

PortCalls

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8% cargo-handling tariff hike for South Harbor, MICT and 10% for Batangas ok'd

- 8% cargo-handling tariff hike for South Harbor, MICT and 10% for Batangas ok'd
- The 8% upward adjustment is the second tranche of a 10% increase approved by the Philippine Ports Authority in 2021
- The 10% hike for Batangas port covers Phases 1 (passenger, roll-on/roll-off, and bulk cargoes) and 2 (Batangas Container Terminal)
- All rate hikes take effect on May 14

bor and Manila International Container Terminal (MICT).

At the same time, PPA approved a 10% upward adjustment in cargo-handling tariff at Batangas Port Phases I and II.

The 8% rate increase for South Harbor and MICT, under PPA Memorandum Circular No. 05-2022, and 10% hike for Batangas port, under MC No. 04-2022, will take effect on May 14, according to a regulatory disclosure by Manila South Harbor and Batangas port operator Asian Terminals Inc. (ATI).

ATI said it received a copy of both MCs 04-2022 and 05-2022 on April 29.

It must be noted that the 8% adjust-

Turn to next page

THE Philippine Ports Authority (PPA) has approved an 8% increase in cargo-handling tariff at the Manila South Har-

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8% cargo-handling tariff hike for South Harbor, MICT...

Continued from previous page

ment for Manila South Harbor and MICT under MC 04-2022 represents the second and final tranche of a 10% increase approved by PPA in 2021 through PPA Memorandum Circular No. 12-2021.

The first 2% tranche was enforced last year with implementation of the remaining 8% up for review by the PPA Board six months after implementation of the initial increase.

The rate adjustment follows closely the proposals in 2021 of ATI and another port operator, International Container Terminal Services Inc. (ICTSI), for an increase in cargo-handling tariff.

ATI had sought an 11% raise for Manila South Harbor, while ICTSI proposed a 10% increase in cargo-handling tariff for MICT, excluding transshipment and new tariff items.

The last cargo-handling tariff rate adjustment for the two ports was in 2018, when PPA granted a 7% rate increase. The port operators are allowed to apply for a cargo-handling tariff adjustment if the consumer price index (CPI) has increased by at least 5% within a three-year period, pursuant to PPA Administrative Order No. 02-2018.

AO 02-2018 prescribes new standards and uniform formula and procedures for cargo-handling tariff adjustment.

Both ATI and ICTSI had said CPI increased during the period 2018 to 2020, and that they are eligible for tariff adjustment after having complied with requirements of AO 02-2018.

Their latest petitions were subjected to a virtual public hearing in April 2021 where stakeholders opposed the proposal, citing its adverse effect on the cost of doing business.

In 2020, PPA also approved fees for handling foreign empty containers and



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MANILA TO [OSAKA • KOBE] via ONE						MANILA TO SHANGHAI				
VESSEL	VOY.	LCT@12PM	ETD	ETA OSA	ETA UKB	VESSEL	VOY.	LCT@12PM	ETD	ETA SHA
CALLAO BRIDGE	208N	05/02	05/05	05/16	05/17	MELLUM	0JV9DE	04/28	05/04	05/07
CALIDRIS	0095N	05/04	05/08	05/20	05/21	XIN LONG YUN	22004E	05/05	05/09	05/14
BUXLINK	2064N	05/11	05/14	05/25	05/26	LUCKY DRAGON	0JV990E	05/12	05/16	05/21
CALLAO BRIDGE	209N	05/23	05/26	06/06	06/07	ASIATIC PRIDE	18E	05/26	05/02	06/07

MANILA TO SINGAPORE					MANILA TO BUSAN				
VESSEL	VOY.	LCT@5PM	ETD	ETA SIN	VESSEL	VOY.	LCT@12PM	ETD	ETA BUS
PELICAN	002S	04/27	05/01	05/06	CALLAO BRIDGE	208N	05/02	05/05	05/09
RITA	007S	05/11	05/13	05/16	BUXLINK	2064N	05/11	05/14	05/18
INTELLIGENT PURSUIT	012S	05/12	05/15	05/20	CALLAO BRIDGE	209N	05/23	05/26	05/30
RITA	008S	05/19	05/24	05/27	CALIDRIS	0096N	05/25	05/28	06/01

MANILA TO [KAOHSIUNG • KEELUNG]					MANILA TO HONGKONG					
VESSEL	VOY.	LCT@5PM	ETD	ETA KHH	ETA KEE	VESSEL	VOY.	LCT@12PM	ETD	ETA HKG
SPIL NIRMALA	N031	04/27	05/01	05/04	05/10	HANSA WOLFSBURG	064S	05/06	05/08	05/11
SPIL NIRMALA	N032	05/04	05/08	05/11	05/14	HANSA WOLFSBURG	065S	05/11	05/14	05/16
SPIL NIRMALA	N033	05/11	05/15	05/18	05/21	HANSA WOLFSBURG	066S	05/13	05/19	05/23
SPIL NIRMALA	N034	05/18	05/22	05/25	05/28	HANSA WOLFSBURG	067S	05/20	05/26	05/30

MANILA TO [TOKYO • YOKOHAMA • NAGOYA] via ONE					
VESSEL	VOY.	LCT@12PM	ETD	ETA TYO	ETA NGO
CALLAO BRIDGE	208N	05/02	05/05	05/14	05/15
CALIDRIS	0095N	05/04	05/08	05/18	05/18
BUXLINK	2064N	05/11	05/14	05/23	05/24
CALLAO BRIDGE	209N	05/23	05/26	06/04	06/05

CEBU TO SINGAPORE					CEBU TO TOKYO • YOKOHAMA [via KHH]				
VESSEL	VOY.	LCT	ETD CEB	ETA SIN	VESSEL	VOY.	ETD	ETA TYO	ETA YOK
SUPA BHUM	341S	04/28	05/03	05/09	MTT SENARI	22019N	05/05	05/19	05/20
PIRA BHUM	539S	05/05	05/09	05/16	MTT SENARI	22020N	05/12	05/29	05/30
SUPA BHUM	342S	05/12	05/16	05/23	MTT SENARI	22021N	05/19	06/02	06/03
PIRA BHUM	540S	05/19	05/23	05/30	MTT SENARI	22022N	05/26	06/10	06/11

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Schedules changes erratically week on week, best to check regularly prior booking.

storage of out-of-gauge cargoes at Manila South Harbor, MICT, and Batangas port. Both fees took effect in January 2021.

Batangas Port

In Batangas port, ATI and its unit, ATI Batangas Inc., proposed a 15.23% increase in cargo-handling tariff last year, higher than the 10% finally approved by the PPA under MC 04-2022.

