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# PortCalls

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**34th YEAR**  
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## Incentives for domestic shipowners eyed under Public Service Act IRR

- Incentives for domestic shipowners eyed under Public Service Act implementing rules
- Maritime Industry Authority Administrator Robert Empedrad said the implementing rules will allow domestic shipowners to compete with foreign players
- Marina may require vessels of foreign players entering the domestic market to register as a Philippine-flag carrier

INCENTIVES for domestic shipowners are being eyed under the still-to-be-drafted implementing rules for the amended Public Service Act (PSA), according to the Maritime Industry Authority (MARINA).  
MARINA Administrator Robert Empedrad in a recent webinar assured domestic shipowners that the draft rules will allow them to compete with foreign players, now that the domestic shipping industry is open to 100% foreign investment.

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## 14 port projects set for June opening

- 14 port projects set for June opening
- Opening of seven other port projects to follow in first 100 days of the new administration

others within the first 100 days of the new administration.  
The 14 projects comprise five port projects in Luzon, four in the Visayas, and five in Mindanao mostly completed last year, PPA Port Operations and Services Department manager Hiyasmin delos Santos said in a recent webinar.

The 14 ports ready for inauguration next month are:  
Luzon  
• P492-million Currimao Port (Ilocos Norte) expansion and construction of port operations building completed in November

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THE Philippine Ports Authority has completed 245 seaport improvement and development projects worth P19.87 billion since June 2016  
At least 50 port rehabilitation, expansion, development projects for completion in 2023-2024  
The Philippine Ports Authority (PPA) is set to inaugurate 14 port projects nationwide by June and may launch seven



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# 35 YEARS ANNIVERSARY





# Lorenzo Shipping returns to loss in first quarter

- Lorenzo Shipping returns to loss in Q1
- The net loss of P30.833 million is a departure from the P42.721 million net income year-on-year
- Fuel costs rising 49% dragged the domestic carrier's performance
- Freight revenue up 2% following imposition of surcharges and adjustment of freight
- Cargo throughput down 5.4% on fewer voyages due to port congestion

turned to loss in the first quarter, booking P30.833 million from a net income of P42.721 million in the same period in 2021.

The loss was due mainly to high fuel costs, which rose 49% compared with the same period in 2021 and inflated the domestic carrier's direct costs, LSC said in a regulatory disclosure. Direct costs grew 12% to P796 million from last year's P711 million.

Freight revenue for the first three months amounted to P795 million, 2% more than the P781 million recorded year-on-year following the imposition of surcharges and adjustment of freight.

Container volumes handled during the first quarter were 5.4% lower than in the same period last year due to fewer voyages caused by port congestion.

As fuel prices rose steadily, LSC said it remained resilient with the help of cost recovery efforts and further cost rationalization.

As the economy improves with fewer pandemic restrictions, demand growth is underway in terms of capacity availability, resource readiness, and work process improvements under the new normal, LSC said.

The company said vessel and service reliability remain as top priorities for this

year. Regular preventive maintenance of vessels will be sustained. LSC will also focus on maximizing yield per container per voyage to counter escalation of expenses.

The carrier will implement digitalization and technology for more efficient operations, while monitoring billing and collection closely to maintain a steady cash flow, it said.

LSC operates a fleet of nine vessels deployed to key ports in Manila, Visayas and Mindanao. The carrier's vessels have a capacity ranging from 300 twenty-foot equivalent units to 797 TEUs with speeds of 11 knots to 15 knots.

LORENZO Shipping Corp. (LSC) re-

# 'Chaos' awaits peak season container shipping

- 'Chaos' awaits peak season shipping
- Forwarders, traders, and shippers expect more disruption in the 2022 third-quarter peak season than in 2021, based on a survey by Container xChange
- Although many organized international shipments early this year, the majority continues to rely on the spot freight market
- Cargo backlogs rise as China COVID lockdowns limit exports to Europe and US

logistics industry.

Replies showed 51% of the respondents expect the 2022 peak season to be "worse" than last year while 26% said it would be less chaotic and 22% expected the same level of chaos as in 2021.

The peak container shipping season traditionally occurs in the third quarter of each year as retailers build up inventories ahead of the fourth quarter holiday and shopping season.

Last year, cargo surges led to record-high container shipping freight rates, delivery delays, port congestion, and doubts on reliability of container shipping services.

In terms of container sourcing strategy in 2022 as compared with pre-pandemic times, 56% of the respondents said they had been "growing networks", 38% replied they had agreed to "long-term contracts," and 25% said they had followed a "multi-tender strategy".

Of those polled, 37.5% responded they were ensuring clients received enough inventory by "shipping early" in 2022 while 25% said they were "using alternative shipment routes" and 18.8% replied they were contracting long-term slot agreements with carriers.

"Surprisingly, 62.5% said they were

still relying on the spot market or doing nothing specific to ensure shipments reach clients," xChange said in a press release on the survey.

The ongoing lockdowns in China's commercial and industrial hub Shanghai and other manufacturing centers in the country weigh heavily on trade, the survey results showed.

Some 58% of respondents said the lockdowns had made it "hard to produce/ship as much products as planned," suggesting a build-up of cargo backlogs and unsatisfied demand as exports to Europe and the US are constrained by the pandemic restrictions.

"Predicting exactly what will happen in this year's peak season is harder than normal because there are so many contradictory signs and intangibles," said Christian Roeloffs, co-founder and chief executive of Container xChange.

Roeloffs said the lockdowns have affected the availability of cargo for export to key markets in Europe and North America. One big question is whether China will sacrifice its zero COVID-19 policy to get trade and its economy moving again, he said.

"If it does, then there's every sign that we'll see a substantial surge as backlogs of

exports are shipped," Roeloffs said.

"If lockdown rules are relaxed soon and truckers are allowed to get back to work, then those backlogs will be arriving at the same time as peak season orders, which could cause a lot of supply chain blockages at ports in Europe and the US where congestion is already widespread."

Roeloffs said there are very few indicators that President Xi Jinping will compromise health policy to boost trade. He added it might not be politically expedient for Xi to do so ahead of the Chinese Communist Party National People's Congress later this year, when he is expected to be endorsed for a third term.

"The other side of this coin is demand, of course. Whether it is GDP forecasts, Purchasing Managers' Index numbers, rising inflation or consumer confidence, multiple metrics suggest demand could be deflating. That could help offset any sudden rush of cargo from China, especially when there are also signs that consumers are spending more on services instead of products."

Top challenges identified by respondents aside from China's lockdowns were container availability, depots being full, inflation, the Russia-Ukraine crisis and rising prices.

CHAOS awaits peak season shipping this year as more than half of forwarders, traders and shippers asked in a new survey said COVID lockdowns in China had hampered their production and shipping plans.

Results of the survey by Container xChange, a marketplace and technology infrastructure provider for container logistics firms, suggest cargo backlogs and unsatisfied demand are building as China's zero COVID strategy limits exports to Europe and the US.

Questions for the survey, titled "xChange Industry Pulse Survey," were posed to about 200 players in the container

# BOC Port of Davao puts 2 fast patrol boats into service

- BOC Davao puts 2 fast patrol boats into service
- The boats will bolster maritime surveillance in waters off Davao, Dadiangas, Parang, and Mati
- Water Patrol Division personnel will man the craft, which will strengthen security measures against illegal maritime activities

- The boats are part of 20 such vessels that BOC acquired earlier

THE Bureau of Customs (BOC) Port of Davao has officially launched two fast patrol boats for use in strengthening maritime surveillance in waters off Davao, Dadiangas, Parang, and Mati, all

in Mindanao.



