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PortCalls

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Maritime firms' expired accreditation certificates get 1-year extension

- The Maritime Industry Authority has extended for one year the validity of expiring and expired accreditation certificates of maritime enterprises, including domestic shipping lines
- The extension follows the signing into law of Republic Act 11659 (amended Public Service Act), whose provisions effectively amended issuances related to domestic shipping and maritime enterprises
- The extension starts from April 7 and pending the crafting of RA 11659 implementing rules and regulations and subsequent amendment/peel of related MARINA circulars, whichever comes earlier

THE Maritime Industry Authority (MARINA) has extended for a year the validity of expiring and expired accreditation certificates it issued to domestic shipping

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Globalport JV bags Tagbilaran port contract

- The joint venture of Globalport Terminals, Inc. and Globalport Ozamiz Terminal, Inc. won the 15-year terminal management contract for the baseport of Tagbilaran in Bohol
- The JV won for a proposed concession fee of P3.903 billion
- The contract covers management and operation of the cargo-handling, passenger, roll-on/roll-off, and other port-related services at the ports

Ozamiz Terminal, Inc. (GOTI) won the 15-year port terminal management contract for the baseport of Tagbilaran in Bohol.

The JV won for a proposed concession fee of P3.903 billion, according to PPA's notice of award.

In a resolution dated March 28, PPA's Bids and Awards Committee recommended the award of contract to Globalport JV, the highest bidder. The JV bested the bid of Mega Lifters Cargo Handling Corp. The other bidder Starlite Marine & Industrial Services Corp. failed to pass the technical bid during the bids

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CNC adds Batangas, GenSan ports to expanded CP2 run

- Cheng Lie Navigation has added the Philippine ports of Batangas and General Santos as well as the Chinese port of Nansha to its CP2 Service
- Customers now have more port options when shipping cargoes in the Philippines and South China, the Singapore-based liner says
- CP2 provides a shuttle service between Hong Kong/South China ports and Philippine outports and connects Philippine outports directly with Nansha/Shekou/Hong Kong

SINGAPORE-BASED Cheng Lie Navigation Co., Ltd. (CNC) has expanded its CP2 Service, adding Batangas and General Santos in the Philippines and Nansha in China to the route.

The weekly service will give customers more port options when shipping their cargoes in the Philippines and South China, the intra-Asian shipping line said in a recent announcement.

The Batangas port call is at Asian Terminals Terminal (arriving Tuesday also leaving Tuesday) and General Santos, at the Makar Wharf (arriving Friday, leaving Saturday).

CP2's rotation is now Hong Kong - Shekou-Batangas- General Santos - Davao - Guangzhou - Hong Kong - Shekou- Subic Bay - Cebu - Cagayan de Oro



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- Hong Kong. CNC said CP2 provides a shuttle service between Hong Kong/South China ports and Philippines outports, including

Subic, Batangas, Cebu, Cagayan, Davao and General Santos. It also connects the Philippine outports and Nansha/Shekou/Hong Kong directly to/from its

global network. Aside from CP2, CNC offers four other service routes connecting the Philippines with various Asian ports.

Strong cargo revenues power PAL 2021 income to P56.5B

- Philippine Airlines' total comprehensive income of P56.49 billion in 2021 reverses the P73-billion loss it suffered in 2020
- The airline reported a 6.2% revenue growth in 2021 mainly spurred by a 60% year-on-year increase in cargo revenue
- Operating expenses shrank 23.3% year-on-year due to lower costs from grounding of aircraft

PHILIPPINE Airlines reported today, April 5, a total comprehensive income of P56.49 billion in 2021, a turnaround from the P73 billion loss in 2020.

Revenue reached P58.70 billion, 6.2% higher than the P55.26 billion posted in 2020.

The growth in revenue came mainly from a significant increase in cargo revenue "as air cargo has been a vital partner in delivering essential goods since the COVID-19 pandemic", parent firm PAL Holdings Inc. said in a disclosure to the Philippine Stock Exchange.

Cargo revenue jumped 60% to P15.021 billion from P9.413 billion in 2020.

PAL director Lucio Tan III had earlier said the flag carrier pivoted to become a cargo-driven airline during the pandemic as passenger traffic dropped significantly due to government-imposed travel restrictions globally and locally to contain the COVID-19 pandemic.

PAL president and chief operating officer Stanley Ng had also said the airline will continue to develop its cargo business

and offer more hybrid flights and last-mile cargo deliveries this year. He said PAL will develop all-cargo markets and wean itself from dependence on passenger traffic as a single revenue source.

Revenue from ancillary services surged 61% last year to P6.398 billion from P3.98 billion in 2020.

Passenger revenue, on the other hand, declined 11% to P37.256 billion from P41.860 billion.

Operating expenses were reduced by 23.3% to P62.80 billion from P81.84 billion mainly due to lower costs related to the grounding of aircraft.

PAL voluntarily filed for bankruptcy with the United States Bankruptcy Court in New York in September 2021 to implement a restructuring plan that

will help it navigate and survive the COVID-19 crisis.

PAL emerged from the Chapter 11 restructuring last December after receiving unanimous support from its lenders, aircraft lessors, equipment manufacturers and service providers.

