

PortCalls

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Philippine ports slip in 2021 container port performance ranking

- Philippine ports slip in 2021 Container Port Performance Index (CPPI)
 - The 2021 CPPI ranked Cebu, Subic, Cagayan de Oro, Davao, and Manila ports lower on both administrative and statistical metrics
 - CPPI considers Manila as a large port (handling more than 4 million twenty-foot equivalent units per year)
 - Cebu is a medium port (handling 0.5 million to 4 million TEUs per year)
 - Small ports (less than 0.5 million TEUs per year) include Subic, Cagayan De Oro, and Davao
- PHILIPPINE ports slipped in the 2021 Container Port Performance Index
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Brokers, truckers threaten legal action over PPA container monitoring order

- Brokers, truckers threaten legal action over PPA container monitoring order
 - Customs brokers and truckers are asking the Philippine Ports Authority to either defer or nullify the compulsory container registry and monitoring system
 - Barring which, the groups said they will avail of legal remedies
 - The groups say the order has no legal basis and contradicts ease of doing business and trade facilitation
- A group of customs brokers and truckers is threatening legal action against the Philippine Ports Authority (PPA) if the mandatory container registry and monitoring order is not nullified or at least deferred.
- In a letter to the PPA Board dated May 8, the group claimed PPA Administrative Order No. 04-2021 has no legal basis, encroaches on the functions and policies of other government agencies, and contradicts the policy on cutting red tape. It may also “entail the needless loss and dissipation of direly needed govern-
- Turn to next page

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Harbor Star Shipping returns to profit in first quarter

- Harbor Star Shipping returns to profit in Q1
- The company reported a net income before tax of P197.870 million in the first quarter of 2022, a reversal from the P66.63 million loss year-on-year
- Service income grew 64.51% as business units reported increases during the period
- Cost of services grew 7.61% to P23.86 million due to fuel and lubricants, depreciation, direct labor, transportation, port expense, insurance, personnel

costs

HARBOR Star Shipping Services, Inc. (HSSSI) returned to profit in the first quarter, reporting a net income before tax of P197.870 million, a reversal from the P66.63 million loss year-on-year. Service income amounted to P703.25 million for the first three months of the year, 64.51% higher than P427.47 million posted in the same period in 2021, HSSSI said in a regulatory disclosure. The marine services provider said the higher service income was mainly due to increases in its salvage income of P182.43

million; harbor assistance of P46.82 million; towing services of P19.44 million; construction revenue of P15.87 million; other marine services of P10.08 million; underwater services of P7.05 million; and solar power business of P3.89 million. Cost of services, meanwhile, increased 7.61% to P23.86 million from P313.69 million mainly due to fuel and lubricants, depreciation, direct labor, transportation, port expense, insurance, personnel costs and others. As of December 2021, HSSSI has established operations in 12 base ports all over the Philippines, providing ser-

vices to approximately 7,529 ships as of yearend 2021. The company maintains and manages a fleet 62 vessels, composed of 50 domestically and internationally-classed tugboats; eight barges; one landing craft tank; one cargo ship; one tanker, and one dredger. HSSSI subsidiaries include Harbor Star Subic Corp.; Peak Flag; Harbor Star Energy Corp.; Harbor Star East Asia (Myanmar) Ltd.; Astronergy Development Gensan, Inc.; Astronergy Development F1, Inc.; Astronergy Development F2, Inc.; and Harbor Star Construction Corp.

Brokers, truckers threaten legal action...

ment funds..." The group consists of the Aduana Business Club Inc., Confederation of Truckers Association of the Philippines, and Practicing Customs Brokers Association of the Philippines Inc.

They warned PPA's failure to heed their demand will push them to seek "all legal remedies, criminal and/or civil, for the correction and/or prevention of the implementation of this patently illegal, baseless, and defective [administrative order]."

AO 04-2021, issued last October, prescribes the registration and monitoring of containers entering and leaving PPA ports, including the scheduling, loading, unloading, release, and movement of all containers.