The fast patrol boats, launched on May 11, will be manned by Water Patrol Division (WPD) personnel to bolster security measures against illegal maritime activities, the collection district said in a statement.

BOC-Davao also aims to strengthen ties with partner enforcement agencies to

prevent the entry of anti-social commodities into the Davao Region, Region XII, and parts of the Bangsamoro Autonomous Region of Muslim Mindanao.

The patrol boats have a top speed of 40 nautical miles (74 kilometers) per hour and can carry 10 passengers. Each craft, 12.7-meter-long, has a gun mount and

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|  |       |   |         |                     |         |         |         |            |         |         |        |   |        |         |        |        |
|--|-------|---|---------|---------------------|---------|---------|---------|------------|---------|---------|--------|---|--------|---------|--------|--------|
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| <p><b>PHILIPPINES TO PACIFIC ISLANDS, NEW ZEALAND &amp; AUSTRALIA</b></p>  |       |   |         |                     |         |         |         |            |         |         |        |   |        |         |        |        |
|  |       | ETD MNL   | ETA SIN |                     |         | ETA SIN | NOU     | LTK        | SUV     | MRP     | AKL    | TRG   |        |         |        |        |
| Rita   | 008S  | May 23  | May 27  | Samoa Chief         | 2208S   | Jun 4   | Jun 17  | Jun 19     | Jun 21  | Nov 30  | Jun 25 | -   |        |         |        |        |
| Intelligent Pursuit  | 013S  | May 29  | Jun 3   | Samoa Chief         | 2208S   | Jun 4   | Jun 17  | Jun 19     | Jun 21  | Nov 30  | Jun 25 | -   |        |         |        |        |
| Rita   | 010S  | Jun 19  | Jun 24  | Port Vila Chief     | 2209S   | Jul 29  | Jul 12  | Jul 14     | Jul 16  | Nov 30  | Jul 20 | -   |        |         |        |        |
| <p><b>PHILIPPINES TO PAPUA NEW GUINEA &amp; SOLOMON ISLANDS</b></p>  |       |   |         |                     |         |         |         |            |         |         |        |   |        |         |        |        |
|  |       | ETD MNL   | ETA SIN |                     |         | ETA SIN | POM     | LAE        | LIHIR   | ORO BAY | RABAU  | MADANG  | KIMBE  | HONIARA |        |        |
| Intelligent Pursuit  | 013S  | May 29  | Jun 3   | Carpenters Vega     | 2214S   | Jun 9   | Jun 21  | Jun 23     |         |         |        |   |        | Jul 5   |        |        |
| Contrivia  | 001S  | Jun 12  | Jun 17  | Rabaul Chief        | 2215S   | Jun 19  | Jul 3   | Jul 7      |         |         | Jul 16 | Jul 19  |        |         |        |        |
| Contrivia  | 002S  | Jun 26  | Jul 1   | Coral Chief         | 2216S   | Jul 3   | Jul 17  | Jul 21     |         |         |        |   |        | Jul 30  |        |        |
| <p><b>PHILIPPINES TO GUAM &amp; DILI</b></p>   |       |   |         |                     |         |         |         |            |         |         |        |   |        |         |        |        |
|  |       | ETD MNL   | ETA SIN |                     | SIN     | DILI    |         |            | ETD MNL | ETA PUS |        | ETD PUS   | GUAM   | SAIPAN  |        |        |
| Intelligent Pursuit  | 013S  | May 29  | Jun 3   | Selatan Damai       | 121E    | Jun 11  | Jun 18  | Ingenuity  | 0017N   | May 23  | Jun 1  | CMA CGM Dakar   | 2207S  | Jun 5   | Jun 11 |        |
| Rita   | 009S  | Jun 5   | Jun 10  | Selatan Damai       | 121E    | Jun 11  | Jun 18  | Haian West | 0017N   | May 30  | Jun 8  | CMA CGM Herodot   | 162S   | Jun 12  | Jun 19 |        |
| Contrivia  | 001S  | Jun 12  | Jun 17  | Selatan Damai       | 122E    | Jun 25  | Jul 2   | AS Susanna | 0002N   | Jun 6   | Jun 15 | CMA CGM Dakar   | 2208S  | Jun 18  | Jun 24 |        |
| Rita   | 010S  | Jun 19  | Jun 24  | Selatan Damai       | 122E    | Jun 25  | Jul 2   | Ingenuity  | 0018N   | Jun 13  | Jun 22 | CMA CGM Herodot   | 163S   | Jun 24  | Jul 2  |        |
| <p><b>PHILIPPINES TO SOUTH PACIFIC</b></p>   |       |   |         |                     |         |         |         |            |         |         |        |   |        |         |        |        |
|  |       | ETD MNL   | ETA PUS |                     | ETA PUS | NOUMEA  | LAUTOKA | SUVA       | MAJURO  | TARAWA  | PAGO   | APIA  | TONGA  | VILA    | SANTO  | PAPETE |
| Ingenuity  | 0017N | May 23  | Jun 1   | Highland Chief      | 2212S   | Jun 8   | Jun 27  | Jul 3      | Jul 4   | Jun 21  |        |   | Jul 9  | Jul 8   | Jul 13 | Jun 30 |
| AS Susanna   | 0002N | Jun 6   | Jun 15  | Pacific Islander II | 0147S   | Jun 20  | Jul 12  | Jul 15     | Jul 16  |         | Jul 21 | Jul 21  | Jul 18 | Jul 9   | Jul 10 | Jul 25 |
| Ingenuity  | 0018N | Jun 13  | Jun 22  | Tropical Islander   | 0147S   | Jul 2   | Jun 28  | Jul 30     | Aug 2   |         | Aug 8  | Aug 6   | Aug 3  | Jul 22  |        | Aug 8  |
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| <p><b>Notes:</b><br/>Schedule dates are subject to change without prior notice<br/>Loading Closing Time (LCT)<br/>Sunday sailing-Friday @8am (Via Kaohsiung)<br/>Sunday sailing-Saturday @6am (Via Busan)<br/>Tuesday sailing-Sunday @1am (via Singapore)<br/>Tuesday sailing-Sunday @12pm (via Busan)<br/>Wednesday sailing-Tuesday @5pm<br/>Thursday sailing-Monday @3pm   For more info, please look for: Pet / Lucy / Ariel / Rachel</p> |       |   |         |                     |         |         |         |            |         |         |        |   |        |         |        |        |
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# Cebu Pacific resumes international flights from Cebu starting July

- Cebu Pacific resumes international flights from Cebu starting July
- The first international flight will be to South Korea on July 3
- The budget carrier will operate twice-weekly Cebu-Seoul (Incheon) flights starting July 3 as South Korea reopens to tourists
- The airline is looking to expand its international network further after operating more than 100% of its pre-pandemic domestic capacity

CEBU PACIFIC is resuming international flights from Cebu beginning with services to South Korea in July.

On July 3, Cebu Pacific will begin operating twice weekly flights from Cebu to Seoul (Incheon) every Thursday and Sunday.

Flight 5J 128 is estimated to depart Mactan Cebu International Airport at 12:25 pm and arrive at Seoul International Airport at 6:10 pm. The return flight, 5J 129, will leave Seoul at 6:55 pm and arrive in Cebu at 10:50 pm.

