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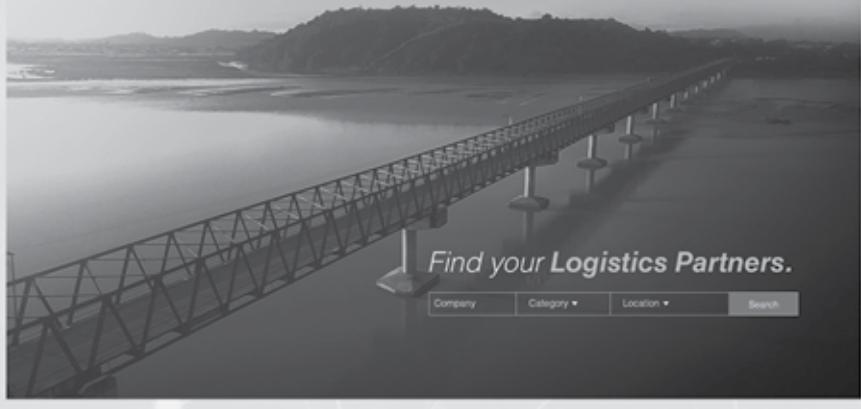
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Groups seek recall of PPA container registry, monitoring order

- Groups seek recall of PPA container registry, monitoring order
- The Philippine Ports Authority policy is “uninformed”, redundant, will cause congestion, hike business costs, according to 14 groups
- They urged the Office of the President and the National Economic and Development Authority to investigate the measure
- The groups accused PPA of acting beyond its jurisdiction
- They say the policy was issued without proper public consulta-

tion, violates the Ease of Doing Business Act, and creates inefficiencies

INDUSTRY groups are seeking immediate recall of the Philippine Port Authority (PPA) order implementing a container registry and monitoring system, which they described as “uninformed”, redundant and will only create port congestion, jacking up business costs.

The 14 associations and organizations requested the Office of the President and the National Economic and Development

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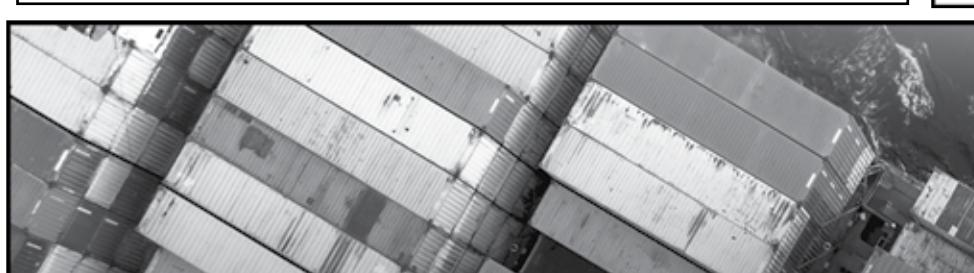
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Groups seek recall of PPA...

Continued from previous page

Authority to "investigate why this measure was introduced despite its harmful potential to stunt the economic recovery of the country still tottering from the coronavirus pandemic."

The group consists of the Alliance of Concerned Truck Owners and Organizations, Alliance of Container Yard Operators of the Philippines, Association of International Shipping Lines, Association of Off-dock CFS Operators of the Philippines, Confederation of Truckers Associations of the Philippines, Customs Brokers Federation of the Philippines, Philippine Association of Meat Processor Inc., Philippine Chamber of Commerce and Industry, Philippine Exporters Confederation Inc., Philippine Liner Shipping Association, Philippine Multimodal Transport and Logistics Association Inc., Philippine Ship Agents Association, Supply Chain Management Association of the Philippines, and United Portusers Confederation of the Philippines Inc.

PPA in October 2021 issued Administrative Order (AO) No. 04-2021, prescribing registration and monitoring of containers entering and leaving PPA ports, including the scheduling, loading, unloading, release, and movement of all containers. The AO will be implemented under the Trusted Operator Program-Container Registry and Monitoring System (TOP-CRMS) and Empty Container Storage Shared Service Facility (ECSSSF).