The policy will be implemented through PPA's Trusted Operator Program-Container Registry and Monitoring System (TOP-CRMS) and Empty Container Storage Shared Service Facility (ECSSSF), which was bid out and awarded last April to a lone bidder. The contract and notice to proceed were issued on May 2.

The group had earlier sought suspension of the bidding for TOP-CRMS and ECSSSF pending consultation with stakeholders.

In its letter, the group said nowhere in Presidential Decree (PD) 857, or the Revised Charter of PPA, gives the agency power "specified or implied" to monitor, register, or regulate containers, specifically those used in international trade.

RA 11032 (Ease of Doing Business and Efficient Government Delivery Service

Act), Bureau of Customs' Customs Administrative Order No. 01-2015 (shortening the period to re-export empty containers), United Nations (UN) Office of Drugs and Crime Joint Port Control Unit Initiatives, UN Office of Drugs and Crime-World Customs Organization Global Container Programs, Title 19 United States Code of Federal Regulations Part 4, and UN/Center for Trade Facilitation and Electronic Business Smart Container Specifications also do not specifically or impliedly allow PPA to monitor and register international containers arriving and leaving Philippine ports.

PPA cannot invoke RA 11032 in the implementation of AO 04-2021, the group said, as the tagging and untagging of the monitoring device in the container "will surely create an additional regulatory burden and cost upon ports stakeholders."

Moreover, PPA, by invoking CAO 01-2015, "is in effect, trying to arrogate upon itself the sole and exclusive power of the Bureau of Customs over shipping containers coming in and out of Philippine ports."

Encroaching on BOC powers

AO 04-2021, the group said, encroaches on the powers of BOC, resulting in duplicity in programs as the customs bureau is already monitoring movement of containers. In force since August 2019, CAO 08-2019 provides guidelines and procedures for monitoring and control of movement of all containers, whether loaded or empty, at seaports in the Philippines..

If PPA is bent on registering and

monitoring the movement of containers, it can readily secure data from BOC's Container Control Division and other pertinent customs units, terminal operators, and shipping lines, the group added.

In addition, AO 04-2021 contradicts the policies on ease of doing business and trade facilitation, it said. The policy will add to other systems that already monitor containers, particularly BOC's Electronic Tracking of Containerized Cargo System and the Manila International Container Terminal's Terminal Appointment Booking System.

Since there are systems in place to monitor movement of containers, the group said PPA's budget of P980 million—representing payment for TOP-CRMS and ECSSSF winning bidder—"will just dissipate much-needed governmental funds."

Graft and corruption

The group claimed paying P980 million for the system "will expose its [PPA's] officers to criminal act of graft and corruption in addition to administrative liabilities" due to the lack of legal basis for the system's implementation.

The contract for the TOP-CRMS and ECSSSF was awarded to the joint venture of NextIX Inc. and Shiptek Solutions Corp., for its bid of P877.6 million, lower than the project's P980-million budget.

The group also said the one-time public consultation in June 2021 does not "suffice for the drafting and issuance of the subject PPA AO 04-2021 with far-ranging consequences, albeit its baselessness and other grave defects being

Continued from previous page

readily apparent." During the June 2021 public consultation, where PPA presented its proposed container registry and monitoring system, trucking organizations and several other industry associations were not present, as confirmed during a recent Anti-Red Tape Authority meeting.

The group also described the P4,900 service fee per container specified under the TOP-CRMS terms of reference "an undue burden on the payee" and a waste of funds given that the system will be a duplication of already existing programs.

Aside from the group, 14 other industry stakeholders have called for the immediate revocation of AO 04-2021, which they described as "uninformed", redundant and will only create port congestion, jacking up business costs. They also said the policy was issued without proper public consultation.

A public hearing on AO 04-2021's implementing operating guidelines was scheduled on May 11 but was postponed. No new date has yet been set as of this writing.

PPA Port Operations and Service Department manager Hiyasmin delos Santos, in a recent webinar, said the postponement recognizes the issues raised and the need for PPA to address certain operational issues.