The restructuring plan provided for permanent balance sheet reductions from creditors, a 25% cut in fleet capacity, and improvement in the airline's critical operational agreements.

PAL's Manila hub performance is set to reach pre-COVID levels for domestic flights from April onwards, with 27 destinations and over 450 departures during the summer season. PAL will also build its Cebu hub to expand flights to 13 domestic routes and some flights to Japan.

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PHILIPPINES TO PACIFIC ISLANDS, NEW ZEALAND & AUSTRALIA																	
		ETD MNL	ETA SIN			ETA SIN	NOU	LTK	SUV	MRP	AKL	TRG					
Calidris	091S	Apr 11	Apr 16	Port Villa Chief	2206S	Apr 20	May 1	May 4	May 5	Nov 30	May 10	-					
Rita	007S	May 8	May 13	Vanuatu Chief	2207S	May 17	Jun 1	Jun 3	Jun 4	Nov 30	Jun 9	-					
PHILIPPINES TO PAPUA NEW GUINEA & SOLOMON ISLANDS																	
		ETD MNL	ETA SIN			ETA SIN	POM	LAE	LIHIR	ORO BAY	RABAU	MADANG	KIMBE	HONIARA			
GSL Mercer	091S	Apr 11	Apr 16	Coral Chief	2210S	Apr 17	Apr 25	Apr 28						May 8			
Log-In Discover	017S	May 1	May 6	Rabaul Chief	2212S	May 8	May 22	May 26						Jun 8			
Balsa	127S	May 15	May 20	Coral Chief	2213S	May 22	Jun 5	Jun 9			Jun 18	Jun 21					
PHILIPPINES TO GUAM & DILI																	
		ETD MNL	ETA SIN			SIN	DILI			ETD MNL	ETA PUS		ETD PUS	GUAM	SAIPAN		
Calidris	091S	Apr 11	Apr 16	Selatan Damai	118E	Apr 23	Apr 30	Kimolos Trader	0024N	Apr 9	Apr 21	CMA CGM Dakar	2206S	Apr 27	May 3		
Calidris	092S	Apr 24	Apr 29	Selatan Damai	119E	May 7	May 13	Fitz Roy	0024N	Apr 18	Apr 27	CMA CGM Herodot	160S	May 1	May 8		
Log-In Discover	017S	May 1	May 6	Selatan Damai	119E	May 7	May 13	Hyundai Integral	0122N	Apr 25	May 4	CMA CGM Dakar	2207S	May 10	May 16		
Rita	007S	May 8	May 13	Selatan Damai	120E	May 21	May 27	Kimolos Trader	0003N	May 2	May 6	CMA CGM Dakar	2207S	May 10	May 16		
PHILIPPINES TO SOUTH PACIFIC																	
		ETD MNL	ETA PUS			ETA PUS	NOU	LAUTOKA	SUVA	MAJURO	TARAWA	PAGO	APIA	TONGA	VILA	SANTO	PAPETE
Hyundai Integral	0121N	Apr 25	May 4	New Guinea Chief	2209S	May 5	May 28	May 31	Jun 1	May 18	May 20	Jun 5	Jun 4	Jun 9	May 26	Jun 20	
Hyundai Integral	0122N	Apr 25	May 4	Tropical Islander	0146S	May 5	May 25	May 28	May 29			Jun 3	Jun 3	Jun 1	May 23		Jun 8
Kimolos Trader	0003N	May 2	May 6	South Islander	0147S	May 15	Jun 4	Jun 7	Jun 9			Jun 14	Jun 14	Jun 11	Jun 1	Jun 2	
Kimolos Trader	0003N	May 2	May 6	Tonga Chief	2210S	May 20	Jun 8	Jun 13	Jun 14	Jun 2		Jun 18	Jun 17	Jun 23	Jun 10		

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Chelsea Logistics loss widens to P3.9B in 2021

- Chelsea Logistics' net loss widened 18% in 2021 due to non-recurring items that include sale of assets below book value
- Declines in the group's passenger, tanker and tugboat businesses shrank consolidated revenue by 4%
- Freight and logistics segments posted 30% and 41% higher revenues in 2021

CHELSEA Logistics and Infrastructure Holdings Corp. (CLC) reported a net loss of P3.905 billion in 2021, larger by 18% year-on-year than the P3.3 billion in 2020 due to non-recurring items that included sale of assets below their book value.

Excluding these one-time items, CLC's net loss would have actually narrowed by 18% year-on-year from P5.157 billion in 2020 to P4.253 billion in 2021, CLC said in a statement.

Consolidated revenue decreased 4% to P4.469 billion on the back of declines in the group's passenger, tanker and tugboat businesses. These setbacks were mitigated by strong growth in the freight and logistics segments.

The freight business continued to recover with a 30% y-o-y increase in revenue to P2.727 billion, already surpassing

the P2.688 billion revenue in 2019 before the COVID-19 pandemic and the first lockdown in March 2020.

Freight accounted for 61% of CLC's consolidated revenue, up from 45% in the previous year.