Batangas Port Phase 1 handles passenger, roll-on/roll-off, and bulk cargoes, while Phase 2, called the Batangas Con-

tainer Terminal, serves international containerized cargoes.

ATI filed in February 2021 separate petitions for the upward adjustment of cargo-handling tariff and other cargo-handling-related and miscellaneous charges covering Batangas Port Phases 1 and 2.

The petitions do not include empty container handling, rates for which took effect last January 2021.

The petitioners referenced in their filing PPA AO 02-2018.

The last cargo-handling tariff rate adjustment for Phases 1 and 2 was approved in 2017, when PPA granted an 11% increase for Phase 1 and a 9% upward adjustment for Phase 2.

Shipping associations during the May 2021 public hearing on the Batangas port proposals expressed opposition to the proposal, saying the country is still in the middle of a pandemic and any cargo-handling rate increase will impact the recovery of businesses and hurt customers. — *Roumina Pablo*

Clark flights shift to new passenger terminal starting May 2

- Clark flights shift to new passenger terminal starting May 2
- All arriving and departing flights will unload and board passengers at Clark International Airport's new passenger terminal from May 2
- The terminal can accommodate up to 8 million passengers annually, in addition to the 4.2 million passengers that the existing terminal can handle

STARTING May 2, all flights at Clark International Airport (CRK) will use the new passenger terminal building, its operator and manager Luzon International Premiere Airport Development (LIPAD) Corp. said in a statement.

On May 2, passengers on the fol-

lowing flights are advised to proceed to the new terminal: Jetstar 3K 779/780; Qatar Airways QR 930/931; Scoot TR 386/387; Emirates EK 338; Cebu Pacific Air 5J 606/607; and Philippine Airlines PR 2833/2834.


Similarly, passengers of all flights scheduled from May 3 onwards will go through the new terminal.

"We have put a lot of efforts into


making our passengers' journey as seamless as possible through the terminal and getting to and from our airport," LIPAD chief executive officer Bi Yong Chungunco said.

LIPAD was awarded the 25-year concession to operate and maintain CRK in August 2019.

From North Luzon Expressway and
Turn to page 12



BREAKBULK AND CONTAINERIZED CARGO



PHILIPPINES TO PACIFIC ISLANDS, NEW ZEALAND & AUSTRALIA												
	ETD MNL	ETA SIN		ETA SIN	NOU	LTK	SUV	MRP	AKL	TRG		
Intelligent Pursuit	012S	May 15	May 20	Vanuatu Chief	2207S	May 26	Jun 11	Jun 13	Jun 15	Nov 30	Jun 19	-
Intelligent Pursuit	013S	May 29	Jun 3	Samoa Chief	2208S	Jun 7	Jun 21	Jun 23	Jun 25	Nov 30	Jun 29	-
Intelligent Pursuit	014S	Jun 12	Jun 17	Port Vila Chief	2209S	Jun 22	Jul 6	Jul 8	Jul 10	Nov 30	Jul 14	-

PHILIPPINES TO PAPUA NEW GUINEA & SOLOMON ISLANDS												
	ETD MNL	ETA SIN		ETA SIN	POM	LAE	LIHIR	ORO BAY	RABAU	MADANG	KIMBE	HONIARA
Intelligent Pursuit	012S	May 15	May 20	Coral Chief	2213S	May 26	Jun 8	Jun 11		Jun 15	Jun 18	
Intelligent Pursuit	013S	May 29	Jun 3	Carpenters Vega	2214S	Jun 6	Jun 19	Jun 23				Jul 5
Intelligent Pursuit	014S	Jun 12	Jun 17	Rabaul Chief	2215S	Jun 19	Jul 3	Jul 7		Jul 16	Jul 19	

PHILIPPINES TO GUAM & DILI															
	ETD MNL	ETA SIN		SIN	DILI		ETD MNL	ETA PUS		ETD PUS	GUAM	SAIPAN			
Intelligent Pursuit	012S	May 15	May 20	Selatan Damai	120E	May 25	Jun 1	Kimolos Trader	0003N	May 1	May 6	CMA CGM Herodot 160S	May 11	May 19	May 18
Intelligent Pursuit	013S	May 29	Jun 3	Selatan Damai	121E	Jun 8	Jun 14	TBA	TBA	May 16	May 25	CMA CGM Dakar 2207S	May 30	Jun 5	
Intelligent Pursuit	014S	Jun 12	Jun 17	Selatan Damai	122E	Jun 22	Jun 28	Ingenuity	0017N	May 23	Jun 1	CMA CGM Herodot 162S	Jun 7	Jun 15	Jun 14
Intelligent Pursuit	015S	Jun 26	Jul 1	Selatan Damai	123E	Jul 6	Jul 12	TBA	TBA	Jun 6	Jun 15	CMA CGM Herodot 163S	Jun 21	Jun 29	Jun 28

PHILIPPINES TO SOUTH PACIFIC															
	ETD MNL	ETA PUS		ETA PUS	NOUMEA	LAUTOKA	SUVA	MAJURO	TARAWA	PAGO	APIA	TONGA	VILA	SANTO	PAPETE
TBA	TBA	May 16	May 25	Coral Islander II	0147S	May 31	Jun 23	Jun 26	Jun 27	Jul 17	Jul 2	Jul 2	Jun 30	Jun 21	Jul 7
TBA	TBA	May 16	May 25	Papuan Chief	2211S	May 31	Jun 24	Jun 27	Jun 28	Jun 14	Jun 16	Jul 1	Jul 6	Jun 22	Jul 17
Ingenuity	0017N	May 23	Jun 1	Highland Chief	2212S	Jun 9	Jul 1	Jul 4	Jul 5	Jun 22	Jun 24	Jul 10	Jul 10	Jul 8	Jun 29

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Wednesday sailing-Tuesday @5pm
Thursday sailing-Monday @3pm | For more info, please look for: Pet / Lucy / Ariel / Rachel

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DA puts in place measures to curb agri smuggling

- The Department of Agriculture has identified several measures to combat agricultural smuggling
- They include requiring importers to report actual volume utilized for each sanitary and phytosanitary import clearance
- Recent congressional hearings on agricultural smuggling noted lapses in DA's process of issuance of import clearances and in the inspection of arriving imported agricultural products

THE Department of Agriculture (DA) will implement measures to combat agricultural smuggling, including requiring importers to report actual volume utilized for each sanitary and phytosanitary import clearance (SPSIC) issued.

The surrender of unused SPSICs upon expiration, and reporting utilization of agricultural products to prevent diversion to unintended uses are some of the other measures under DA Memorandum Order

(MO) No. 31 series of 2022, dated April 26.

DA said these can be part of requirements when processing new SPSIC applications of importers.