"We are very happy to restart this flight, as we know passengers in the Visayas and Mindanao have been looking forward to travel internationally again without needing to pass by Manila," Cebu Pacific chief commercial officer Xander Lao said in a statement.

"We hope to expand our international network further in the coming months as we've already stabilized operating over 100% of our pre-pandemic domestic capacity."

Fully vaccinated travelers flying to Seoul need to bring their negative COVID-19 test result taken within 48 hours before departure, valid vaccination certificate, and a filled-out foreigner registration card.

For the rest of 2022, Cebu Pacific said in an earlier statement that the business outlook is better, driven by domestic recovery and re-openings of international destinations.

# No near-term fall seen in freight rates

- No near-term fall seen in freight rates
- Rates to stay high barring a global recession late this year that would reduce demand
- Despite rate dips in Q4 2021 and early 2022, hopes for a decline burst as rates rebounded in April
- With a global recession in the second half becoming more likely, a drop in demand might just bring down rates

Ti analyst Conner Wyse reported on May 19 the global air and sea freight market in the second half this year would still be characterized by significant disruption and dysfunction seen since the COVID-19 pandemic began in 2020, with demand and rates trending higher.

The analyst said the rate dip in Q4 2021 and early 2022 had raised hopes that the decline would persist throughout the year. On the contrary, rates rebounded in April as both head-haul and back-haul rates remained higher than their pre-pandemic levels.

Head-haul refers to the outbound voyage from a vessel's home port and back-haul is the return voyage.

Volume, already at high levels, rose further in Q1 2022, especially on the US West Coast, leading to port congestion,

In the first quarter of 2022, the airline flew 16,521 flights, 128% more than last year, while its passenger traffic improved by 272%.

As of March, Cebu Pacific had operated a network of 62 domestic and 16 international routes with a total of 1,839 scheduled weekly flights, as it gradually increased its operations following the easing of COVID-19 restrictions.

the major contributor to high rates, the analyst said.

For instance, Oakland saw cargo volumes grow 13.2% quarter on quarter, and Los Angeles and Long Beach's volumes increased 7.3% and 7.5%, the report said.

The report cited data from Statista showing an average loss of 11.1% of global shipping capacity due to congestion in 2021, up from 2.3% in 2019. In January, congestion further squeezed global capacity by 12.7%.

Bunker fuel prices, which make up over half of larger vessels' operating costs, had surged an average of 38.0% from January to April this year, adding upward pressure on rates.

There are hints conditions for rates to finally fall are being set, with China's lockdowns likely to spark disruptions on

their own, providing limited yet much-needed relief for the congested ports on the US West Coast and also on the East Coast. But the extent of this relief may not be enough to cause a rate fall.

"Those involved in the shipping industry do not think Q2 2022 will mark the beginning of the end for high sea freight rates. Ti's Ocean Freight Confidence Index, which tracks shippers and carriers' expectations on rate developments, was just below the 50-point mark by the end of April, indicating an expectation of moderate increases in rates in coming months," Wyse said.

"However, the proportion of respondents that believe rates were going to 'significantly increase' fell by a third between January and April, suggesting that many are seeing upward pressures now weakening," he said.

Air freight rates also remained high throughout the pandemic due to supply-side issues, with discussions on when they will return to pre-pandemic levels. But Ti's Air Freight Rate Tracker: Q2 2022 shows this does not appear to be soon, the report said.

Both head-haul and back-haul rates have been trending upwards ever since the start of 2021, with April 2022 data showing head-haul at US\$9.02/kilogram, US\$2.29 higher than in April 2021. Back-haul rates have also been rising in the first quarter and into April.

The report noted that air freight capacity continued to increase after the recovery in January 2021, allowing the release of 2020 pent-up demand.

But the Ukraine war and sanctions and restrictions have had impacts on capacity on the transatlantic lane and caused major disruption on the East Asia-Europe lane. Jet fuel spot prices were also, in part, influenced by the conflict.

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| EXPORT SCHEDULE VESSEL | VOY NO. | MANILA NH | MANILA SH | SHIHU   | WEITOU  | XIAMEN  |
|------------------------|---------|-----------|-----------|---------|---------|---------|
|                        |         | ETA/ETD   | ETA/ETD   | ETA/ETD | ETA/ETD | ETA/ETD |
| XINQUNDAO              | 2215N   | -         | 24-May    | 25-May  | 26-May  | 27-May  |
| XINQUNDAO              | 2216N   | -         | 29-May    | 30-May  | 31-May  | 1-Jun   |
| XINQUNDAO              | 2217N   | -         | 3-Jun     | 4-Jun   | 5-Jun   | 6-Jun   |
| XINQUNDAO              | 2218N   | -         | 8-Jun     | 9-Jun   | 10-Jun  | 11-Jun  |

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              | 2215S   | 21-May  | 22-May  | 23-May  | -         | 24-May    |
| XINQUNDAO              | 2216S   | 26-May  | 27-May  | 28-May  | -         | 29-May    |
| XINQUNDAO              | 2217S   | 31-May  | 1-Jun   | 2-Jun   | -         | 3-Jun     |
| XINQUNDAO              | 2218S   | 5-Jun   | 6-Jun   | 7-Jun   | -         | 8-Jun     |

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AIR and sea freight rates have continued to rise this quarter, defying expectations of a further decline after a significant dip in the fourth quarter of 2021, and could stay high barring a global recession late this year that would reduce demand, Transport Intelligence said.

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LCT NORTH: Sat @ 0700H

**FME SERVICE**

(DIRECT) MANILA - PUSAN - QINGDAO - SHANGHAI T/S VIA (PUSAN) - JAPAN MAIN PORT (JPM) and OUTPORT (JPO)

|                | ETD MIP | PUSAN | QINGDAO | SHANGHAI | JPMAN PORTS | OSAKA | NAGOYA | AKITA | SAKAMINATO | YOKKAICHI | OUTPORTS |
|----------------|---------|-------|---------|----------|-------------|-------|--------|-------|------------|-----------|----------|
| KMTC Mumbai    | 2203E   | 06/11 | 06/15   | 06/17    | 06/19       | 06/21 | 06/23  | 06/24 | 06/24      | 06/23     | 06/25    |
| Vermont Trader | 034E    | 06/25 | 06/29   | 07/01    | 07/03       | 07/05 | 07/07  | 07/07 | 07/08      | 07/07     | 07/09    |
| Tabea          | 904E    | 07/06 | 07/10   | 07/12    | 07/14       | 07/16 | 07/18  | 07/18 | 07/19      | 07/18     | 07/20    |

LCT SOUTH: Sunday @ 1800H

**PMX SERVICE**

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

|            | ETD SOUTH | PUSAN | XINGANG | DALIAN | JPMAN PORTS | AKITA | HACHINOHE | TSURUGA | HITACHINAKA | IWAKUNI | OUTPORTS |
|------------|-----------|-------|---------|--------|-------------|-------|-----------|---------|-------------|---------|----------|
| KMTC Ulsan | 2210N     | 06/02 | 06/09   | 06/14  | 06/17       | 06/14 | 06/18     | 06/16   | 06/12       | 06/16   | 06/16    |
| KMTC Ulsan | 2211N     | 06/14 | 06/21   | 06/26  | 06/29       | 06/26 | 06/30     | 06/28   | 06/24       | 06/28   | 06/28    |
| KMTC Ulsan | 2212N     | 06/26 | 07/03   | 07/08  | 07/11       | 07/08 | 07/12     | 07/10   | 07/06       | 07/10   | 07/10    |