Revenues from the logistics business advanced 41% to P519 million. Logistics' share in the total revenue also grew to 12% in 2021 from 8% in 2020.

Travel restrictions

Travel restrictions implemented not only by the national government but also by local government units in areas where CLC's shipping subsidiaries make port calls continued to challenge the passenger business.

Restrictions in movement of petroleum products as well as lower demand from customers also hampered recovery of the tankering business.

CLC, however, noted signs of recovery, especially for passage, whose year-on-year revenue decline slowed down from 65% in 2020 to 42% in 2021, at

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		ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD
XINQUNDAO	2209N	-	11-Apr	12-Apr	13-Apr	14-Apr
A KOU	2210N	12-Apr	13-Apr	14-Apr	15-Apr	16-Apr
XINQUNDAO	2210N	-	16-Apr	17-Apr	18-Apr	19-Apr
A KOU	2211N	18-Apr	19-Apr	20-Apr	21-Apr	21-Apr

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

IMPORT SCHEDULE VESSEL	VOY NO.	XIAMEN	WEITOU	SHIHU	MANILA NH	MANILA SH
		ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD
XINQUNDAO	2210S	13-Apr	14-Apr	15-Apr	-	16-Apr
A KOU	2210S	9-Apr	10-Apr	11-Apr	12-Apr	13-Apr
XINQUNDAO	2211S	18-Apr	19-Apr	20-Apr	-	21-Apr
A KOU	2211S	15-Apr	16-Apr	17-Apr	18-Apr	19-Apr

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P293 million.

For 2021, the company was able to cut its operating losses by 17% to P2.001 billion.

"We remain very encouraged in seeing pockets of recovery in the industry. This is despite outside factors like the peaks in the number of active COVID-19 cases last year and the Omicron variant surge at the beginning of this year," said CLC president and chief executive officer

Chrissy Alfonsus Damuy.

"We are hopeful of a further recovery this year while we need to be careful of prices as they will certainly have a negative impact on our margins."

CLC subsidiaries include Chelsea Shipping Corp.; Trans-Asia Shipping Lines Inc.; Udena Investments B. V.; Starlite Ferries Inc.; Worklink Services Inc.; TASLI Services Inc., and The Supercat Fast Ferry Corp.

PH manufacturing grows for 11th straight month in Feb

- The Philippine manufacturing sector grew for the 11th consecutive month in February 2022, recording double-digit growth in both volume and value
- The Volume of Production Index rose at 84.3% while the Value of Production Index increased at 92.4%
- 19 of 22 industry divisions recorded positive growths led by manufacture of coke and refined petroleum products
- The average capacity utilization

rate for the sector rose to 69% from 68.3% in the previous month

THE Philippine manufacturing sector grew for the 11th consecutive month in February 2022, recording double-digit growth in both volume and value, according to the Philippine Statistics Authority (PSA).

The Volume of Production Index (VoPI) rose at an annual rate of 84.3% in February 2022, higher than the 17.1% growth in January 2022 and a reversal from

the -43.9% drop in February 2021, according to PSA's latest Monthly Integrated Survey of Selected Industries.

The Value of Production Index (VaPI) likewise increased with an annual growth rate of 92.4% in February 2022, from a slower annual rate of 21.8% in January 2022 and in contrast to the -47% decline in February 2021.

VoPI and VaPI started recording growth in April 2021 after 13 consecutive months of decline, an effect of COVID-19-related restrictions in the country that began March 2020 and dragged produc-

tion and sales indices for the sector.

The surge in VoPI was brought about by positive growth of 19 of the 22 industry divisions. Of these, the manufacture of coke and refined petroleum products was the major contributing factor with a three-digit annual growth rate of 748.9%. The three industry divisions that recorded decreases were led by manufacture of electrical equipment with -28.8% annual rate.

For VaPI, 19 industry divisions reported positive growths led by manufacture of coke and refined petroleum products, which posted an annual growth of 874.9%. Three industry divisions showed downturns in February, with manufacture of electrical equipment seeing the fastest decline of -26.2%.

Based on the survey's responding establishments, the average capacity utilization rate for the manufacturing sector in February was 69% from 68.3% in the previous month.

Almost all industry divisions reported capacity utilization rates of more than 50% except for manufacture of wood, bamboo, cane, rattan articles, and related products (48.7%). Among these, the top three industry divisions were manufacture of furniture (84.1%), manufacture of other non-metallic mineral products (80.5%), and manufacture of electrical equipment (76.8%).

A fifth or 20% of the responding establishments operated at full capacity (90% to 100%), 36.8% at 70% to 89% capacity, and 43.2% below 70% capacity.