The issuance of MO No. 31 follows recent congressional hearings on agricultural smuggling where lapses in DA's process of issuance of SPSIC and in the inspection of imported agricultural products were noted.

Signed by DA officer-in-charge and undersecretary Leocadio Sebastian, MO No. 31 is addressed to heads of DA agencies, Bureau of Plant Industry (BPI), Bureau of Animal Industry (BAI), Bureau of Fisheries and Aquatic Resources (BFAR).

Lapses that surfaced during Turn to page 6



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POHNPEI

PPA awards P877.6M container monitoring contract to joint venture

- PPA awards P877.6M container monitoring contract to JV
- The joint venture of NextIX, Inc. and Shiptek Solutions Corp. won the contract for the Philippine Ports Authority's container registry and monitoring system for inbound foreign containers
- The project covers supply, delivery of full technology stack, financing, technical implementation services, and managed services to successfully implement the project

THE joint venture of NextIX, Inc. and Shiptek Solutions Corp. has won the contract for the Philippine Ports Authority's (PPA) container registry and monitoring system for inbound foreign containers.

The award for the P877.6-million contract for the Trusted Operator

Program-Container Registry and Monitoring System (TOP-CRMS) and Empty Container Storage Shared Service Facility (ECSSSF) is contained in an April 27 notice of award.

The JV was the lone bidder for the project. Bids were opened on March 22.

NextIX is a Philippine innovation company specializing in universally available information and communication technology solutions. The company, together with another JV partner, recently also won the contract for PPA's electronic terminal management system project featuring unified electronic ticketing capabilities.

Shiptek is a Filipino software development company that runs end-to-end digital logistics platform, XLOG.

The project covers the supply, delivery of full technology stack, financing, technical implementation services,

and managed services to successfully implement the TOP-CRMS of PPA.

In its bidding documents, PPA said it intends to procure a TOP-CRMS "that will introduce rational, cohesive, and integrated solutions which will solve persistent systematic problems affecting the overall performance and efficiencies of the PPA in areas related to its frontline and regulatory services, third-party managed services, and enforcement services, and inter-agency services."

The TOP-CRMS consists of inter-related program components, namely, the TOP; the container identification and control program; the container tracking program; and the container availability and insurance program.

The TOP will provide required conventional and mobility systems and technology infrastructure to capture, store, and process subscription and transactional

activities and integrated services made available to trusted operators.

The container identification and control program will enable PPA to digitally capture all inbound shipping containers in advance before its entry to any port in the country.

The container tracking program will enable PPA to digitally tag all inbound shipping containers with a tracking device to provide full visibility of the utilization, movement, and location of every foreign-owned container.

Local importers will have access to container insurance services via the container availability and insurance program. The program will also provide PPA the ability to monitor financial transactions required by shipping lines for all inbound shipping containers to safeguard government's revenue interests.

The TOP-CRMS will be rolled out covering two pilot ports that house 98% of all container traffic: Manila South Harbor and Manila International Container Terminal.

Completion of services for the technical implementation phase should not exceed 12 months from receipt by the successful bidder of the Notice to Proceed, while the managed services will be one year from the date of go-live or operationalization commissioning of the technical implementation phase.

PPA in June 2021 conducted a virtual public hearing for its then proposal to record and monitor in real time the movement of all import containers.

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

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KMTC Ulsan	2208N	05/07	05/14	05/19	05/22	05/19	05/23	05/21	05/17	05/21	05/21
KMTC Ulsan	2209N	05/20	05/27	06/01	06/04	06/01	06/05	06/03	05/30	06/03	06/03
KMTC Ulsan	2210N	05/31	06/07	06/12	06/15	06/12	06/16	06/14	06/10	06/14	06/14
TTP SERVICE LCT MIP: Sun 1200H / LCT ATI: Mon 1200H											
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	ETD MIP	ETD SOUTH	QINGDAO	PUSAN	TOKYO	KOBE	NAGOYA	YOKOHAMA	OSAKA	AKITA	OUTPORTS
AS Susanna	0001N	05/16	05/17	05/24	05/30	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
Haian West	0013N	05/30	05/31	06/05	06/09	06/13	06/14	06/13	06/13	06/14	06/14
KPX SERVICE LCT MIP: Tue @ 1900H											
(DIRECT) MANILA NORTH - HO CHI MINH - HONGKONG - SHEKOU - INCHON - KWANGYANG - POHANG - PUSAN						T/S VIA (HOCHIMINH) - THAILAND - INDONESIA - INDIA (T/S SHEKOU)					
	ETD MIP	HOCHIMINH	HONGKONG	SHEKOU	INCHON	KWANGYANG	PUSAN	BANGKOK	JAKARTA	NHAVA SHEVA	MUNDRA
Emora	2204S	05/09	05/11	05/15	05/16	05/20	05/23	05/24	05/17	05/25	06/02
KMTC Bangkok	2205S	05/12	05/14	05/18	05/19	05/23	05/26	05/27	05/20	05/28	06/05
Emora	2205S	06/01	06/03	06/07	06/08	06/12	06/15	06/16	06/09	06/17	06/25
JPX SERVICE LCT SOUTH: Sat @ 2000H											
(DIRECT) MANILA SOUTH - TOKYO - YOKOHAMA - NAGOYA - KOBE											
	ETD SOUTH	TOKYO	YOKOHAMA	NAGOYA	KOBE						
Spil Niken	01ZB5N	05/15	05/23	05/23	05/26						
Spil Citra	01ZB7N	05/19	05/27	05/27	05/30						
GH Tramontane	01ZB9N	05/31	06/08	06/08	06/11						
CH1 SERVICE LCT MIP: Tue 1200H											
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	ETD MIP	SHANGHAI	NINGBO	NORTH CHINA							
Bomar Renaissance	0QAB8N	05/20	05/22	05/24							
Heng Hui 5	0QABAN	05/20	05/22	05/23							
CNC Lion	0QABCN	05/25	05/27	05/28							
PORTS AND SERVICES											
KOREA		JAPAN				CHINA				VIETNAM	
BUSAN	MAIN PORT (JPM)	AKITA	IWAKUNI	NAOETSU	TAKAMATSU	CHANGSHU	NINGBO	BEICUN	HUADU	HOCHIMINH	
INCHON		CHIBA	IYOMISHIMA	NIIGATA	TOKUSHIMA	CHONGQING	SHANGHAI	GUANGZHOU	NANHAI	CAT LAI & VICT	
KWANGYANG		TOKYO	KANAZAWA	OITA	TOKUYAMA	DALIAN	QINGDAO	GUANGXI	SHEKOU	HAIPHONG	
ULSAN		OSAKA	FUKUYAMA	ONAHAMA	TOMAKOMAI	JIUJIANG	XINGANG	FOSHAN	SANSHAN	TRANSIMEX	
PYEONGTAEK		HIROSHIMA	HITACHINAKA	SAKAIMINATO	TOYAMA	LIANYUNGANG	YANTAI	HUANGPU	ZONGSHAN	PHUC LONG	
POHANG		HOSOSHIMA	MATSUYAMA	SAKATA	TOYOHASHI	AND MANY MORE++		AND MANY MORE++		AND MANY MORE	
THAILAND		MIZUSHIMA	MIZUSHIMA	SENDAI	TSURUGA					AND MANY MORE	
BANGKOK		IMABARI	MUJI	SHIBUSHI	YATSUSHIRO					ICDS+++	
LAEMCHABANG		ISHIKARI	MUROGAN	SHIMIZU	YOKKAICHI						
LATKRABANG			IMABARI								
SIAM											
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Production