LCT MIP: Sun 1200H / LCT AT: Mon 1200H

**TTP SERVICE**

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

|            | ETD MIP | ETD SOUTH | QINGDAO | PUSAN | TOKYO | KOBE  | NAGOYA | YOKOHAMA | OSAKA | AKITA | OUTPORTS |
|------------|---------|-----------|---------|-------|-------|-------|--------|----------|-------|-------|----------|
| Haian West | 0013N   | 05/30     | 05/31   | 06/05 | 06/09 | 06/13 | 06/14  | 06/13    | 06/13 | 06/14 | 06/14    |
| AS Susanna | 0002N   | 06/06     | 06/07   | 06/12 | 06/16 | 06/20 | 06/21  | 06/20    | 06/20 | 06/21 | 06/21    |
| Ingenuity  | 0018N   | 06/14     | 06/15   | 06/20 | 06/24 | 06/28 | 06/29  | 06/28    | 06/28 | 06/29 | 06/29    |

LCT MIP: Tue @ 1900H

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# CAVITEX R-1 new toll rates starts May 22

- CAVITEX R-1 new toll rates starts May 22
- The Manila-Cavite Toll Expressway (Cavitex) R-1 segment will implement new toll rates starting May 22
- The toll hike for the Parañaque Toll Plaza has been deferred
- The adjustment follows the Toll Regulatory Board's approval of 2011 and 2014 toll increase petitions by CAVITEX's operator
- PUV operators have 90 days to enroll in the rebate program to enjoy old rates

THE Manila-Cavite Toll Expressway (CAVITEX) R-1 segment will implement new toll rates starting May 22 but the toll increase for the Parañaque Toll Plaza has been deferred, according to operator Cavitex Infrastructure Corp. (CIC).

The implementation for the R-1 segment (CAVITEX Longos Bacoor to MIA Exit v.v.) follows the Toll Regulatory Board's (TRB) approval of new rates, CIC said in a statement.

On May 22, motorists plying CAVITEX R-1 segment will be charged the following amounts (inclusive of value-added tax): P33 for Class 1 vehicles, P67 for Class 2, and P100 for Class 3.

The new rates are inclusive of the 2011 and 2014 periodic toll petitions, and add-on toll petition of CIC and joint venture partner Philippine Reclamation Authority (PRA) for enhancement works done in the expressway, including bridge lane widening works.

CIC earlier said the TRB approved the 2011 and 2014 contractual tariff adjustments toll petitions, as well as its add-on toll petition for Phases 1 and 2 enhancement works done in CAVITEX R-1 Expressway completed in 2020.

Among enhancements were the completion of asphalt overlay along the entire stretch of CAVITEX, provision of the Pacific flyover and left turn facility, bridge widenings, and its regular heavy maintenance works. CAVITEX is used by about 160,000 motorists daily.

In a related development, CIC said the implementation of new toll rates in Parañaque Toll Plaza last May 12 was delayed to provide public utility vehicle drivers and operators more time to register with the toll relieve program.

The scheme allows them to continue paying the old toll rates of P25 for Class

1, P50 for Class 2 through a rebate scheme. All drivers and operators of 1,420 PUVs that ply CAVITEX are expected to enrol. The program will run for 90 days starting on the first day of the implementation of the new toll rates.

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## 14 port projects...

Continued from page 1

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• 2021</li> <li>• P1.23-billion Batangas Port integrated port terminal building (Phases 1 and 2a) completed in February 2022 (funded and constructed by port operator Asian Terminals Inc.)</li> <li>• P119.72-million Bulan Port (Sorsogon) expansion project completed in August 2021</li> <li>• P154.7-million Legazpi Port (Albay) rehabilitation and upgrading project completed in March 2021</li> <li>• P192.58-million Tabaco Port (Albay) rehabilitation and upgrading project completed in March 2021</li> </ul> | <ul style="list-style-type: none"> <li>• P363.46-million Banago Port (Negros Occidental) expansion project completed in June 2021</li> <li>• P118.33-million Baybay Port (Leyte) rehabilitation project completed in March 2021</li> <li>• P122.19-million Palompon Port (Leyte) improvement project completed in November 2021</li> </ul> |
| <ul style="list-style-type: none"> <li>• P60.40-million Basiao Port</li> </ul>  | <p>Mindanao</p> <ul style="list-style-type: none"> <li>• P177.95-million Ozamiz Port (Misamis Occidental) improvement project completed in September 2021</li> <li>• P204.30-million Sultan Naga Dimaporo Port (Lanao del Norte) expansion project completed in</li> </ul>   |

- October 2021
  - P75.99-million Mati Port (Davao Oriental) improvement project completed in January 2021
  - P68.77-million Dapitan port (Zamboanga del Norte) reinforced concrete pier extension completed in July 2021
  - P68.38-million Sindangan port (Zamboanga del Norte) reinforced concrete pier extension completed in January 2021
- Seven port projects, three each in Luzon and Visayas and one in Mindanao – will also be ready for inauguration in the first 100 days of the new administration. These are:
- P240.10-million Capinpin Port (Bataan) expansion project to be completed in June 2022
  - P154.33-million Tablas Port (Romblon) expansion project completed in April 2022
  - P119.15-million Balanacan Port (Marinduque) expansion project completed in March 2022
  - P240.89-million Dumangas Port (Iloilo) expansion project completed in February 2022
  - P161.90-million Getafe Port (Bohol) expansion project completed
- in March 2022
  - P52.930-million Maasin Port (Leyte) expansion project completed in March 2022
  - P322.87-million Dapitan Port (Zamboanga del Norte) development project to be completed this May 2022
- Santos said PPA since June 2016 has completed 245 seaport improvement and development projects worth P19.87 billion.
- 50 more for rehab**
- In the next two years, PPA is expected to complete at least 50 more port rehabilitation, expansion, and development projects. These will include construction of the country's two biggest port terminal buildings located at the ports of Zamboanga and Calapan.
- PPA earlier said Zamboanga Port's new port terminal building will be the biggest in the country and can accommodate about 4,500 passengers at any given time.
- The project will increase the port's annual passenger traffic from 3.5 million to 6 million passengers. Calapan Port's new passenger terminal building, meanwhile, will be able to accommodate 3,500 passengers.