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KMTC Ulsan	2207N	04/22	04/29	05/04	05/07	05/04	05/08	05/06	05/02	05/06	05/06
KMTC Ulsan	2208N	05/06	05/13	05/18	05/21	05/18	05/22	05/20	05/16	05/20	05/20
KMTC Ulsan	2209N	05/19	05/26	05/31	06/03	05/31	06/04	06/02	05/29	06/02	06/02

TTP SERVICE LCT MIP: Sun 1200H / LCT ATI: Mon 1200H

(DIRECT) MANILA NORTH - MANILA SOUTH - QINGDAO - PUSAN T/S VIA (PUSAN) - JAPAN MAIN PORT (JPM) AND OUTPORT (JPO)

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Hyundai Integral	0122N	04/25	04/26	05/01	05/05	05/09	05/09	05/10	05/09	05/10	05/10
TBN	0001N	05/16	05/17	05/22	05/26	05/30	05/31	05/30	05/30	06/31	05/31
Ingenuity	0017N	05/23	05/24	05/29	06/02	06/06	06/07	06/06	06/06	06/07	06/07

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KMTC Bangkok	2204S	04/20	04/22	04/26	04/27	05/01	05/04	05/05	04/28	05/06	05/14
Emora	2204S	05/10	05/12	05/16	05/17	05/21	05/24	05/25	05/18	05/26	06/03
KMTC Bangkok	2205S	05/16	05/18	05/22	05/23	05/27	05/30	05/31	05/24	06/01	06/09

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Spil Niken	01ZAZN	04/24	05/02	05/02	05/06
GH Tramontane	01ZB1N	04/26	05/04	05/04	05/08

CHI SERVICE LCT MIP: Tue 1200H

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CNC Lion	0QAB4N	04/22	04/26	04/29
Spil Citra	0QAB6N	05/02	05/05	05/09
Heng Hui 5	0QABAN	05/09	05/11	05/16

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BOC fires 2 employees, probes more than 250 others in graft crackdown

- BOC issued 32 show cause orders and investigated 250 personnel in a crackdown on graft in the first quarter
- Two BOC employees were sacked, two others were suspended, one was reprimanded, 85 were relieved, and nine were reshuffled or reassigned due to irregular and unlawful activities
- BOC also filed one administrative case against an employee before the bureau's Legal Service and endorsed six cases to the National Bureau of Investigation

FROM January to March 2022, the Bureau of Customs (BOC) fired two employees, suspended two others, reprimanded one, relieved 85, and reshuffled or moved nine to various offices and ports due to irregular and unlawful activities, the agency said in a statement.

The Customs Intelligence and Investigation Service also conducted 250 personnel investigations, which resulted in the filing of one administrative case before BOC's Legal Service and six cases at the National Bureau of Investigation.

The latest actions followed a crackdown on irregular and unlawful activities in 2021 during which BOC issued 1,153 show-cause orders that led to three employee dismissals, 17 suspensions, six reprimands and 19 being relieved, while 721 were reshuffled or transferred to various offices and ports.

With its numerous initiatives to boost the level of integrity within the organization, BOC said "evident developments were indeed attained by the agency as verified by the improved ratings from the general public and agency stakeholders..."

In the Awareness, Institutional Trust, and Satisfaction Survey conducted by the Philippine Statistics & Research Center in 2021, BOC's trust rating rose to 94% from 30% in 2020, the agency said.

To ensure reforms will be realized, BOC said its units and offices continue to undertake the ISO 9001:2015 Quality Management System certification. As of March 2022, 12 BOC offices comprising ports, subports, and customer care centers had obtained ISO 9001:2015 QMS certification while the rest are in various stages of compliance.

Globalport JV bags Tagbilaran...

Continued from page 1

opening on March 14.

GTI and its subsidiaries, which include GOTI, are engaged in port terminal management operations. Its network includes the ports of Matnog, Tacloban, Nasipit, Pulupandan, Iligan, Ozamiz, Surigao and Zamboanga, which they won the biddings for under PPA's Port Terminal Management Regulatory Framework (PTMRF).

The Tagbilaran contract covers management and operation of the cargo-handling, passenger, roll-on/roll-off (RoRo), and other port-related services at the ports. It involves stevedoring services, bagging services, container terminal management, passenger terminal management, portage services, storage management, waste and shore reception facility management, water distribution services, weighbridge facility, and ancillary and other related services.

The bidding was conducted through

open competitive bidding procedures using non-discretionary pass/fail criterion as specified in PPA Administrative Order (AO) No. 12-2018, as amended.

AO 12-2018 provides guidelines for selecting and awarding contracts under PPA's PTMRF, which outlines new rules for terminal management contracts.

PTMRF, provided under AO 03-2016, seeks to provide higher quality port service by promoting private sector participation. Under this framework, investments in ports are to be categorized into six tiers, ranging from a fully private concession to a fully PPA-managed port, to make it easier to determine investment arrangements of a port.

PPA started bidding out port contracts under the PTMRF in 2020.

Tagbilaran port falls under Tier 3, which means the contractor's investments

include above-ground fixtures and semi-fixtures, and mobile handling equipment.

The baseport of Tagbilaran handles domestic and foreign cargoes, recording 1.759 million metric tons (MT) in 2021 slightly less than the 2020 volume of 1.874 million MT. Last year, PPA inaugurated a newly constructed second passenger terminal building at the port, expanding the facility's capacity to 1,110 passengers. The port sustained significant structural damage from a strong earthquake in 2013.