Fe A. Dionisio
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Subic development master plan finalized

- The Subic Bay Regional Development Master has been finalized
- The plan aims to unlock Subic Bay's full potentials, including its port capacity and connectivity with its hinterlands
- The plan has 34 proposed projects related to the seaport, airport and road sectors

THE Subic Bay Regional Development Master Plan has been finalized and endorsed by the Department of Finance (DOF).

The plan, which will serve as a blueprint to maximize the economic development potentials of Subic Bay and its surrounding areas, was finalized with the assistance of Japan International Cooperation Agency (JICA), the DOF said in a statement.

The plan has 34 proposed projects: nine for the seaport sector, seven for the air sector, 11 for road and public transportation, four for industrial promotions, two for disaster risk management and maritime safety, and one for environmental protection, according to material published on the Ministry of Foreign Affairs of Japan website.

The plan envisages Subic Bay region's economic future and concrete development proposals from both public and private sectors, that would help unlock full potentials of Subic Bay, including its port capacity and connectivity with its hinterlands, with a view to helping efforts to decongest Metro Manila.

The joint effort of the Philippines and Japan to formulate a regional development master plan for Subic Bay began with a decision by the two countries' leaders in November 2019 and the signing of a Memorandum of Cooperation to that effect in Hakone, Japan, in December 2019.

The finalized master plan was furnished by Japanese Ambassador to the Philippines Kazuhiko Koshikawa to Finance Secretary Carlos Dominguez III on April 7 in Manila. The completion of the master plan was also welcomed during Dominguez's meeting on April 25 with Japanese Minister for Foreign Affairs Yoshimasa Hayashi.

Hayashi expressed hope that the publication of the master plan will prove conducive to the enhancement of regional connectivity and coast guard capabilities of the Philippines.

The Philippines and Japan signed the Memorandum of Cooperation on Subic Bay Regional Development in December 2019.

The Japanese side rendered technical support for the formulation of the master plan that maximizes the economic development potentials of Subic Bay by harmonizing logistics, industry and living functions, as well as existing assets and new investments.

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XINQUNDAO	2213N	-	4-May	5-May	6-May	7-May
A KOU	2212N	6-May	7-May	8-May	9-May	10-May
XINQUNDAO	2214N	-	9-May	10-May	11-May	12-May
A KOU	2213N	12-May	13-May	14-May	15-May	16-May

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XINQUNDAO	2214S	6-May	7-May	8-May	-	9-May
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ACACIA LIBRA	1CP0QN1NC	10-May	-	16-May	20-May	21-May	21-May
CNC MERCURY	1CP0UN1NC	17-May	20-May	23-May	27-May	28-May	28-May

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XIN LONG YUN 89	0JV9KE1NC	11-May	12-May	16-May	18-May	21-May
LUCKY DRAGON	0JV9OE1NC	16-May	17-May	21-May	23-May	26-May

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KIMOLOS TRADER	0CB7AN1NC	2-May	4-May			7-May	7-May	OMIT
FITZ ROY	0CB7CN1NC	9-May	11-May			PHASE OUT AFTER LYG CALL		
TBA	0CB7EN1NC	16-May	18-May			26-May	26-May	29-May

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MOUNT BUTLER	1CG78N1NC	9-May	13-May	16-May
CNC BANGKOK	1CG7CN1NC	12-May	16-May	19-May

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CMA CGM MOMBASA	0IZB3N1NC	-	2-May	6-May	6-May	8-May	9-May
CNC TIGER	0IZB5N1NC	-	8-May	12-May	12-May	14-May	15-May
SPIL NIKEN	0IZB7N1NC	-	15-May	19-May	19-May	21-May	22-May

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RITA	04814S		20-May	22-May
INTELLIGENT PURSUIT	04614S		27-May	29-May

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JONATHAN SWIFT	0KROQN1NC	9-May	11-May	14-May	16-May	20-May
CMA CGM SYDNEY	0KROUN1NC	13-May	15-May	19-May	21-May	25-May

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CNC LION	0QABCN1NC	9-May	12-May	16-May	17-May	19-May	20-May
SPIL CITRA	0QABEN1NC						BLANK SAILING

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NORDPUMA	0JV9MN1NC	3-May	4-May	8-May	9-May	10-May
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BOC-Davao takes delivery of 2 trace detection systems

- The trace detection system units are part of 16 such devices that BOC will deploy at various ports to boost its non-intrusive inspection capability
- The units will intensify measures against the entry of contraband

BUREAU of Customs-Davao (BOC-Davao) has taken delivery of two trace detection systems (TDS) that will be used to further intensify measures against the entry of contraband at Davao seaports.

The units were received on April 22 and

are part of 16 BOC will deploy at various ports around the country to further boost the agency's non-intrusive inspection capability.

TDS model NUCTECH TR3000DE is produced by Chinese security inspection products company Nuctech Co. Ltd. It is designed to detect explosives, narcotics, and drug substances of small amounts.

Detection is done by sampling non-visible trace amounts of particulates from shipments. The newly acquired system boasts a throughput of three times more than the traditional systems, BOC noted.

BOC-Davao district collector Erastus

Sandino Austria told *PortCalls* in a text message that the TDS will be deployed at seaports. The equipment is not urgently needed at Davao International Airport for now as only one airline has resumed operations. Austria said he will later request for lighter TDS units for airport use.

BOC earlier said it deployed two units of TDS at the Manila International Container Port and another two units at the Ninoy Aquino International Airport. One unit each was deployed at the ports of Cagayan de Oro, Manila, and the Customs Anti-Drug Task Force.

Air Philippines renews 25-year franchise

- Air Philippines renews 25-year franchise
- Republic Act No. 11682 lapsed into law on April 11
- Air Philippines operates as PAL Express

AIR Philippines renewed its 25-year franchise after a legislative measure granting such renewal lapsed into law on April 11.