According to the group, PPA "acted outside of its jurisdiction" with the issuance of AO 04-2021, saying monitoring the movement of containers that pass through international ports handling containerized cargo do not fall under the authority of the PPA, such as those administered by other port authorities and jurisdictions like the Cebu Port Authority, Cagayan Economic Zone Authority, Poro Point Management Corp., Subic Bay Metropolitan Authority, PHIVIDEV Industrial Authority, and Regional Ports Management Authority.

Contrary to the TOP-CRMS general description, the group noted container traffic that goes through the Port of Manila and Manila International Container Terminal is only 68% of the total traffic and not 98%. "This means that AO 04-2021 is incorrectly applied to at least 32% of the total container traffic in Philippine ports, many of which are major ports outside the jurisdictional control of PPA thus, usurping the authority of other independent port authorities."

They said the real time monitoring of the location, status and movement of containers is already being done by the Bureau of Customs (BOC), which has institutionalized its own monitoring policy under Customs Administrative Order (CAO) No. 08-2019 and has been in effect since August 2019.

"The involvement of the Philippine Ports Authority using TOP-CRMS is an unnecessary redundancy outside of PPA's own scope of responsibilities," the group pointed out.

The group also claims PPA AO 04-2021 violates Republic Act (RA) No. 1032, or the Ease of Doing Business Act, and its implementing rules and regulations,



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as well as international standards of good governance.

Moreover, PPA failed to make a regulatory impact assessment before issuing AO 04-2021, they said.

Section 5 of RA 11032 provides that "all proposed regulations of government agencies shall undergo regulatory impact assessment to establish if the proposed regulation does not add undue regulatory burden and cost to these agencies and the applicants or requesting parties."

In designing PPA AO 04-2021 and the Terms of Reference for TOP-CRMS and ECSSSF, the group said PPA failed to consult key stakeholders and even BOC. While there was a public consultation in June 2021, only several representatives were present.

Various stakeholders had also submitted position papers expressing their opposition to the project, but have received no written response from PPA to date.

The group claimed PPA AO 04-2021 violates the Philippine Competition Act and Administrative Order No. 44, Series of 2021, or the National Competition Policy.

They explained the Terms of Reference (TOR) for TOP-CRMS and ECSSSF requiring truckers and other service providers to register under one system—which would then nominate and assign them to the individual transactions (i.e., empty reposition)—demolishes the autonomy of shipping lines to negotiate, manage and monitor their current and prospective vendors.

"This feature in the proposed system creates a monopoly where multiple service providers are at the mercy of the winning bidder for TOP-CRMS, violating the Philippine Competition Act," the group said.

PPA AO 04-2021 is also seen to "create inefficiencies and lead to dramatically higher costs for consumers and businesses especially the micro, small and medium enterprises."

Should the installation of the tracking device be done inside the terminal, the expected delays caused by waiting, from loading thousands of containers onto the chassis to device installation up to exiting the terminal will add approximately five hours to the movement of containers in the ports.

The expected disruption will not only impact truck availability but also terminal productivity, yard space availability and vessel port stay. The delay will cause disruption and confusion at the two major ports which are already sensitive to even the slightest road blockages, weather disturbances and equipment breakdowns, the group said.

"Imposing such unreasonable and unnecessary requirements for thousands of containers each day will inevitably lead to a repeat of the 2014 port congestion fiasco," the group warned.

The additional tagging and untagging time will also cause trucks to stay longer in the ports, directly and substantially increasing trucking costs, and ultimately lead to dramatic price increases for businesses and consumers.

The requirement for a 10-hectare facility where tagging and untagging will be done "creates further inefficiencies and disregards the geography of the port and its surrounding areas", the group added.

They said they are unanimous in emphasizing that this "uninformed idea will only create additional bottlenecks for all containers going in and out of the Manila Ports" and will also most certainly create congestion in surrounding areas in Metro Manila.

Lastly, the group said PPA AO 04-2021 "will derail the country's recovery from COVID-19" as it "will not improve port efficiency and attract more commerce through the country's two international seaports but has the potential to derail

any improvements made in recent years and discourage the flow of more cargo."

Improving trade facilitation

The policy was issued following a June 2021 public consultation attended by some stakeholders wherein PPA introduced its proposal to monitor the movement of import containers to improve trade facilitation and address concerns about logistics efficiency and costs, such as the long-standing issue of unreturned container deposits.