PPA earlier also opened bidding for

the port terminal management contracts of Puerto Princesa, Ormoc, Tabaco, Legazpi, Zamboanga, Iligan, Ozamiz, Calapan, Tacloban, Nasipit, Matnog, Fort San Pedro, Pulupandan, Surigao, Tagbilaran, Masao, Pagadian and Pasig River ports.

Of these, PPA has already awarded the contracts for the ports of Iligan, Ozamiz, Zamboanga, Tacloban, Nasipit, Matnog, Pulupandan, Surigao, Ormoc, Puerto Princesa, Calapan, Legazpi, Tabaco and Masao. — **Roumina Pablo**



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ACACIA LIBRA	1CP00N1NC	12-Apr	-	18-Apr	22-Apr	23-Apr	23-Apr
CNC MERCURY	1CP0EN1NC	19-Apr	22-Apr	25-Apr	29-Apr	30-Apr	30-Apr
AS ROMINA	1CP0IN1NC	26-Apr	-	2-May	6-May	7-May	7-May

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

MOTHER VESSEL	VOY. NO.	MNL(SH) ETD	MNL(NH) ETD	PUSAN(HYUT) ETA	PUSAN(HBTC) ETA	SHANGHAI ETA
FRITZ ROY	0CB76N1NC	18-Apr	20-Apr	27-Apr	27-Apr	30-Apr
HYUNDAI INTEGRAL	0CB78N1NC	25-Apr	27-Apr	5-May	5-May	8-May
KIMOLOS TRADER	0CB7AN1NC	2-May	4-May	PHASE OUT AFTER LYG CALL		

(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	0IZAXN1NC	-	16-Apr	20-Apr	20-Apr	22-Apr	23-Apr
SPIIL NIKEN	0IZAZN1NC	-	17-Apr	21-Apr	21-Apr	23-Apr	24-Apr
GH TRAMONTANE	0IZB1N1NC	-	24-Apr	28-Apr	28-Apr	30-Apr	1-May

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

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	LIANYUNGANG ETD	QINGDAO ETA	NANSHA ETA
JACK LONDON	0KROAN1NC	11-Apr	12-Apr	15-Apr	17-Apr	21-Apr
QINGDAO TOWER	0KROEN1NC	15-Apr	17-Apr	22-Apr	24-Apr	28-Apr
CMA CGM PERTH	0KROIN1NC	22-Apr	24-Apr	29-Apr	1-May	5-May

(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
CNC LION	0QAB4N1NC	15-Apr	18-Apr	22-Apr	23-Apr	25-Apr	26-Apr
SPIIL CITRA	0QAB6N1NC	17-Apr	20-Apr	24-Apr	25-Apr	27-Apr	28-Apr
BOMAR RENAISSANCE	0QAB8N1NC	24-Apr	27-Apr	1-May	2-May	4-May	5-May

(SPX) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	XIAMEN ETD	HONGKONG ETA	SHEKOU ETA
ASIATIC PRIDE	0JV9AN1NC	12-Apr	13-Apr	17-Apr	18-Apr	26-Apr
MELLUM	0JV9EN1NC	19-Apr	20-Apr	24-Apr	25-Apr	28-Apr
XIN LONG YUN 89	0JV9IN1NC	26-Apr	27-Apr	1-May	2-May	3-May

(CP8-EB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL(NH) ETD	MNL (SH) ETD	SHANGHAI ETA	NINGBO ETA	XIAMEN ETA
XIN LONG YUN 89	0JV94E1NC	11-Apr	12-Apr	16-Apr	18-Apr	21-Apr
NORDPUMA	0JV98E1NC	18-Apr	19-Apr	23-Apr	25-Apr	28-Apr
ASIATIC PRIDE	0JV9CE1NC	25-Apr	26-Apr	30-Apr	2-May	5-May

(CSE) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	SHANGHAI ETA	SHEKOU ETA
KUO LIN	1CGZON1NC	11-Apr	15-Apr	18-Apr
KUO LONG	1CG70N1NC	12-Apr	17-Apr	20-Apr
CNC SATURN	1CG74N1NC	27-Apr	1-May	4-May

(PHX) DIRECT SERVICE TO SINGAPORE

MOTHER VESSEL	VOY. NO.	SUBIC ETD	MNL (NH) ETA	SINGAPORE ETA
CALIDRIS	02414S	11-Apr	13-Apr	18-Apr
GSL MERCER	02614S	19-Apr	21-Apr	26-Apr
CALIDRIS	02814S	25-Apr	27-Apr	1-May

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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

Maritime firms' expired accreditation certificates...

Continued from page 1

lines and maritime enterprises.

MARINA Advisory (MA) No. 2022-26 was issued following the signing into law of Republic Act No. 11659 (amendments to the Public Service Act or PSA), which effectively amends MARINA circulars and other issuances related to domestic shipping, including those on accreditation of domestic shipping operators/firms/entities and maritime enterprises.

The one-year extension starts from the issuance of MARINA Advisory (MA) No. 2022-26 on April 7 and pending the

crafting of implementing rules and regulations of RA 11659 and the subsequent amendment/repeal of related MARINA circulars, whichever comes first.