A copy of Republic Act No. 11682 was only released on April 26. A proposed measure lapses into law if the President neither signs nor vetoes it within 30 days from receipt in his office.


RA 11682 renews the franchise of Air Philippines "to establish, operate, and maintain domestic and international air transport services, including the maintenance and operation of hangars, aircraft service stations and facilities, and other services related to aircraft transportation..."

Air Philippines operates as PAL Express (PALEX). PALEX is a wholly owned subsidiary of Philippine Airlines (PAL). As PAL's codeshare partner, PAL Express operates as a full-service carrier within a low-cost model.

"The approval of the Air Philippines franchise by both houses of Congress and Malacañang is a welcome affirmation of the government's confidence in our airline's capability to address the air transport needs of the flying public," PAL Express officer-in-charge Rabbi Vincent Ang said in a statement.

"We are grateful for their trust, and we pledge to continue working together with our stakeholder partners to help shape the growth of Philippine aviation. We assure the public that Air Philippines will continue to uphold the highest standards of safety and service as we transport people and cargo across our extensive route network," Ang added.

Under the law, the airline should secure the appropriate certificates, permits, and licenses for its operations from the Civil Aeronautics Board and Civil Aviation Authority of the Philippines.

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Consignia	22018N		18-May		19-May	24-May	25-May	26-May
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Consignia	22017N		11-May		11-May	13-May	14-May	15-May
TBN 2			14-May		16-May	20-May	21-May	22-May
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CMA CGM White Shark	OKROUN		12-May		14-May	21-May		
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Nordpuma	0JV9MN		3-May		3-May	OMIT	OMIT	OMIT
Asiatic Pride	18N		19-May		20-May	25-May	29-May	30-May
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FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA SHA	ETA NBO	ETA XMN
Asiatic Pride	17E		6-May		7-May	OMIT	12-May	16-May
Mellum	0JV9GE		4-May		5-May	7-May	9-May	12-May

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EASLINE QINGDAO N032		May 17	May 18	May 20	May 25	May 26	May 28
SINOTRANS MANILA 2210N		May 24	May 25	May 27	Jun 1	Jun 2	Jun 4
EASLINE QINGDAO N033		May 31	Jun 1	Jun 3	Jun 8	Jun 9	Jun 11

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VESSEL	VOY	MIP ETD/MON	MNS ETD/TUE	SWA ETA/THU	QUA ETA/FRI	XMN ETA/SAT
SINOTRANS TIANJIN	2217N	May 9	SKIP	May 12	May 13	May 14
SINOTRANS TIANJIN	2218N	May 16	SKIP	May 19	May 20	May 21
SINOTRANS TIANJIN	2219N	May 23	SKIP	May 26	May 27	May 28
SINOTRANS TIANJIN	2220N	May 30	SKIP	Jun 2	Jun 3	Jun 4

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

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VESSEL	VOY	MNN ETD/THU	MNS ETD/FRI	SFS	SHA ETA/SAT	NBO ETA/SUN
ZHONG WAI YUN XIN GANG 2209N		May 5	May 6	-	May 13	May 14
G. ACE	2210N	May 12	May 13	-	May 20	May 21
ZHONG WAI YUN XIN GANG 2210N		May 19	May 20	-	May 27	May 28
G. ACE	2211N	May 26	May 27	-	Jun 3	Jun 4

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AS FENJA	030N	May 4	May 5	May 6	May 18	May 20	May 22
ISEACO FORTUNE	056N	May 11	May 12	May 13	May 25	May 27	May 29
WAN XING DA	137N	May 18	May 19	May 20	Jun 1	Jun 3	Jun 5
AS FENJA	031N	May 25	May 26	May 27	Jun 8	Jun 10	Jun 12

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TIGER MAANSHAN	2203N	5-May	8-May	13-May	-	-	-	-	-	
SITC INCHON	2213N	11-May	10-May	SKIP	SKIP	SKIP	SKIP	SKIP	16-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
SITC DECHENG	2211N	7-May	19-May	20-May	22-May	24-May	25-May	-	1-Jun	3-Jun	5-Jun	7-Jun

BLANK SAILING

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

CPX1 SERVICE (MNL SH - BATANGAS - CEBU - CAGAYAN - DAVAO - DALIAN - TIANJIN - QINGDAO - SHANGHAI)													
MOTHER VESSEL	VOY. NO.	ETD MNL SH	ETD BTG	ETD CEB	ETD DICT	ETD CDO	ETA SHA	ETA DLC	ETA TNG	ETA TAO	ETA SHA	ETA NBO	
SITC BATANGAS	2211N	9-May	10-May	SKIP	16-May	18-May	21-May	23-May	25-May	27-May	29-May	SKIP	
SITC CAGAYAN	2211N	16-May	17-May	19-May	23-May	25-May	28-May	30-May	1-Jun	3-Jun	5-Jun	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 CDO	ETA GEN	ETA DVO	ETA SHA	ETA QIN	ETA WEN	ETA XMN	
SITC PORT KLANG	2213N	8-May	11-May	SKIP		SKIP	SKIP	21-May	23-May	26-May	27-May	
SITC SINGAPORE	2213N	SKIP	18-May	SKIP		21-May	23-May	28-May	30-May	2-Jun	3-Jun	

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 2209N		6-May	7-May	11-May	14-May
G. ACE	2210N	13-May	14-May	18-May	21-May

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

CPX5 SERVICE (MANILA NH - QUANZHOU (SHIHU)-QUANZHOU (WEITOU) - XIAMEN)							
MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA MNL SH	ETA SHA	ETA SHI	ETA WEI	ETA XMN
SITC MINGCHENG	2211N	4-May	7-May	11-May			

BLANK SAILING

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 MNL SH	ETA SHA	ETA SHI
FORTUNE NAVIGATOR	2211N	5-May	7-May		13-May
FORTUNE NAVIGATOR	2213N				

BLANK SAILING

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 HKG
TBN		5-May	7-May	8-May
TBN		12-May	14-May	15-May

FOR BOOKINGS & INQUIRIES, PLEASE CONTACT THE FOLLOWING:

Customer Service (Export):
 Ms. Sarah Candelaria-Villareal
 Email: sscandelaria@sitcphil.com.ph
 DL: 7798-1897
 Ms. Nerissa Reyes
 Email: nereyes@sitcphil.com.ph

Terminal Office:
 2/F Unit F202C, Velco Bldg. cor. RS Oca & AC Delgado Sts.,
 Port Area, Manila