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| ACACIA LIBRA                    | 1CP0QN1NC | 10-May       | -          | 16-May    | 20-May     | 21-May       | 21-May     | MELLUM                           | 0JV9WE1NC |             | 30-May      | 31-May       | 4-Jun      | 6-Jun      |
| CNC MERCURY                     | 1CP0UN1NC | 17-May       | 20-May     | 23-May    | 27-May     | 28-May       | 28-May     | XIN LONG YUN 89                  | 0JVA0E1NC |             | 6-Jun       | 7-Jun        | 11-Jun     | 13-Jun     |
| AS ROMINA                       | 1CP0YN1NC | 24-May       | -          | 30-May    | 3-Jun      | 4-Jun        | 4-Jun      | LUCKY DRAGON                     | 0JVA4E1NC |             | 13-Jun      | 14-Jun       | 18-Jun     | 20-Jun     |

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| INGENUITY                                       | 0CB7GN1NC | 23-May      | 25-May      |                 |             | 2-Jun           | 2-Jun           | 5-Jun                         | NORDLEOPARD    | 1CG7GN1NC | 19-May      | 23-May       | 26-May     |
| TBA   | 0CB7IN1NC | 30-May      | 1-Jun       |                 |             | 9-Jun           | 9-Jun           | 12-Jun                        | CMA CGM MAPUTO | 1CG7KN1NC | 1-Jun       | 5-Jun        | 8-Jun      |
| HYUNDAI INTEGRAL                                | 0CB7KN1NC | 6-Jun       | 8-Jun       |                 |             | 16-Jun          | 16-Jun          | 19-Jun                        | KUO LIN        | 1CG7ON1NC | 28-May      | 1-Jun        | 4-Jun      |

| (JPX) DIRECT SERVICE TO JAPAN |           |             |             |           |              |            |          | (PHX) DIRECT SERVICE TO SINGAPORE |          |           |             |               |
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| CNC TIGER                     | 0IZB7N1NC | -           | 19-May      | 23-May    | 23-May       | 25-May     | 26-May   | INTELLIGENT PURSUIT               | 04614S   | 27-May    | 29-May      | 3-Jun         |
| GH TRAMONTANE                 | 0IZB9N1NC | -           | 24-May      | 29-May    | 29-May       | 31-May     | 1-Jun    | RITA                              | 04814S   | 3-Jun     | 5-Jun       | 10-Jun        |
| CMA CGM MOMBASA               | 0IZB8N1NC | -           | 3-Jun       | 7-Jun     | 7-Jun        | 9-Jun      | 10-Jun   | INTELLIGENT PURSUIT               | 05014S   | 10-Jun    | 12-Jun      | 17-Jun        |

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| JACK LONDON   | 0KRP2N1NC | 27-May      | 29-May      | 3-Jun           | 5-Jun       | 9-Jun      |
| QINGDAO TOWER   | 0KRP6N1NC | 3-Jun       | 5-Jun       | 10-Jun          | 12-Jun      | 16-Jun     |
| CMA CGM PERTH   | 0KRPAN1NC | 10-Jun      | 12-Jun      | 17-Jun          | 19-Jun      | 23-Jun     |

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| BOMAR RENAISSANCE                    | 0QABGN1NC | 28-May        | 31-May      | 4-Jun        | 5-Jun      | 7-Jun      | 8-Jun       |
| HENG HUI 5                           | 0QABIN1NC | 29-May        | 1-Jun       | 5-Jun        | 6-Jun      | 8-Jun      | 9-Jun       |
| CNC LION                             | 0QABKN1NC | 5-Jun         | 8-Jun       | 12-Jun       | 13-Jun     | 15-Jun     | 16-Jun      |

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| SIRI BHUM                     | 0JV9YN1NC | 24-May      | 25-May      | 29-May     | 30-May       | 31-May     |
| NORDPUMA                      | 0JVA2N1NC | 31-May      | 1-Jun       | 5-Jun      | 6-Jun        | 7-Jun      |
| ASIATIC PRIDE                 | 0JVA6N1NC | 7-Jun       | 8-Jun       | 12-Jun     | 13-Jun       | 14-Jun     |

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 ADHOC CALL AT PHBTG FOR JPX SERVICE ETD BTG DEC 15 / ETD MNS: DEC 16

# Cebu Pacific's newest jet uses sustainable aviation fuel

- On its delivery flight from Airbus' facility in Toulouse to NAAI on May 20, the Airbus A33ne-ojet was powered by a blend of SAF and conventional fuel
- Cebu Pacific is the first Asian low-cost carrier to use SAF in its operation
- The carrier will use SAF for the delivery of two more A33neo aircraft later this year
- Cebu Pacific's sustainability goal tracks global aviation's net

zero carbon emission target by 2050

Cebu Pacific's newest jet used sustainable aviation fuel (SAF) on its delivery flight from Toulouse, France to Ninoy Aquino International Airport in Manila on May 20.

The brand-new Airbus A33neo used a blend of sustainable aviation fuel and conventional fuel on that flight, making Cebu Pacific Asia's first low-cost carrier to include SAF in its operations, the carrier

said in a statement.

**Greenest aircraft**

The plane is Cebu Pacific's third A33neo and is the greenest aircraft in the industry given its fuel efficiency and carrying capacity, according to the airline.

The A33neo is configured with 459 seats in a single-class layout and is fuel-efficient, achieving 25% less fuel burn than previous-generation aircraft.

Cebu Pacific said it intends to use SAF for the delivery of two more A33neo

aircraft later this year.

"This move to use SAF is a pillar of Cebu Pacific's sustainable journey. SAF will be used for aircraft delivery and is a major component of our fleet modernization. This strengthens our drive to achieve our green goal of being carbon neutral by 2050," Cebu Pacific chief strategy officer Alex Reyes said.

SAF is a "drop-in" replacement for fossil fuels as it is produced from renewable resources. Use of SAF reduces carbon emissions by up to 85% across the SAF lifecycle. The chemical and physical attributes of SAF are almost identical to those of conventional jet fuel, so it can be mixed safely with regular jet fuel to varying degrees.

SAF does not require any adaptations to the aircraft or engines and does not have any negative impact on performance or maintenance.

The airline's sustainability goal is aligned with global aviation's commitment to achieve net zero carbon emissions by 2050.

To respond to this challenge, Cebu Pacific said it invested in technology and is practicing fuel-saving and emission reduction strategies.

For this year, Cebu Pacific has allotted capital expenditure of P32.8 billion mainly for fleet replacement.

## No near-term fall...

Continued from page 3

Chinese COVID restrictions have caused further chaos on the transpacific lane. There has been a significant shift from sea to air in response to sea freight disruptions and congestion.

"It appears to be the case that when considering the mix of factors driving ocean freight, the direction of ocean rates in Q2 2022 will see little change from the previous quarter," the report said. A similar picture is presented for air freight rates.

With a global recession in the second half more likely, a drop in demand might just provide what is needed to set freight rates on course towards pre-pandemic levels, the report said.

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| Xin Long Yun 89   | 22006N | 21-May |           | 23-May        | 27-May       | 28-May       | 29-May      |
| Okee Piper  | 22009N | 28-May |           | 30-May        | 3-Jun        | 4-Jun        | 5-Jun       |
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| CMA CGM Eiffel  | OKROYN | 26-May |           | 27-May        | 28-May       |              |             |
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| Xin Long Yun 89   | 22005N | 27-May |           | 28-May        | OMIT         | SKU / 1-Jun  | HIT / 2-Jun |
| Lucky Dragon  | 0JVA2N | 31-May |           | 1-Jun         | 5-Jun        | 8-Jun        | 9-Jun       |
| <b>SPX2 - Manila - Shanghai - Ningbo - Xiamen</b> LCT: CARGO: NORTH SAT 0900H / SOUTH SUN 0900H           |        |        |           |               |              |              |             |
| FEEDER VESSEL   | VOY.   | ETD    | MNL (NTH) | ETD MNL (STH) | ETA SHA      | ETA NBO      | ETA XMN     |
| Asiatic Pride   | 18E    | 2-Jun  |           | 3-Jun         | 7-Jun        | 8-Jun        | 9-Jun       |
| Mellum  | 0JV9WE | 30-May |           | 31-May        | 4-Jun        | 6-Jun        | 9-Jun       |