It covers accreditation certificates issued pursuant to MC No. 186, MC DS-2020-02, and MC 2006-03. MC 186 series of 2003 provides rules on accreditation of maritime enterprises but this was repealed by MC DS-2020-02 issued in 2020. MC 2006-03, meanwhile, provides revised guidelines on accreditation of domestic shipping enterprises or entities.

Maritime enterprises include a com-

pany or business undertaking which may include ship management; ship agency; multimodal transport operation and any other similar enterprise whose activities consist of representing within the Philippines, as an agent, the business interests of one or more shipping lines or shipping companies. It also includes ship husbanding; ship chandling; manning; companies engaged in importation and trading of accessory boats, recreational crafts, and marine spare parts; and other similar enterprises.

RA 11659, signed by President

Rodrigo Duterte on March 21, amends the 85-year-old PSA and relaxes foreign ownership in certain industries, including domestic shipping, airlines and telecommunications.

The measure removes the 40% foreign investment limitation on sectors such as telecommunications, railways, shipping, airlines and airports.

Under the law the definition of "public utilities" and "public service" was delineated. Identified as public utilities are 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 (including trucks).

Any industry not on the list will be exempt from the 60-40 ownership limitation under the Constitution and may accept up to 100% foreign investments.

- Roumina Pablo


Cebu ports on heightened alert during Holy Week

- Cebu ports will be on heightened alert from April 10 to 18 for the Holy Week break
- Terminals are expected to be full now that COVID-19 restrictions have been eased
- Cebu Port Authority is activating "Oplan Biyaheng Ayos: Semana Santa and Summer Vacation 2022" to ensure the safety and security of all passengers

ALL ports in Cebu will be on heightened alert from April 10 to 18 in anticipation of a surge in passenger traffic during the Holy Week and as COVID-19 restrictions ease, the Cebu Port Authority (CPA) said.

In a statement, CPA said it is preparing to activate "Oplan Biyaheng Ayos: Semana Santa and Summer Vacation 2022" to ensure safe, secure and comfortable transit of passengers through the ports.

"With eased travel restrictions, CPA, Turn to next page

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TS Yokohama	22012N		20-Apr		21-Apr	26-Apr	27-Apr
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
Jan	22005N		OMIT		12-Apr	ONW / 14-Apr	SKU / 15-Apr
Eponyma	22007N		OMIT		18-Apr	ONW / 23-Apr	SKU / 24-Apr
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 Eiffel	OKRO6N		11-Apr		11-Apr	17-Apr	
Qingdao Tower	OKROEN		14-Apr		16-Apr	23-Apr	
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
Nordpuma	0JV96N		9-Apr		10-Apr	13-Apr	15-Apr
Asiatic Pride	17N		12-Apr		12-Apr	17-Apr	20-Apr
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
Mellum	0JV90E		8-Apr		9-Apr	9-Apr	11-Apr
Xin Long Yun 89	22003E		13-Apr		14-Apr	18-Apr	20-Apr

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EASLINE QINGDAO N030		Apr 12	Apr 13	Apr 15	Apr 20	Apr 21	Apr 23
SINOTRANS MANILA 2208N		Apr 19	Apr 20	Apr 22	Apr 27	Apr 28	Apr 30
EASLINE QINGDAO N031		Apr 26	Apr 27	Apr 29	May 4	May 5	May 7
SINOTRANS MANILA 2209N		May 3	May 4	May 6	May 11	May 12	May 14

LCT: (SOUTH) MON/1200H: (MIP) TUE/1200H: (SUBIC) THU/1200H • FRI SAILING
FOR PERISHABLE GOODS: (SOUTH) TUE/1200H: (MIP) WED/1200H: (SUBIC) FRI/1200H

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VESSEL	VOY	MIP ETD/MON	MNS ETD/TUE	SWA ETA/THU	QUA ETA/FRI	XMN ETA/SAT
SINOTRANS TIANJIN	2213N	Apr 11	SKIP	Apr 14	Apr 15	Apr 16
SINOTRANS TIANJIN	2214N	Apr 18	SKIP	Apr 21	Apr 22	Apr 23
SINOTRANS TIANJIN	2215N	Apr 25	SKIP	Apr 28	Apr 29	Apr 30
SINOTRANS TIANJIN	2216N	May 2	SKIP	May 5	May 6	May 7

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
G. ACE	2208N	CANCELLED VOYAGE				
ZHONGWAIYUNXINGANG 2208N		Apr 21	Apr 22	-	Apr 29	Apr 30
G. ACE	2209N	Apr 28	Apr 29	-	May 6	May 7
ZHONGWAIYUNXINGANG 2209N		May 5	May 6	-	May 13	May 14

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

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VESSEL	VOY	MNN ETD/WED	MNS ETD/THU	SUBIC ETD/FRI	TAO ETA/WED	NBO ETA/THU	QZJ ETA/SAT
AS FENJA	029N	Apr 13	Apr 14	Apr 15	Apr 27	Apr 29	May 1
ISEACO FORTUNE	055N	Apr 20	Apr 21	Apr 22	SHA May 5	SKIP	SKIP
WAN XING DA	136N	Apr 27	Apr 28	Apr 29	May 11	May 13	May 15
AS FENJA	030N	May 4	May 5	May 6	May 18	May 20	May 22