North: (02) 8252-7029 - Willy/Grace/Rubel
 E-mail for pre-advise - northterminal@sitcphil.com.ph;
 sitcnorthlogistics@gmail.com; wsching@sitcphil.com.ph;
 helaher@sitcphil.com.ph; logisticsnorthterminal@gmail.com;

South: (02) 8252-7029 - Maning/Vicente/Karen
 E-mail for pre-advise: southterminal@sitcphil.com.ph;
 logisticssouthterminal@gmail.com; VCTabor@sitcphil.com.ph

SITC CONTAINER LINES PHILS., INC.
 7th Floor Tower A Two E-com Center, Bayshore Ave., Mall of Asia Complex, Pasay City
 Tel. No.: (02) 7798 1888 / Fax No.: (02) 7798 1898
 www.sitc.com

Subic Office
 Unit 305 3rd Flr. The Venue Bldg. Lot C-5 Commitment St., Subic Bay Gateway Park, Subic Bay Freeport Zone
 Tel. No.: (047) 250-2832
 CTC: Ms. Reynalyn Navidad

Cagayan de Oro Office
 1/F MICTSI Bldg., MCT Complex, Sugbongcogon, Tagoloan 9001, Misamis Oriental
 Tel. No.: (088) 890-4559
 CTC: Ms. Emelyn Azote

Batangas Office
 2/F, CMN Business Center National Hi-way cor. Diversion Rd., Brgy. Bolbok, Batangas City
 Tel. No.: (043) 702-8900
 CTC: Ms. Katrina Salivio

Davao City Branch
 Unit 206, 2nd Flr., Davao Finance Center, Davao Park District SP Dacudao Loop, Agdao, Davao City, Philippines
 Tel. No.: (082) 297 6753
 CTC: Ms. Alma Orellina

Cebu Office
 Unit 901, 9th Floor Apple One Equicom Tower Cebu Business Park, Cebu City
 Tel. No.: (032) 401-0828
 CTC: Ms. Luanne Mejrada

General Santos City Branch
 2nd Floor JMP3 Building, Brgy. Labangal General Santos City, 9500
 Tel. No.: 0917 529 9224/ 0925 845 6817
 CTC: Ms. Ranelyn Acharon

DA puts in place measures... *Continued from page 3*

the congressional hearings include lack of monitoring on the utilization of issued SPSICs (which SPSICs are not being utilized and which volume applied is underutilized); and concerned agencies not monitoring utilization of imported agricultural products as intended.

There are also allegations of corruption from importers during inspections and when imported agricultural products are placed on hold.

In addition, the Bureau of Customs (BOC) observed staff of DA agencies—"BPI, BAI, and BFAR—are not always present during X-ray inspection of agricultural shipments.

Lastly, DA said there is improper application of rules and procedures and hierarchy of authority in the apprehension, investigation, appeal process, and approval of decisions among inspecting officials, supervisors, regulatory unit heads and bureau heads.

New requirements
 As condition in the issuance of SPSICs, MO No. 13 is requiring consent from importers for unannounced visits to storage facilities to ensure compliance with food safety and health requirements.

All concerned staff transacting business with importers and customs brokers may only do so within office

premises, and in full view and within hearing distance of other staff. Violators face immediate relief or reassignment.

BPI, BAI, and BFAR staff will be assigned to BOC's X-ray area 24/7.

MO No. 13 said DA agencies should conduct regular orientation for and assessment of performance of all staff involved in the quarantine and regulatory offices; and come up with unified guidelines on inspection, apprehension, investigation, appeal process, and approval of decisions.

Lastly, the concerned bureaus should adopt automation in inspection, reporting, and monitoring processes.

Agriculture Secretary William Dar earlier called on lawmakers to provide

budgetary support that would allow DA and BOC to transition to a centralized digital system to fight smuggling, saying this would address discrepancies in data on agricultural shipments.

"If everything is automated, and there's less human intervention, there is transparency at all levels of transactions," Dar said.

DA assistant secretary for the DA-Wide Field Inspectorate Federico Laciste, Jr., in a Senate hearing admitted that DA's database is not yet centralized and has no way of monitoring agricultural imports that have arrived against volume covered by the issued sanitary and phytosanitary import clearances. He said this is why DA and BOC data on agricultural imports do not tally.



The Expansion of Container Ledger Account (CLA) in the Philippines: Offering a Better Alternative to Stakeholders

Last April 08, 2022, CLA presented before DTI Secretary Ramon Lopez with the stakeholders and international shipping lines in attendance. The product and service presentation of CLA on how it could effectively solve the industry issue on container deposits using its patented technology had left an appealing impression on the Secretary. Buoyed up by the overwhelming support and positive testimony of stakeholders in the meeting, the CLA presentation has gotten the nod of the DTI Secretary and beckoned his staff to take the necessary steps preparatory to endorsing the use of CLA services in the Philippines.

The Malaysian Experience

Container Ledger Account (CLA) is a patented solution that has successfully resolved the container deposit impasse in Malaysia. Its strategic imperative is to ensure that it simplifies the financial transactions in container deposit management for both Shipping Line and Consignee/Customs Broker.

The Container Ledger Account was endorsed by the Ministry of Transport Malaysia (MOT) on 23rd September 2020 and supported by 5 Port Authorities (including Port Klang ranking No. 12 in the world) and 19 NGOs representing Manufacturers, Importers, Freight Forwarders, and Forwarding Agent.

CLA started operations in Malaysia on 1st June 2019 and today, 45 CLA Principals Shipping Lines / NVOCCs have accepted CLA as an alternative to the collection of container deposits. More than 2,000 Consignees/ Customs Brokers have subscribed to CLA services. The industry stakeholders conceptualized the requirement for a self-service portal to view invoices, make payments, and print receipts. In February 2021, CLA portal, www.clap.my was launched to meet the industry requirements. To date, CLA Portal has managed over 3 million TEUs of import-laden containers with over 165,000 no of invoices that have been transacted online.

How did CLA find its way into the Philippines?

Container deposit was introduced in the Philippines in 1995 in order to arrest the mounting detention charges that remain uncollected by international shipping lines from delinquent consignees/importers. It was a measure designed to prevent abuses of consignees/importers in returning the empty container within the freetime given to them by shipping lines.

Today, as the shipping industry becomes highly competitive, requiring a container deposit is left to the business decision of each shipping line. A few lines no longer require the posting of a deposit. Over the years, however, container deposit required by most international shipping lines operating in the Philippines has transformed into a major problem for the business community more particularly on the failure of some lines to return the deposit on time. Upon return of the empty container to the shipping lines' depot, it takes a month, or more in some cases, before Consignees/Customs Brokers can get back their container deposit. Based on reports, unreturned container deposit has now run into millions of pesos. This imposes a financial cost to the Consignees/Customs Brokers and indirectly increases the cost of doing business in the Philippines. For the small-scale and medium entrepreneurs, this becomes a heavy burden as they are deprived of the means to sustain their business operations.