During the June public consultation and in several meetings and forums, stakeholders voiced their concerns about the system which they said could just duplicate monitoring systems already in place for containers, and can prolong truck delivery cycles and increase logistics costs.

In March, PPA bid out the contract for the TOP-CRMS and ECSSSF.

On April 27, PPA awarded the project to its lone bidder, the joint venture of NextIX Inc. and Shiptek Solutions Corp. The contract and notice to proceed were issued on May 2 despite calls by truckers and customs brokers to suspend the policy pending a consultation with stakeholders.

A public hearing on AO 04-2021's implementing operating guidelines was scheduled on May 11 but was postponed until further notice.

PPA Port Operations and Service Department manager Hiyasmin delos Santos said during a recent webinar that this was postponed "after due consideration of the issues raised and the acknowledgement that there's a need for us to address certain operational issues."

"We're continuously working on to ensure that the policy, once we decide to implement it, would be able to address not really all but most of the issues raised against the policy. Again, our appeal is for to give that policy a chance," Delos Santos said. — **Roumina Pablo**

LBC Express net income plunged 69% in first quarter

- Increased air freight cost and higher fuel prices dragged LBC Express Holdings, Inc.'s performance
- Service revenue declined 9% in the first quarter
- Cost of services were down by 5% largely from reduction in cost of delivery and remittance

LBC Express Holdings, Inc.'s (LBCEHI) net income plunged 69% in the first quarter of 2022 to P43.76 million due to increased air freight cost and higher fuel prices.

Service revenue declined 9% to P3.957 billion for the first three months of the year from P4.356 billion year-on-year, the company said in a regulatory disclosure.

Revenue from corporate clients dropped 11%.

After the nationwide community quarantines in 2020 and 2021, retail sales surged due to increase in demand, continuing up to the first quarter of last year.

Steady growth in air cargo volume and rate alignment in some countries boosted sales from overseas by 10%.

Cost of services were down by 5% to P3.054 billion from P3.198 billion largely from reduction in cost of delivery and remittance by 12%, relative to lower volume and improved productivity and reduced cost of contractual employees. This was partially offset by the surge in cost of air freight as a consequence of higher air freight and fuel prices.

BOC adopts Automated Inventory Management System nationwide

- BOC adopts Automated Inventory Management System nationwide
- AIMS protects the Bureau of Customs from revenue losses caused by the possible diversion of raw materials, unauthorized withdrawals, or ghost exportations

THE Bureau of Customs' (BOC) Automated Inventory Management System (AIMS) is now being used in all collection districts nationwide.

AIMS is the automated system that customs bonded warehouse operators must implement to monitor inventory of bonded goods from the time these enter the CBW to the point the goods declaration covered by the warehousing single administrative document is liquidated.

All CBWs granted the license to operate by BOC must use the AIMS of a BOC-accredited service provider.

The system is designed to protect BOC from revenue losses caused by diversion of raw materials, unauthorized withdrawals, or ghost importations. AIMS is embodied in Customs Memorandum Order (CMO) No. 20-2021.

In a statement, BOC said AIMS was designed to enhance CBW operation and address the problem of paperwork, manual encoding and sorting, wrong cargo release, non-visibility of cargo status for importers,

and tedious report generation.

It added the implementation of AIMS enabled BOC to generate real-time and accurate information on the status of goods received, stored, and withdrawn from off-dock and off-terminal accredited customs facilities and warehouses.

AIMS is part of BOC's additional Electronic-to-Mobile system features as it further computerizes Customs processes.

The AIMS was earlier pilot tested at the Port of Manila and Manila International Container Port.

It has a system-generated billing invoice that allows automatic computation of fees. It also has warehouse customer service access to container and cargo details, enabling access to photos and other information by freight forwarders and consolidators.

Further, the system is capable of self-service checking of cargo status and pro forma invoice, as well as online validation and approval from all involved departments before release.

Container freight station inventory can be monitored anytime and anywhere via the system, which can also generate real-time and accurate reports on released, unreleased, overstaying, and abandoned shipments.

The portal for the AIMS is available 24/7 and may be accessed online at <https://imsportal.eschost2.com/> or through the BOC website.