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|---|---|
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|--|-----|--------------------|--------------------|----------------------|----------------|----------------|----------------|
| VESSEL   | VOY | MNS<br>ETD/TUE/WED | MNN<br>ETD/WED/THU | SUBIC<br>ETD/THU/FRI | SHA<br>ETA/TUE | NBO<br>ETA/THU | JGY<br>ETA/SAT |
| SINOTRANS MANILA 2210N   |     | May 24             | May 25             | May 27               | Jun 1          | Jun 2          | Jun 4          |
| NO VOYAGE/CANCELLED  |     | May 31             | Jun 1              | Jun 3                | Jun 8          | Jun 9          | Jun 11         |
| CAPE FRANKLIN N099   |     | Jun 7              | Jun 8              | Jun 10               | Jun 15         | Jun 16         | Jun 18         |
| SINOTRANS MANILA 2211N   |     | Jun 14             | Jun 15             | Jun 17               | Jun 22         | Jun 23         | Jun 25         |

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

| WM1 SERVICE DIRECT MANILA - SHANTOU(2) - QUANZHOU(2-3) - XIAMEN(3-4) |       |                |                |                |                |                |
|--|-------|----------------|----------------|----------------|----------------|----------------|
| VESSEL   | VOY   | MIP<br>ETD/MON | MNS<br>ETD/TUE | SWA<br>ETA/THU | QUA<br>ETA/FRI | XMN<br>ETA/SAT |
| SINOTRANS TIANJIN  | 2220N | May 30         | SKIP           | Jun 2          | Jun 3          | Jun 4          |
| SINOTRANS TIANJIN  | 2221N | Jun 6          | SKIP           | Jun 9          | Jun 10         | Jun 11         |
| SINOTRANS TIANJIN  | 2222N | Jun 13         | SKIP           | Jun 16         | Jun 17         | Jun 18         |
| SINOTRANS TIANJIN  | 2223N | Jun 20         | SKIP           | Jun 23         | Jun 24         | Jun 25         |

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

| CPS SERVICE DIRECT MANILA - SHANGHAI(4) - NINGBO(5) |       |                |                |     |                |                |
|---|-------|----------------|----------------|-----|----------------|----------------|
| VESSEL  | VOY   | MNN<br>ETD/THU | MNS<br>ETD/FRI | SFS | SHA<br>ETA/SAT | NBO<br>ETA/SUN |
| ZHONGWAIYUNXINGANG 2210N                            |       | May 26         | May 27         | -   | Jun 3          | Jun 4          |
| G. ACE  | 2211N | Jun 2          | Jun 3          | -   | Jun 10         | Jun 11         |
| ZHONGWAIYUNXINGANG 2211N                            |       | Jun 9          | Jun 10         | -   | Jun 17         | Jun 18         |
| G. ACE  | 2212N | Jun 16         | Jun 17         | -   | Jun 24         | Jun 25         |

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

| CNP2 SERVICE DIRECT MANILA NH - MANILA SH - SUBIC - QINGDAO - NINGBO - QUANZHOU |      |                |                |                  |                |                |                |
|---|------|----------------|----------------|------------------|----------------|----------------|----------------|
| VESSEL  | VOY  | MNN<br>ETD/WED | MNS<br>ETD/THU | SUBIC<br>ETD/FRI | TAO<br>ETA/WED | NBO<br>ETA/THU | QZJ<br>ETA/SAT |
| AS FENJA  | 031N | May 25         | May 26         | May 27           | Jun 8          | Jun 10         | Jun 12         |
| JIN SHUN HE   | 159N | Jun 1          | Jun 2          | Jun 3            | Jun 15         | Jun 17         | Jun 19         |
| WANG XING DA  | 138N | Jun 8          | Jun 9          | Jun 10           | Jun 22         | Jun 24         | Jun 26         |
| AS FENJA  | 032N | Jun 15         | Jun 16         | Jun 17           | Jul 29         | Jul 1          | Jul 3          |

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

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|--|----------|---------|-------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| MOTHER VESSEL  | VOY. NO. | ETD DTG | ETD MNL(NH) | ETA NAN | ETA SHE | ETA HOC | ETA SHI | ETA BKK | ETA LCH | ETA BKK | ETA LCH | ETA BKK |
| SITC PYEONGTAEK  | 2216N    | 28-May  | 30-May      | 1-Jun   | 3-Jun   | 6-Jun   | 9-Jun   | 10-Jun  | 12-Jun  | 12-Jun  | 12-Jun  | 12-Jun  |
| SITC RIZHAO  | 2216N    | 4-Jun   | 6-Jun       | 8-Jun   | 10-Jun  | 13-Jun  | 16-Jun  | 17-Jun  | 19-Jun  | 19-Jun  | 19-Jun  | 19-Jun  |

(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 DTG | ETA SHA | ETA NBO | ETA XIA | ETA SHE | ETA HOC | ETA SHI | ETA BKK | ETA LCH | ETA BKK | ETA LCH |
| SITC SHEKOU  | 2211N    | 28-May  | 1-Jun   | 3-Jun   | 5-Jun   | 6-Jun   | 8-Jun   | 11-Jun  | 14-Jun  | 16-Jun  | 18-Jun  | 20-Jun  |
| SITC MINGCHENG   | 2213N    | 4-Jun   | 8-Jun   | 10-Jun  | 12-Jun  | 13-Jun  | 15-Jun  | 21-Jun  | 23-Jun  | 25-Jun  | 27-Jun  | 27-Jun  |

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

| CPX1 SERVICE (MNL SH - BATANGAS - CEBU - CAGAYAN - DAVAO - DALIAN - TIANJIN - QINGDAO - SHANGHAI) |          |            |         |         |         |         |         |         |         |         |         |         |
|---|----------|------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| MOTHER VESSEL   | VOY. NO. | ETD MNL SH | ETD DTG | ETD CEB | ETD MCT | ETD CDO | ETA SHA | ETA HOC | ETA TNS | ETA TAO | ETA SHA | ETA NBO |
| SITC CEBU   | 2211N    | 30-May     | 31-May  | 2-Jun   | 6-Jun   | 8-Jun   | 11-Jun  | 13-Jun  | 15-Jun  | 17-Jun  | 19-Jun  | SKIP    |
| SITC BATANGAS   | 2213N    | 6-Jun      | 7-Jun   | SKIP    | 13-Jun  | SKIP    | 18-Jun  | 20-Jun  | 22-Jun  | 24-Jun  | 26-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 | ETD GEN | ETD DVO | ETA SHA | ETA QIN | ETA WEN | ETA XMM | ETA HNG |
| SITC PENANG   | 2215N    | SKIP      | 25-May      | SKIP       | 28-May  | 30-May  | 4-Jun   | 6-Jun   | 9-Jun   | 10-Jun  | 10-Jun  | 10-Jun  |
| SITC PORT KLANG   | 2215N    | 29-May    | 1-Jun       | SKIP       | SKIP    | 6-Jun   | 11-Jun  | 13-Jun  | 16-Jun  | 17-Jun  | 17-Jun  | 17-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 | ETA NBO |
| ZHONG WAI YUN XIN GANG                                     | 2210N    | 27-May      | 28-May      | 1-Jun   | 4-Jun   | 4-Jun   |
| G. ACE   | 2211N    | 3-Jun       | 4-Jun       | 8-Jun   | 11-Jun  | 11-Jun  |