On 28th June 2021, the Association of Shipping Lines, Inc. (AISL), heeding the call of the Department of Trade and Industry to help ease up the burden of the business community on container deposit practice in the Philippines, contacted the CLA team for a preliminary understanding on the Container Ledger Account System. AISL President Patrick Ronas and the Association's members allocated their precious time for CLA Phils to present its proposal about container deposit solution via a zoom meeting on 26th July 2021. At the same time, the CLA conducted meticulous research on issues about container deposits practice in the Philippines. Its findings revealed that the container deposit impasse was the same as in Malaysia, and many articles published in the Philippines were quite similar to Malaysia. Prior to the introduction of the CLA system in Malaysia, the sentiments shared by the Malaysian and Philippine stakeholders are common. Both expressed extreme dissatisfaction over how container deposit is handled by international shipping lines.

This lingering issue has been a topic of several discussions between AISL, the stakeholders, and the government. No concrete and positive solution to solve the impasse, however, has been achieved. It is for this reason that D&D Control (M) Sdn Bhd decided to introduce Container Ledger Account (CLA) product in the Philippines under the management of Container Ledger Account Phils., Inc.

How does CLA resolve this problem?

The Shipping Lines and Consignee/Broker can subscribe for CLA through a self-service CLA Portal, www.clap.ph, in order to reduce procedures, time, and costs in container deposit management.

Once the Shipping Line has accepted CLA as an alternative to container deposit practice, thereafter CLA subscribers will be exempted from the requirement of container deposit. In lieu of the exemption, CLA provides payment assurance to the Shipping Line on behalf of the CLA subscriber. CLA subscription is open to the Consignee or their agents, i.e. Freight forwarders, brokers, CFS operators, Warehousing, and any other organization acting on behalf of their consignee.

They would require to subscribe for CLA via submitting a simple registration process on www.clap.ph. Thereafter, they can start to request for CLA Release to Shipping Line (SL) via the portal, and Shipping Line will approve online and upon container returned, CLA subscriber will request for a refund, for which CLA will make the refund within 3 days after Shipping Line's approval. There are 3 CLA account types as described in the table below.

Account type	Requirements	Direct benefits	Charges (Php)
CLA Deposit	Deposit placed with CLA according to Individual Shipping Line's deposit tariff	Centralized deposit management and simplified refund process (3 days after Shipping Line's approval)	CLA Fees = 200Php per TEU
CLA Cash	One time security payment based on volume of import containers per month	Eliminate container deposit and its refund process. Collect all floating deposit with Shipping Lines	CLA Fees = 100Php per TEU
CLA Credit	VIP customers by Shipping Lines	No deposit and no security payment	TBA

The applicable security amount for CLA Cash based on monthly volume of import containers;

Monthly Container Volume (TEUs)	Amount (Php)
Below 10	75,000
11 – 50	150,000
51 – 100	250,000
> 100	350,000

To summarize, the benefits of CLA are:

- Boost Cash Flow** for Consignee/Broker by eliminating container deposits. It is estimated 2.0 million TUEs import-laden containers with a container deposit of P7,500 TEUs, deriving over P15 billion annual container deposit payments.
- Slash in Expenses** for both Shipping Line and Consignee/Broker by reducing the administrative costs and time invested in container deposit management, which includes issuance, payment, refund, and reconciliation of container deposit for each and every shipment.
- Enhanced Efficiency** by utilizing the CLA Portal to streamline and eliminate the various container deposit refund processes and practices by Shipping Line into a simplified and transparent process.

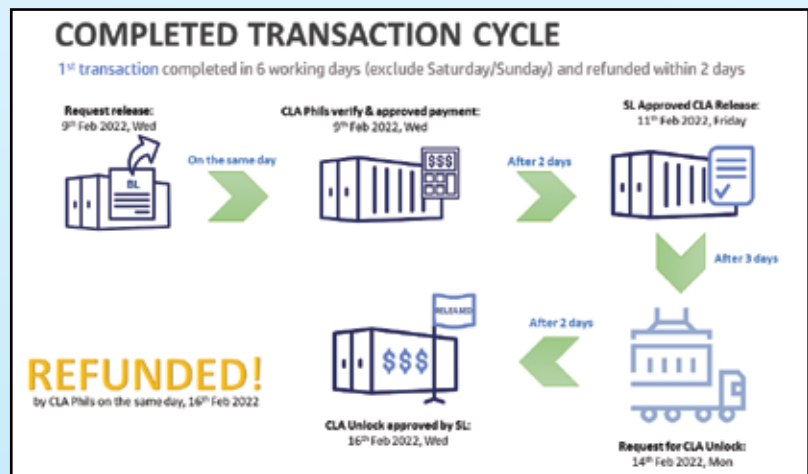
Enthusiastic response from stakeholders

After the introductory presentation of CLA services before the AISL Board on July 26, 2021 subsequent presentations before its membership were made. This was followed by individual presentations to reputable organisations and their members

- Philippine Multimodal Transport and Logistics Association, Inc. (PMTLAI)
- Chamber of Customs Brokers, Inc. (CCBI)
- Association of CY/CFS Operators of the Philippines (ACOP)
- Port Users Confederation of the Philippines, Inc (PUCPI)

CLA received a warm and enthusiastic response from these groups which gradually led to a snowballing clamor to implement the CLA system as soon as possible. Thereafter, CLA was also given the opportunity to share the benefits to the ultimate customers in the supply chain;

- Export Development Council – Networking Committee Transport & Logistics (EDC-NCTL)
- Philippine Exporters Confederation, Inc (PHILEXPORT)
- Supply Chain Management Association of the Philippines (SCMAP)
- Philippine Chamber of Commerce and Industry (PCCI)



Please take note for empty containers directly delivered to Terminal, the EOR (Estimate of Repair) will only be made available between 2-3 weeks due to inspection conducted at Port of Destination (POD)

For further inquiries about Container Ledger Account (CLA), please contact:

Ms. Elaine Kan - General Manager
elaine.kan@clap.ph | +63 917 634 0832 / +632 7277 2001
Ms. Jacqueline Bautista - Marketing Manager
jacqueline@clap.ph | +63 977 844 5227 / +632 8273 3347
Or alternatively send email to support@clap.ph

8.9km Cebu-Cordova expressway inaugurated

- President Rodrigo Duterte on April 27 led the inauguration of the 8.9-kilometer Cebu-Cordova Link Expressway (CCLEX), which links mainland Cebu in Cebu City to Mactan Island through the municipality of Cordova
- The P33-billion unsolicited project has a design speed of 60 to 80 kilometers per hour and a navigational clearance or height of 52 meters to allow large vessels to pass underneath the bridge
- It is expected to serve around 50,000 vehicles daily

to Mactan Island through the municipality of Cordova.