Foreign chambers urge Senate anew to ratify RCEP

- Foreign chambers urge Senate anew to ratify RCEP when it resumes session this week
- The Joint Foreign Chambers in the Philippines says the Regional Comprehensive Economic Partnership (RCEP) agreement once ratified will attract investors
- RCEP offers such advantages for Philippine exporters as zero tariff for intra-RCEP trade

THE Joint Foreign Chambers in the Philippines (JFC) urged the Senate anew to ratify the Regional Comprehensive Economic Partnership (RCEP) agreement when it resumes session this week.

The group said the ratification will further expand foreign markets already accessible to exports from the Philippines.

"When this happens a large number of our current investors will invest more, and new investors from Australia, Europe, New Zealand, North America, and Northeast Asia, will be attracted, creating many thousands of new jobs," the group said.

JFC is a coalition of the American, Australian-New Zealand, Canadian, European, Japanese, Korean chambers and the Philippine Association of Multinational Companies Regional Headquarters Inc.

JFC said the RCEP offers other new advantages for Philippine exporters that

will also benefit JFC's member companies.

One advantage RCEP members enjoy is a reciprocal zero tariff for up to 94% of their range of exports to other group members, according to a report on China Daily.

Further, JFC said ratifying the RCEP will build on the 18th Congress' record of approving new laws benefitting the economy, including Tax Reform for Acceleration and Inclusion Act, Corporate Recovery and Tax Incentives for Enterprises Act, E-vehicles Act, and the laws amending the Public Service Act, Retail Trade Liberalization, and Foreign Investments Act.

The group noted that an important reason many of its members have invested in the Philippines, aside from its large workforce and geographical location, is "the expanding access they can enjoy under trade agreements that the country has with its ASEAN and regional neighbors and other countries."

JFC said the Philippines "cannot afford to leave itself out of the bloc since being a member will bring economic benefits that will hasten recovery from the scars, higher debt, and other damage caused by the ongoing COVID-19 pandemic."

Studies show the Philippine economy will grow at a slower pace without membership in RCEP, the group noted.

Signed in November 2020, RCEP aims to "further liberalize trade in goods

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KOTA HAPAS	0346E	JUN 5	JUN 6	0346W	JUN 10	JUN 11	JUN 12	JUN 14	JUN 19
DANU BHUM	488E	JUN 11	JUN 12	488W	JUN 16	JUN 17	JUN 18	JUN 20	JUN 25
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Three major NLEX projects lined up for 2022

- The North Luzon Expressway Connector, the NLEX C5 Link Mindanao Avenue-Quirino Highway Section, and the Candaba Third Viaduct are expected to be finished within the second half of the year
- The first 5-kilometer España Section of NLEX Connector between Caloocan and España interchanges is now 70% done
- Construction of the first two kilometers of NLEX C5 Link will begin soon
- The Candaba Viaduct will feature a third bridge

THREE major North Luzon Expressway (NLEX) projects are lined up for 2022.

Tollway operator NLEX Corp in a statement said the NLEX Connector, NLEX C5 Link Mindanao Avenue-Quirino Highway Section, and the Candaba Third Viaduct will all be completed within the second half of the year.

NLEX Connector's first 5 kilometers of the España Section between Caloocan and España interchanges is now 70% complete. The entire elevated road extends the expressway southward from NLEX Harbor Link Caloocan Interchange on C3 Road, España Blvd., R. Magsaysay Blvd., all the way to Sta. Mesa, Manila.

NLEX Connector aims to provide the supply chain and logistics sector with a more efficient and truck ban-free route, bypassing busy roads such as EDSA and C5.

It is also seen to enhance accessibility to international airports such as Ninoy Aquino International Airport and Clark International Airport, help create jobs, and spur development between Metro Manila and its surrounding provinces in the north and south, NLEX Corp said.

Once opened, NLEX Connector, which runs mostly above the alignment of the Philippine National Railways (PNR), will serve 35,000 motorists.

The tollway company is also looking to start within the year construction of the first two kilometers of the NLEX C5 Link section between the Mindanao Avenue toll plaza and Quirino Highway in Novaliches, Quezon City.