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 XMM |
| FORTUNE NAVIGATOR  | 2215N    | 25-May     |            | 27-May  | 28-May  | 29-May  | 29-May  |
| TBN  |          | 1-Jun      |            | 3-Jun   | 4-Jun   | 5-Jun   | 5-Jun   |

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       |
| TBN  |          |            |            |         | BLANK SAILING |
| TBN  |          | 2-Jun      |            | 4-Jun   | 6-Jun         |

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

| SPM SERVICE (MNL SH - SHEKOU - HONGKONG) |          |             |         |         |
|--|----------|-------------|---------|---------|
| MOTHER VESSEL                            | VOY. NO. | ETA MNL(SH) | ETA SHE | ETA HNG |
| TBN                                      |          | 12-May      | 14-May  | 15-May  |
| TBN                                      |          | 19-May      | 21-May  | 22-May  |

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**BOC, NBI seize counterfeit goods worth P 78M in Bulacan**

- BOC, NBI seize counterfeit goods worth P 78M in Bulacan
- The items were seized for non-compliance with the Department of Trade and Industry's safety standards
- A May 2 inspection of warehouses in the Fochun Industrial Compound in Balagtas, Bulacan yielded the counterfeit goods
- A shipping container was also found at the location containing aluminum profiles but misdeclared as steel channel

THE Bureau of Customs (BOC) and the National Bureau of Investigation-National Capital Region (NBI-NCR) seized counterfeit items and other products worth an estimated P78 million in Bulacan.

In a statement, BOC said the counterfeit items do not comply with the Department of Trade and Industry's safety standards. They were seized during an inspection on May 2 at Fochun Industrial Compound warehouses in Balagtas, Bulacan.

The owners and their representa-

tives were invited during the inspection and have issued a certification of non-authenticity on the counterfeit goods.

In an initial inventory of the seized goods, BOC said they found fake goods labelled Adidas, Nike, Jordan, Gucci, Kawasaki, Yamaha, and Honda, among others.

**Misdeclared**  
A shipping container was also found at the location containing aluminum profiles but misdeclared as steel channel. Warehouse representatives were

informed by the BOC-NBI team to provide importation documents and other pertinent permits covering the discovered fake goods.

Further investigation is underway for other possible violations of Republic Act 8293 or the Intellectual Property Code of the Philippines, RA 7394 (Consumer Act of the Philippines), RA 10863 (Customs Modernization and Tariff Act), and RA 4653, which prohibits importation of used clothing and rags (ukay-ukay) in commercial quantity to safeguard the health of the public.

## The Mandanas Ruling and Our Supply Chains

By HENRIK BATALLONES  
SCMAP Marketing and Communications Executive



A supply chain game-changer that tends to be overlooked considering everything else that is going on in recent months is the enforcement of the Mandanas ruling this year.

The ruling stems from a petition filed by Batangas governor Hermilando Mandanas and former Bataan governor Enrique Garcia Jr. with the Supreme Court. In it they called on the national government to compute the internal revenue allotment, or IRA—the share local government units get from taxes collected by the national government—based on all national taxes, rather than just from national internal revenue taxes collected by the Bureau of Internal Revenue.

The Supreme Court agreed, affirming the petition in 2018, and once again the following year. The tribunal stated that the IRA local governments get should come from 40% of all national taxes collected by the BIR and the

Bureau of Customs. The ruling took effect this year, meaning in the 2022 budget, the IRA increased by roughly 27.6%.

The larger share of national revenues going to local governments means they are empowered to implement basic government functions and services that were previously the responsibility of national agencies, such as health services, social welfare and local infrastructure. The Department of Budget and Management later stated that national government functions that were set to be devolved to local governments should be transferred to them permanently, thus empowering LGUs to better respond to local needs.

While the increased share in national revenue is already in place in this year's budget, arguably the full effect of the Mandanas ruling will be felt in the coming months and years. The transition process, designed to acquaint government officials and workers with the implications of the ruling, is underway. On June 30, a new set of local officials will be sworn in as well—and they are in a better position to take advantage of the possibilities offered by the larger share of national revenues. What does it mean for our supply chains? A possible quick win is on infrastructure.

Local governments, in theory, will have more breathing room to develop new local roads and repair existing ones. The thinking behind recent convergence programs implemented by the Department of Public Works and Highways—such as the ROLLIT program in partnership with the Department of Trade and Industry—is to identify local infrastructure which is important to priority sectors, therefore allowing the use of national budgets for its development and rehabilitation. Otherwise, the national infrastructure budget cannot be used on local roads, as it is the responsibility of local governments.

The higher guaranteed budgets for local governments should also force them to reconsider the charging of pass-through fees to truckers and other logistics personnel. The Department of the Interior and Local Government has long issued resolutions against the practice, but it persists, even during the height of COVID-19 lockdowns—going against the principle of “unhindered movement of goods”.

One challenge is the lack of absorptive capacity in some local governments. Not all are ready to take charge of an increased number of basic services and responsibilities, leading to the possibility of a service gap between provinces and even towns. For our supply chains, this will mean continued delays and potential impact in our ability to serve our principals and end customers.

Also, local governments may interpret

the increase in IRA share as a mandate to introduce additional guidelines that impact speed and ease of doing business. One hopes that the spirit of the Ease of Doing Business Law, which aims to streamline and speed up government processes across all levels, continues to take hold, and that the Anti-Red Tape Authority continues to keep watch over LGUs that may impose additional documentary requirements on logistics frontliners.

In the coming years, both the direction set by the new national government and decisions made by local governments are critical in ensuring our supply chains continue to move as seamlessly as possible, aiding in our bid for economic recovery and a better quality of life for all Filipinos.

**Changes to the SCMAP BOD:** Johnson & Johnson's John Wayne Maravilla has been named as SCMAP's new secretary. We also welcome two new directors to our Board: Unilever's Karen Co, and Personal Collection's Dario Arive Jr. This comes after the departure of former president Christine Pardiñas, and director Ricardo Amante, for new career opportunities. We wish them all the best.

*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](http://scmap.org).*

## Air France-KLM, CMA CGM sign 10-year air cargo partnership

- Air France-KLM, CMA CGM in 10-year air cargo partnership
- CMA CGM will become a shareholder in Air France-KLM
- The team-up combines Air France-KLM's air transport experience and knowhow with CMA CGM's global supply chain expertise and assets
- CMA CGM and Air France-KLM will jointly offer their air freight capacity, providing customers with more options for their transport needs

Air France-KLM and CMA CGM entered into a 10-year air cargo partnership, the companies announced on May 18.

As part of the deal, CMA CGM will become a shareholder in Air France-KLM. The shipping group said it intends to take up to 9% of Air France-KLM's ex-post share capital for a period consistent with the implementation of the partnership. This investment could be made a part of

the contemplated capital increase of Air France-KLM, as announced on February 17, 2022.

The partnership will combine their complementary cargo networks, full freighter capacity and dedicated services to build an even more competitive offer, they said.

Subject to approval by the relevant regulators and consultation with employee representatives, the partnership aims to strengthen both parties' air cargo offering, the partners said.

CMA CGM chairman and chief executive Rodolphe Saadé said the strategic partnership allows his group to significantly accelerate the development of its air division, CMA CGM Air Cargo, created just over a year ago, and position the two companies among the world's leading air freight players.

“This partnership is fully in line with CMA CGM's strategy and its ambition to become a leader in integrated logistics, for the benefit of its customers. Through our

stake in the company, Air France-KLM will be able to count on us to support its future development,” Saadé said.