LCT: (NORTH) MON/1200H: (SOUTH) TUE/1200H: (SUBIC) THU/1200H • FRI SAILING
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WISDOM GRACE	2209N	9-Apr	11-Apr	13-Apr	15-Apr	18-Apr	21-Apr	22-Apr	24-Apr
SITC INCHON	2211N	16-Apr	18-Apr	20-Apr	22-Apr	25-Apr	28-Apr	29-Apr	1-May

(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
MERATUS TOMINI	2207N	9-Apr	13-Apr	15-Apr	17-Apr	18-Apr	20-Apr	-	26-Apr	28-Apr	30-Apr	2-May
SITC DECHENG	2209N	16-Apr	20-Apr	22-Apr	24-Apr	25-Apr	27-Apr	-	3-May	5-May	7-May	9-May

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 CDD	ETA SHA	ETA DLC	ETA TNG	ETA TAO	ETA SHA	ETA NBO
SITC BATANGAS	2209N	11-Apr	12-Apr	SKIP	18-Apr	SKIP	23-Apr	25-Apr	27-Apr	29-Apr	1-May	SKIP
SITC CAGAYAN	2209N	18-Apr	19-Apr	21-Apr	25-Apr	27-Apr	30-Apr	2-May	4-May	6-May	8-May	SKIP

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)

MOTHER VESSEL	VOY. NO.	ETD SUBIC	ETD MNL(NH)	ETD MNL SH	ETD CDD	ETD GEN	ETD DVO	ETA SHA	ETA QIN	ETA WEN	ETA XMN
SITC PENANG	2211N	10-Apr	13-Apr	SKIP	SKIP	SKIP	23-Apr	25-Apr	28-Apr	29-Apr	SKIP
SITC PORT KLANG	2211N	17-Apr	20-Apr	SKIP	SKIP	23-Apr	25-Apr	30-Apr	2-May	5-May	6-May

LCT (CARGO): SASA-FRI 1900H (SUN SAILING) / DICT-SAT 1200H (MON SAILING) / GEN SAN-SUN 2400H (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
ZHONG WAI YUN XIN GANG	2207N	8-Apr	9-Apr	13-Apr	16-Apr
G. ACE	2208N	15-Apr	16-Apr	20-Apr	23-Apr

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	2226N	13-Apr	15-Apr	16-Apr	17-Apr
SITC TOKYO	2228N	20-Apr	22-Apr	23-Apr	24-Apr

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
TAN CANG PIONEER	2220N	17-Mar	19-Mar	21-Mar	SKIP
TBA	2222N	24-Mar	26-Mar	28-Mar	SKIP

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

SPM SERVICE (MNL SH - SHEKOU - HONGKONG)

MOTHER VESSEL	VOY. NO.	ETD MNL(SH)	ETA SHE	ETA HNG
VICTORY VOYAGER	N024	14-Apr	16-Apr	17-Apr
VICTORY VOYAGER	N025	21-Apr	23-Apr	24-Apr

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CTC: Ms. Alma Orellina

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CTC: Ms. Luanne Mejorada

General Santos City Branch
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Tel. No.: 0917 529 9224/ 0925 845 6817
CTC: Ms. Ranelyn Acharon

Cebu ports on heightened alert..

Continued from previous page
together with partners from the maritime sector, are working closely to further intensify our efforts to ensure the safety, security, order and convenience of the travelling public," CPA general manager Leonilo Miole said.

Consistent with guidelines from the Maritime Industry Authority, CPA will strictly impose the mandatory wearing of face mask, temperature check of passengers upon entry into port passenger terminal facilities, ban from talking and taking unnecessary phone calls, and observance of social distancing, especially in common areas such as canteens,

lounges, open decks, comfort rooms and the like.

Cebu City, Lapu-Lapu City and Mandaue City are at Level 1 alert from April 1 to 16 while the rest of Cebu province is at Level 2, which, among other restrictions, prohibit overcrowding in public areas.

Considering some port facilities and passenger terminal buildings are still undergoing repair and rehabilitation after sustaining significant damage last year from typhoon Odette, CPA is encouraging passengers to strictly observe a one-meter distance while queuing at the passenger terminal during boarding and disembarkation.

"With the ongoing repair and rehabilitation of some of our port facilities, we still have limited areas to accommodate a large number of passengers. Therefore, we appeal to our travelling public not to go to ports without confirmed travel booking to avoid overcrowding," Miole said.

Only passengers with boat tickets and valid identification cards will be allowed entry into the port at least two hours from the scheduled departure time. CPA will also strictly impose the "No ticket, No ID, No Entry Policy".

Miole reminded the public not to patronize ticket scalping as it is illegal. He advised travellers to book their tickets in advance to avoid heavy queuing outside the port area, where most ticketing outlets

are located.

Malasakit Help Desks and first-aid stations will be activated at passenger terminals to attend to various passenger concerns. Port management offices have been directed to ensure all booths/counters/centers serving passengers are properly manned during operating hours.