In its entirety, the NLEX C5 Link is an 11.5-kilometer expressway traversing Mindanao Avenue, Quirino Highway, and continued upgrade of its RFID system.

Investigators have yet to determine the fire's origin.

When completed, it is seen to reduce the travel time between Mindanao Avenue and Commonwealth Avenue to 10 minutes instead of the usual 45 minutes.

Also included in the pipeline of projects for 2022 is construction of the third bridge at Candaba Viaduct. Situated between Pulilan, Bulacan, and Apalit, Pampanga, the Candaba Viaduct is a strategic expressway link that has been serving the Metro Manila, and Central and North Luzon road corridor for several years.

The Candaba Third Viaduct project, which is expected to be completed in 24 months, will expand the five-kilometer bridge from three lanes without shoulder to three lanes with inner and outer shoulder per direction.

Aside from making travels safer and more convenient, this new bridge, once completed, will translate to faster journeys as it will increase the maximum speed at the viaduct from 60 kilometers per hour (kph) to 80kph.

Other projects

Earlier this year, NLEX Corp announced other projects such as the link slab replacement at Candaba Viaduct northbound; the annual NLEX-Subic, Clark, Tarlac Expressway pavement repair program; strengthening of Pasig-Potrero Bridge; road raising works at Dinalupihan; the preventive maintenance of various infrastructure assets; and continued upgrade of its RFID system.

NLEX Corp also completed work on the link slabs of San Matias Bridge, located between San Fernando and San Simon interchanges, and the girders of Marilao Interchange Bridge in Marilao, Bulacan.

7 die from fire onboard...

Continued from previous page

The fastcraft, which carried 126 passengers and eight crew members, left Polillo Island at around 5:00 a.m. bound for Real, Quezon.

In an incident report, the Philippine Coast Guard (PCG) said it received a distress call at 6:30 a.m. that fire had started in the engine room of the fastcraft when it was around 1,000 yards from the Port of Real.

With the fire under control at 9:33 a.m., the fastcraft was towed to Baluti Island, Barangay Cawayan, Real. Before noon, 127 passengers were rescued, 24 of whom were injured.

MV Mercraft 2 is owned and operated by an Erwel Merania, who is based in Batangas.

The casualties were Viola Impreso, Marivic Samareta, Edna Balanac, Mina Enciso, Charito Escareces, Crisanto Debelles, and Andy Tejares.

PCG said MV Mercraft 2 was not overloaded since it was only carrying 134 individuals, including crew members. Its maximum capacity is 186 individuals.

There were no traces of oil spill in the vicinity waters due to the incident, PCG said.

JUNE 2022 WEBINARS



COLD STORAGE 101: Essentials of Cold Storage Warehousing

JUN 10, 2022 | 1:00-5:00PM
Investment fee: P3,000

Register here: <https://bit.ly/39PSB48>



Mr. Ramon Guevara, CPM, DSM
President, Foundation of the Society of Fellows in Supply Management

Effective CUSTOMER SERVICE STRATEGY for Logistics Companies

JUN 15, 2022 | 9:00-12:00NN
Investment fee: P2,500

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Speaker:
Ms. Mariel Kliatchko
PortCalls Event Director



HYUNDAI MERCHANT MARINE PHILIPPINES CO. INC.

USA SERVICE

PACIFIC SOUTHWEST 3 SERVICE via SINGAPORE							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	ETA LAX
INTELLIGENT PURSUIT	0013S	05/29	06/03	TBA		06/08	06/30
RITA	0009S	06/05	06/10	ONE ALTAIR	0059E	06/17	07/11
MOL SUCCESS	0147N	06/12	06/17	ONE CONTINUITY	0060E	06/25	07/18

LCT DOCS: WED 1700HRS / LCT CNTR: THU 0100HRS

PACIFIC NORTHWEST 3 (PN3) via BUSAN							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KRUPS	MOTHER VESSEL	VOY. NO.	ETD KRUPS	ETA VAN
HYUNDAI GRACE	0126N	05/27	06/02	YM TIPTOP	0006E	06/04	06/14
HAIAN WEST	0013N	05/30	06/08	SEASPA THAMES	0026E	06/17	06/30
AS SUSANNA	0002N	06/06	06/15	HYUNDAI SINGAPORE	0127E	06/25	07/20