Air France-KLM CEO Benjamin Smith said: “This strategic partnership leverages the complementary skills, expertise and activities of Air France-KLM and CMA CGM. It is a landmark step which will significantly strengthen and expand the group's position in the air cargo industry.”

### Joint fleet

Under the deal, they will jointly and exclusively operate the full-freighter aircraft capacity of their respective airlines. These will consist initially of a fleet of 10 full-freighter aircraft and an additional combined 12 aircraft that are on order.

The additional aircraft are 4 full freighters at CMA CGM Air Cargo, with outstanding orders for 8 more planes, two of which may be operated by Air France-KLM in future, and 6 full freighters at Air France-KLM based at Paris-Charles de

Gaulle Airport and Amsterdam-Schiphol Airport, with orders for 4 more planes.

This partnership covers Air France-KLM's belly aircraft capacity on more than 160 long-haul planes and leverage both partners' respective global sales teams, presenting one voice to the customer.

The partnership is expected to generate significant revenue synergies, including the joint design of the full freighter networks and enhanced products and mix of services, both partners said.

The parties said their partnership will help meet customers' ever-increasing need for more integrated and resilient supply chains and will leverage Air France-KLM's vast existing franchise, experience and capabilities in air freight, backed by a global cargo network.

CMA CGM will mobilize its large commercial network and global logistics platform and will complete this offer with innovative logistics and multimodal solutions, particularly in sea and land transport.

## Incentives for domestic shipowners eyed...

*Continued from page 1*

No details were given on the type of incentives being eyed although Empedrad said part of the agency's plans for the industry is to push for amendment of the Domestic Shipping Development Act of 2004 in order to restore the 12% value-added tax exemption on importation of ships, and the amendment of the Tax Reform for Acceleration and Inclusion Law to exempt domestic shipping companies on fuel excise tax.

Empedrad was more forthcoming with other proposed provisions of the draft implementing rules. He said the rules may require foreign vessels entering the domestic market to register as a Philippine-flag carrier. This should boost the local industry as Philippine flag carriers are necessarily manned by Filipino seafarers and repaired in local shipyards,

he said.

Signed into law on March 2022, Republic Act No 11659, or An Act Amending Commonwealth Act 146 otherwise known as the PSA, relaxes foreign ownership restrictions in certain industries, including domestic shipping.

RA 11659 identifies public utilities as follows: distribution and transmission of electricity; petroleum and petroleum products pipeline transmission systems; water pipeline distribution systems and wastewater pipeline systems, including sewerage pipeline systems; seaports; and public utility vehicles.

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

Domestic shipping is one of the public services no longer considered as a public utility, hence open to 100% foreign ownership.

Empedrad said the expected entry of foreign investors because of the amended PSA will provide more employment opportunities for Filipino seafarers, and increase profitability of local shipbuilding and ship repair operators. He added foreign players will also be using the services of local logistics players while they operate in the country.

The MARINA chief said the amended PSA should be seen as an opportunity rather than “put(ting) a dent on the profitability of our domestic shipowners.”

MARINA is one of a number of agencies that will help draft implementing rules for RA 11659.

### Same old problems

In the same forum, Philippine Liner Shipping Association president Mark Matthew Parco noted foreign players entering the domestic shipping scene will face the same problems experienced by local players.

These include lack of economies of scale as the country's trade volume is small; port infrastructure issues forcing shipowners to use vessels with gears, which result in slower productivity and higher costs; poor road infrastructure to and from the ports translating to higher trucking rates; and regulatory challenges such as having to deal with multiple agencies, high fuel taxes, regular tariff increases, mandatory pilotage, and various new policies that add to administrative costs. — **Roumina Pablo**









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## SMC releases Bulacan aerocity master plan

- SMC releases Bulacan aerocity master plan prepared by Palafox Associates
- Central to the plan is the P740-billion New Manila International Airport
- SMC president and chief executive officer Ramon S. Ang said the designs reflect the vision of a modern Philippine city that provides built-in solutions to various socio-economic, environmental, and climate issues, and correct the mistakes seen in many urban developments of Metro Manila

SAN MIGUEL CORP (SMC) released on May 17 the conceptual plan of its Bulacan aerocity envisioned as a green and future-ready development.

SMC president and chief executive officer Ramon S. Ang said the designs reflect the vision of a modern Philippine city that provides built-in solutions to various socio-economic, environmental, and climate issues, and corrects mistakes seen in many urban developments of Metro Manila.

Palafox Associates was tapped to prepare the aerocity's master plan.

"These designs presented to us by Arch. [Felino] Palafox and his team will be close to actual. There will probably be some adjustments by the time we implement, and we will still continue to improve

as needed, but in terms of the overall concept, design, and the features, this is it," Ang said in a statement.

He underscored the aerocity development addresses many of the problems experienced in Metro Manila today. Ang said it is designed, and will be built, with sustainability in mind, and will be properly zoned, with areas dedicated to agriculture and food production, logistics, health and wellness, aeronautics, finance, science and technology, commerce, residences, education, tourism, entertainment, recreation, and government, among others.

Central to the plan is the P740-billion New Manila International Airport.

The aerocity will utilize renewable energy and accommodate both traditional and alternative modes of transportation, as well as promote active and healthier lifestyles, he added.

Green architectural and green urbanism guidelines over and above the country's building and zoning codes will be adopted, and structural codes of other countries similarly situated in earthquake zones like the Philippines will be followed. The complex will have ample open spaces and utilize the latest in digital infrastructure.

Moreover, it will feature easily accessible public transport systems, including



mass transit systems, bicycle highways, as well as a waterfront area with landscaped walkways and promenades.

"While we need to fast-track the completion of this airport and aerocity to help ease travel congestion and aid in the country's recovery with more jobs and opportunities for more Filipinos, we are mindful that we need to do this the right way and with a vision for a sustainable future. That is why we tapped Architect Palafox for this project," Ang said.

The Department of Transportation and SMC's unit, San Miguel Aerocity, in September 2019 signed the concession agreement for the project. This came after the notice of award was handed to SMC in August 2019 when its unsolicited proposal

went uncontested.

Under the deal, San Miguel will finance, design, construct, supply, complete, test, commission, and operate and maintain the new international airport.

The 50-year-concession period will start after construction of the project's initial phase is completed. The project is under a build-operate-transfer arrangement.

The airport, to be built on a 2,500-hectare area in Bulacan, will have a passenger terminal building with a design capacity of 100 million to 200 million passengers per year, four parallel runways upgradable to six, and eight taxiways. It will feature interlinked infrastructure network that includes expressways and railways.

## BOC Port of Davao puts 2 fast...

hard shields at its portside and starboard.

They are part of 20 units that BOC had acquired earlier for use in boarding formalities, patrol, and water pursuits within the nation's borders.

The collection districts of Limay,

Subic, and Cebu earlier welcomed their own fast patrol boats, with Limay and Subic launching two each, and Cebu three.

Part of BOC's 10-point priority program in 2021 was to reactivate its WPD,

deploy additional personnel to conduct border patrol, and procure water patrol boats, surveillance equipment and other gadgets.

Among the agency's priorities was to strengthen port surveillance and water

patrol capability by increasing police manpower, conducting a series of marine interdictions for capacity building, and providing modern equipment to ensure stronger border control capabilities to prevent the entry of illegal commodities and anti-social goods.

Continued from page 2

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