Direct boarding of passengers will be allowed as necessary to avoid crowding, inconvenience, or delay of the vessel's departure provided security, safety, and health protocols are observed.

For the duration of Oplan Biyaheng Ayos, CPA will deploy additional port police officers at ports with high passenger traffic to enforce port safety and security protocols.

Fueling Our Future Supply Chains

By HENRIK BATALONES
SCMAP Marketing and Communications Executive



SCMAP PERSPECTIVE

the UAE and Oman, specifically. The rest comes from Brunei, our neighbors to the south.

THE Department of Energy's latest figures, released last year, state that we do not import crude oil from Russia. 92% of our crude oil imports, in fact, come from the Middle East - Saudi Arabia,

However, we only imported roughly 1.2 billion liters of crude oil for the twelve months ending in June 2021. In comparison, we imported roughly 10 billion liters of processed petroleum products in the same period of time. Inevitable, given that we only have one oil refinery in the country, Petron's facilities in Bataan. (Shell had a refinery, but is in the process of converting it to an import terminal in light of COVID-19 disruptions.)

Most of the petroleum products we import consist of the energy sources our supply chains heavily rely on: diesel (41.5%), gasoline (25.8%) and LPG

(13.5%). We mostly source them from China and our ASEAN neighbors. That said, our suppliers are likely sourcing their products from countries outside our traditional sources of crude oil, including Russia and Ukraine.

In any case, this makes the Philippines extremely susceptible to shocks in the oil market. We may not have direct exposure to Russia, the world's second largest producer of oil, but economic sanctions imposed in response to its invasion of Ukraine have jacked up prices in every oil market. Long-term supply continues to be a concern as the conflict rages on, and will continue to do so once it ends; sanctions will likely remain in place in the aftermath, when the conversation shifts towards war crimes committed by Russian forces. It's no surprise that prices at our pumps jumped to such levels in the open-

ing weeks of the war - and while they have stabilized as of this writing, there's really little indication that these prices will go back to a more affordable level.

Our supply chains rely heavily on fuel for transporting goods, which means we are also heavily susceptible to these spikes. As we have seen in recent years, there's only so much we can do to minimize costs before passing them on to the consumer. Transport rates will definitely go up in the coming months, particularly as contracts are renegotiated - and that will translate to higher prices in your shelves, physical or virtual.

There's one more thing to ponder upon as we consider our increasing transport costs. Last week the Intergovernmental Panel on Climate Change released the final part of its latest re-

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- How Ports and Terminal Operators in Southeast Asia Respond to the Changing Global Market Trends
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- The Maritime Agenda for the Philippines and the BIMP-EAGA Countries
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- Global Trade Patterns in Asia and the Impact on Container Shipping Lines

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SCMAP Perspective: Fueling... Continued from page 7

port. It says it is "almost inevitable" we will breach our commitments set by the Kyoto protocol, of limiting global heating to 1.5C above pre-industrial levels. It also says efforts to reduce the global economy's carbon footprint are lagging behind, and that countries must significantly step up efforts in this decade if the overshoot is to be reversible. These include advanced technologies like carbon capture and storage, as well as lifestyle changes across the board, but a significant move would be to drastically reduce reliance on fossil fuels including coal and, more appropriately for our supply chains, petroleum. It's especially important for the Philippines, a country that is highly susceptible to the catastrophic effects of climate change.

One obvious path is to accelerate the adoption of electric vehicles across our land transport networks. It's already happening here: Mober, for one, is expanding its EV fleet, aiming to have a hundred such vans and trucks by the end of this decade. But they're just one player in a diverse transport landscape that includes traditional truckers and emerging last mile providers. If we are to truly accomplish what the IPCC report challenges us to do, everyone has to do their part, and fast.

But it is going to be a monumental undertaking. The Electric Vehicle Industry Development Act recently passed Congress and is just awaiting the president's signature - but while it encourages investment in the infrastructure supporting EVs (like charging stations), it doesn't exactly encourage individuals and companies from purchasing the vehicles themselves. AutoIndustriya.com reports that the law does not exempt EVs from import duties and other taxes, supposedly due to opposition from the Department of Finance.

This means buying EVs will be prohibi-

tively expensive. Such passenger vehicles already begin at the PHP 2 million mark. What more cargo EVs? It's already difficult for truckers to adapt to evolving requirements for their vehicles, particularly on fuel efficiency, as the cost of acquiring these vehicles remains high. They risk being left behind if we do start the shift to EVs - not without subsidies and other forms of financial support to help them along the way.

Of course, it isn't only down to what vehicles we use. For one, we also need further investment in renewable energies, such as solar and wind power, to make them more affordable. This way we can both minimize our carbon footprint and keep our supply chains competitive. This way we can withstand the shocks we are currently seeing in the oil market. This way we can pass on long-term cost savings to our end customers.

SCMAP Live: The second edition of our Innovation Spotlight events,

presented in partnership with UPPAF-RESPOND, will be held on 19 April from 2pm. We will celebrate the role of women in supply chain with Lalamove Philippines head Dannah Majorocon, JG Superstore co-founder Jill Tan and SCMAP executive director Cora Curay. Register for free at scmap.org.

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.



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