LCT DOCS: WED 1700HRS / LCT CNTR: THU 0100HRS

PACIFIC SOUTHWEST 4 SERVICE via KAOHSIUNG							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KAO	MOTHER VESSEL	VOY. NO.	ETD KAO	ETA LAX
SPIL NIRMALA	0033N	05/29	05/31	YM UNANIMITY	0061E	06/09	06/23
SPIL NIRMALA	0034N	06/04	06/06	YM UNANIMITY	0061E	06/09	06/23
SPIL NIRMALA	0035N	06/10	06/12	YM UPSURGENCE	0052E	06/15	06/29

LCT DOCS: FRI 0800H / LCT CNTR: FRI 0800H

EAST COAST SERVICE 4 (EC4) SERVICE via SINGAPORE							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	CST
INTELLIGENT PURSUIT0013S	05/29	06/03	YM WARMTH	0031E	06/12	07/07	SKIP
RITA	0009S	06/05	06/10	ONE MINATO	0017E	06/22	07/14
MOL SUCCESS	0147N	06/12	06/17	ONE MINATO	0017E	06/22	07/20

LCT DOCS: FRI 0800HRS DELIVERY: MICP LCT CNTR: FRI 0800HRS

EAST COAST SERVICE 5 (EC5) SERVICE via SINGAPORE							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	NYC ORF SAV CST
INTELLIGENT PURSUIT0013S	05/29	06/03	HYUNDAI FORCE	0094E	06/14	07/11	SKIP
RITA	0009S	06/05	06/10	CONTI CONTESSA	0110E	06/16	07/13
MOL SUCCESS	0147N	06/12	06/17	ONE HANGZHOU BAY	0046E	06/23	07/20

LCT DOCS: FRI 0800H *LCT CNTR: FRI 0800H

FAR EAST PENDULUM 1 (FP1) VIA SGGSIN							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	NYC ORF SAV
INTELLIGENT PURSUIT0013S	05/29	06/03	HYUNDAI FORCE	0094E	06/14	07/11	07/20
RITA	0009S	06/05	06/10	CONTI CONTESSA	0110E	06/16	07/13
MOL SUCCESS	0147N	06/12	06/17	ONE HANGZHOU BAY	0046E	06/23	07/20

LCT DOCS: FRI 0800HRS *LCT CNTR: FRI 0800HRS DELIVERY: MICP LCT CNTR: FRI 0800HRS

FAR EAST PENDULUM 2 (FP2) VIA SGGSIN							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM HAM ANR LGP
INTELLIGENT PURSUIT0013S	05/29	06/03	YM WELLNESS	0030W	06/16	07/06	07/09
RITA	0009S	06/05	06/10	YM WELLNESS	0030W	06/16	07/06
MOL SUCCESS	0147N	06/12	06/17	YM WHOLESOME	0031W	06/24	07/16

LCT DOCS: FRI 0800HRS *LCT CNTR: FRI 0800HRS *DELIVERY: MICP LCT CNTR: FRI 0800HRS

FAR EAST EUROPE 2 (FE2) via KAOHSIUNG							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	GBSOU FRLEH DEHAM NLTRM
INTELLIGENT PURSUIT0013S	05/29	06/03	MOL TRADITION	0017W	06/15	07/07	07/10
RITA	0009S	06/05	06/10	MOL TRADITION	0017W	06/15	07/07
MOL SUCCESS	0147N	06/12	06/17	AL DAHNA EXPRESS	0018W	06/24	07/16

LCT DOCS/FSI: TUE 1200HRS *LCT CARGO: TUE 1900HRS

MIDDLE EAST VIA SHEKOU							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SHK	MOTHER VESSEL	VOY. NO.	ETD SHK	AEDXB SADMN QAHDMD AEUAH OMSOH
TR ATHOS	0040N	05/31	06/13	YM WELCOME	0030W	06/19	07/02 07/05 07/07 06/11 SKIP
SABRE TRADER	0003N	06/13	06/20	YM WELLBEING	0073W	07/03	07/11 07/14 07/16 07/20 07/22
CNC SATURN	0013N	06/19	06/27	YM WELLBEING	0073W	07/03	07/11 07/14 07/16 07/21 07/22

