policies including price controls and subsidies, to tackle the supply-side and mark-up pressures on inflation.

UNCTAD worried that weakening global demand, insufficient policy coordination at the international level and high debt levels due to the pandemic will generate financial shock waves that can push some developing countries into insolvency, recession and arrested development.

UNCTAD's assessment of the impact of war in Ukraine on trade and development confirmed a rapidly worsening outlook for the world economy, underpinned by rising food, fuel and fertilizer prices, heightened financial volatility, sustainable development divestment, complex

global supply chain reconfigurations and mounting trade costs.

The Ukraine war has further driven up global prices of energy and primary commodities, stretching household budgets and raising production costs, while disruptions to trade and the impact of sanctions are likely to have a chilling effect on long-term investment.

UNCTAD said soaring food and fuel prices will immediately hit the most vulnerable in developing countries, leading to hunger and hardship for households who spend the highest share of their income on food. But everyone will ultimately feel the loss of purchasing power and real spending.

Of growing concern are the uncertainties generated by the war in key markets: an environment of volatile capital flows, exchange rate instability and rising borrowing costs, particularly for least developed and middle-income developing countries, with the risk of serious external debt payment difficulties, UNCTAD said.

The report warns that rate hikes in advanced economies, alongside disorderly

movements in global financial markets, could prove a devastating combination for developing economies. It said volatility in commodity, currency and bond markets, as investors seek out safe havens, have already triggered capital flight.

Developing country bond yields have been on the rise since last September. Since the Ukraine crisis began, developing countries' yields have risen further 36 basis points, on average, with countries heavily dependent on food imports experiencing higher increases.

The report points to short-term public debt servicing needs as a growing concern. Developing countries are projected to require US\$310 billion to meet external public debt service requirements in 2022 – equivalent to 9.2% of the outstanding stock of external public debt at the end of 2020.

Countries that appear vulnerable to a sudden stop due to a combination of large rollover pressures and a large debt service to export ratio include Pakistan, Mongolia, Sri Lanka, Egypt and Angola. Three of these, Pakistan, Egypt and Angola, already have long-term IMF programs in place.



© UNICEF/Anton Skyba for The Globe and Mail | A man photographs an apartment building that was heavily damaged during escalating conflict, in Kyiv, Ukraine. Photo from UNCTAD website.

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