CCLEX links Cebu City from South Road Properties to Barangay Pilipog of Cordova Municipality in Mactan Island, according to Cebu Cordova Link Expressway Corporation (CCLEC), a wholly-owned subsidiary of Metro Pacific Tollways Corp. (MPTC) and builder of CCLEX.

MPTC chairman Manuel Pangilinan said Cebu has started to reap the benefits of the project, which was built at a cost of at least P33 billion.

"We are happy to have been involved in building this piece of magnificent infrastructure for our countrymen in Cebu," Pangilinan said in a statement. "It will bring in more investments, stimulate trade and commerce, revitalize tourism, and give a collective sense of pride among

its people."

Work on CCLEX started on July 5, 2018, with ceremonies marking the beginning of civil works. The unsolicited project, a joint venture agreement with the local governments of Cebu City and Cordova Municipality, is MPTC's first toll road project outside Luzon.

CCLEX has a design speed of 60 to 80 kilometers per hour and a navigational clearance or height of 52 meters to allow large vessels to pass underneath the bridge. It is also expected to serve around 50,000 vehicles daily.

The expressway, which has two lanes in each direction, connects from Cebu City through the Cebu South Coastal Road on and off ramps. It connects to the twin pylon cable-stayed main bridge spanning the navigation path of Mactan Channel, then to a viaduct that brings

the bridge to the level of the causeway leading to Barangay Pilipog in Cordova and to an at-grade road connecting to Mactan Circumferential Road.

CCLEX will use an all-electronic toll collection system. CCLEC president Allan Alfon encouraged motorists in Cebu to have their vehicles installed with the RFID stickers that are needed to use the expressway. Cash payments will be accepted in the meantime. The full electronic toll collection will be implemented by June 2022.

CCLEC earlier also announced that motorcycles with engine displacement below 400cc will be allowed to pass the expressway by July this year. This move is supported by a resolution passed by the CCLEX Bridge Management Board. Sidewalk for pedestrians and bikers will also be opened in July 2022.

PRESIDENT Rodrigo Duterte on April 27 led the inauguration of the 8.9-kilometer Cebu-Cordova Link Expressway (CCLEX), which links mainland Cebu in Cebu City

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KAOHSIUNG, TAIWAN
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
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APEX 24 Direct Consolidation to KEELUNG

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ASIA PACIFIC EXPRESS CORP. (02) 8887-5996

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CARGO WORTHY FREIGHT SVS., INC. (02) 8817-2800

LISBON, PORTUGAL
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How Cloud-based Freight Forwarding Solutions are Driving Revenue

By AMIT MAHESHWARI, CEO, Softlink Global



IT IN LOGISTICS

A lot of apprehensions can go into when deciding to upgrade technology for your company. There could be questions about the usefulness of the software, how quickly can your users get accustomed to it, or even justifying the entire investment.

Considering the speed at which the freight industry is growing, your delayed decision on the technology upgrade may cause you to stay behind in the competition.

The inspired rush to adopt technologies like cloud-based freight solutions during the pandemic gave companies a glimpse of the endless possibilities of technology. Although the adoption of cloud-based solutions surged in the pandemic, the benefits have been available since much before.

Thus, the early adoption of freight software has proven to be helpful for

business continuity and driving revenue too. Software opens up unexplored revenue streams and plugs the leakages. If you are a forwarder that wants to improve earnings, you will find the following space useful.

Cloud-based freight forwarding solutions are designed with the intention to:
Ease operations: When your company can work with efficiency, you stand to gain more business. Freight software that does not make it easy for the users, hinders smooth operations.

Automate: Freight operations involve a set of tasks that must be repeated. With technology, automation is proven to not just complete these tasks faster but also stop errors that break the flow.

Analyze and act faster: Reports on revenue collected, due, and revenue expected gives a clear picture of the financial standing of your company. This improves your ability to quickly tweak non-performing areas and further boost the ones doing well.

Below are some more ways to boost your company's revenue:

Monetizing leads

According to a survey, companies could miss capturing up to 18% of revenue without a well-defined sales process. Forwarders often don't chase inquiries that fail to convert. CRM management systems when combined with follow-ups via email and call, can increase your chances of adding new customers and hence revenue.

Know what's hurting revenue

Spreadsheets and non-freight accounting software may do the job of keeping your costs low. But are not helpful when it comes to boosting revenue.

Say your container is not returned before the free period expires. As such, demurrage and detention will eat into your revenue.

When you implement freight management software, you can set up processes that alert stakeholders when the free period is nearing its end. A spreadsheet is not capable of such automation.

Creating bigger margins

Bringing small changes into your processes can lead to significant long-term gains. Introducing complete visibility into your freight processes can help you notice room for major or minor improvements. Increased processing speed can bring a positive effect on your revenue. When you can process a high number of shipments per month, you're in a position to negotiate better rates with the carriers.

Better rates attract customers and help you thicken profit margins.

Optimization in consolidation

Making shipments as efficient as possible is the hallmark of the leading forwarders. With data insights gained from freight solutions, you can consolidate multiple shipments into one while balancing the volume, space, and weight. Achieving such optimization is possible with integrated freight management solutions that house all function data in a central database. Such measures allow you to gain wider profits.

Unlock multiple opportunities for revenue growth

If left organized, the burden of bustling activities can close many avenues of increasing revenues. Cloud-based Freight management software removes the complexities that are restricting your healthy growth. Streamline your processes and unlock multiple possibilities to persistently drive revenue for your organization.

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

Clark flights shift to new passenger terminal...

Subic-Clark-Tarlac Expressway (SC-TEX), passengers can take the SCTEX Clark North Exit into Clark Freeport Zone. They will get to the first round a few meters away, where they can take

the third exit and straight onto CRK Airport Road.

Those who are already inside Clark Freeport Zone can take Gil Puyat Avenue towards Mabalacat Gate. There they will

reach a roundabout where they can take the first exit towards CRK Airport Road leading straight to the new terminal.

Directions to the new terminal can also be found easily on mobile apps such

Continued from page 2

as Google Maps and Waze, LIPAD noted.

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CEBU OFFICE:
Rm. D203, S. A. Building, Plaridel St., Alang-alang, Mandaue City
Trunkline: +63 (32) 2685716
Direct Lines: +63 (32) 272-6507 / +63 (32) 2726508

General email: ceb@shipco.com

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