LCT DOCS/FSI: TUE 1200H / CARGO: TUE 1900H

KPX (KOREA PHILIPPINES EXPRESS)							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PHMNL	ETA VNSGN	ETA HKHKG	ETA CNSHK	ETA KRINC
EMORA	2205S	06/02		06/05	06/08	06/10	SKIP
KMTC BANGKOK	0110S	06/09		06/12	06/15	06/16	SKIP

LCT MNLSH: DOCS/FSI: MON 1700H CARGO: SUN 1700H

CHINA SOUTH EAST 2							
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	ETA CNSHA			
TR ATHOS	0040N	05/31		06/10	06/13		
SABRE TRADER	0003N	06/13		06/17	06/20		
CNC SATURN	0013N	06/19		06/23	06/27		

LCT MNLSH: DOCS/FSI: MON 1700H CARGO: SUN 1700H

TTP SERVICE (TIANJIN TO PHILIPPINES)							
FEEDER VESSEL	VOY. NO.	ETD MNL NH-SH	ETA CNLYG	ETA CNTAO	ETA KRPUS HNC - TOC	ETA CNSHA	
HAIAN WEST	0013N	05/30 - 05/31	SKIP	06/05	06/08 - 06/09	06/11	
AS SUSANNA	0002N	06/06 - 06/07	SKIP	06/12	06/15 - 06/16	06/18	
INGENUITY	0018N	06/13 - 06/14	SKIP	06/19	06/22 - 06/23	06/25	

LCT: TUE 0400HRS

CTI SERVICE							
FEEDER VESSEL	VOY. NO.	ETA/D PHDVO	ETA/D TWKHH	ETA/DCNSHA	ETA/CNNBO	ETA/CNSHK	
GSL ROSSI	0026N	05/28	05/29	06/01			

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Vectrus, Philippine Navy first tenants at ex-Hanjin yard

- Vectrus, Philippine Navy are first tenants at ex-Hanjin shipyard in Subic Bay Freeport
- The shipyard is now called Agila Subic
- US-based global service solutions provider Vectrus will occupy most of the shipbuilding area, including the quays
- The Navy now occupies Hanjin's former administrative office, mess hall, and barracks
- Former Hanjin workers with skills learned from the shipbuilder will be hired by the company

VECTRUS and the Philippine Navy are the first tenants at the former Hanjin shipyard in Subic Bay Freeport, according to the Subic Bay Metropolitan Authority (SBMA).

Vectrus, a US-based global service solutions provider, will occupy most of the shipbuilding area of the facility, including the quays, while the Philippine Navy is now occupying the former Hanjin administrative office, mess hall, and barracks, SBMA said in a statement.

The shipyard is now called Agila Subic.

Vectrus is a global service solutions provider to the US government and across the world, offering facility and base operations, supply chain and logistics services, information technology mission support, and engineering and digital integration services.

Former Hanjin workers who have acquired skills from their shipyard job will be hired by the company, as it will require skilled workers, SBMA said. Vectrus has already hired 29 workers.

Subic Mayor Rolen Paulino Jr. said

the city government plans to provide skills training to its residents, as he sees a boom in employment in the ship repair industry in the area.

The Fiscal Incentives Review Board (FIRB), at the endorsement of SBMA, approved the grant of tax incentives to Project AGILA recently for the redevelopment and operation of the former shipyard of Hanjin Heavy Industries and Construction-Philippines Inc.

This project, with a total project cost of P17 billion, is funded by US-based private equity firm Cerberus Capital Management. The project will also cater to potential export locators.

The project was granted special corporate income tax, value-added tax exemption from importations, VAT zero-rating on local purchases, and duty exemption on importations.

The mayor's father, SBMA chair and administrator Rolen Paulino Sr., had said earlier that Cerberus Capital Management and Agila NY Naval Inc./Agila South Inc. would be taking over the former

Hanjin shipyard.

He said one of the mandates given to him by President Rodrigo Duterte is to ensure a smooth takeover of the former Hanjin facility.

The 300-hectare area to be taken over was once occupied by the South Korean shipbuilder, which had been Subic's biggest locator before it went bankrupt in 2019.



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