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

		BREAKBULK AND CONTAINERIZED CARGO															
PHILIPPINES TO PACIFIC ISLANDS, NEW ZEALAND & AUSTRALIA																	
		ETD MNL	ETA SIN			ETA SIN	NOU	LTK	SUV	MRP	AKL	TRG					
Rita	010S	Jun 19	Jun 24	Port Vila Chief	2209S	Jul 29	Jul 12	Jul 14	Jul 16	Nov 30	Jul 20	-					
Intelligent Pursuit	015S	Jul 17	Jul 22	Vanuatu Chief	2210S	Jul 30	Aug 11	Aug 14	Aug 15	Nov 30	Aug 20	-					
Balsa	131S	Jul 24	Jul 29	Vanuatu Chief	2210S	Jul 30	Aug 11	Aug 14	Aug 15	Nov 30	Aug 20	-					
PHILIPPINES TO PAPUA NEW GUINEA & SOLOMON ISLANDS																	
		ETD MNL	ETA SIN			ETA SIN	POM	LAE	LIHIR	ORO BAY	RABAU	MADANG	KIMBE	HONIARA			
Balsa	128S	Jun 14	Jun 17	Rabaul Chief	2215S	Jun 19	Jul 3	Jul 7			Jul 15	Jul 18					
Balsa	129S	Jun 26	Jul 1	Coral Chief	2216S	Jul 3	Jul 17	Jul 21						Jul 30			
Balsa	130S	Jul 10	Jul 15	Carpenters Vega	2217S	Jul 18	Jul 31	Aug 4			Aug 13	Aug 16					
PHILIPPINES TO GUAM & DILI																	
		ETD MNL	ETA SIN			SIN	DILI			ETD MNL	ETA PUS		ETD PUS	GUAM	SAIPAN		
Rita	009S	Jun 6	Jun 10	Selatan Damai	121E	Jun 13	Jun 19	Haian West	0013N	May 30	Jun 8	CMA CGM Dakar	2207S	Jun 11	Jun 17		
Rita	010S	Jun 19	Jun 24	Selatan Damai	122E	Jun 29	Jun 6	Haian West	0013N	May 30	Jun 8	CMA CGM Herodot	162S	Jun 14	Jun 22	Jun 21	
Balsa	130S	Jul 10	Jul 15	Selatan Damai	123E	Jul 21	Jul 28	Ingenuity	0018N	Jun 13	Jun 22	CMA CGM Dakar	2208S	Jun 24	Jun 30		
Balsa	131S	Jul 24	Jul 29	Selatan Damai	124E	Aug 4	Aug 10	Ingenuity	0018N	Jun 13	Jun 22	CMA CGM Herodot	163S	Jun 28	Jul 6	Jul 5	
PHILIPPINES TO SOUTH PACIFIC																	
		ETD MNL	ETA PUS			ETA PUS	NOUMEA	LAUTOKA	SUVA	MAJUORO	TARAWA	PAGO	APIA	TONGA	VILA	SANTO	PAPETE
Haian West	0013N	May 30	Jun 8	Highland Chief	2122S	Jun 12	Jul 30	Jul 5	Jul 6	Jun 24		Jul 11	Jul 10	Jul 15	Jul 7		
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
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Mega Lifters bag Pasig River, Pagadian port contracts

- Mega Lifters bags Pasig River, Pagadian port contracts
- Mega Lifters bags Pasig River and Pagadian port contracts
- The Philippine Ports Authority awarded the 15-year port terminal management contracts to Mega Lifters Cargo Handling Corp
- Pasig River port has a proposed concession fee of P2.49 billion
- The concession fee for Pagadian port is P132.167 million
- Mega Lifters was the lone bidder for both contracts

MEGA Lifters Cargo Handling Corp bagged the 15-year port terminal management contracts for the ports of Pagadian and Pasig River.

In separate notices, the Philippine Ports Authority (PPA) awarded Mega Lifters the contract for Pasig River port in Manila and Pagadian port in Zamboanga del Sur for proposed concession fees of P2.490 billion and P132.167 million, respectively.

In two separate resolutions adopted on May 23, PPA's Bid and Awards Committee recommended the award of contracts to Mega Lifters, declared the highest responsive bidder for both ports.

Mega Lifters was the lone bidder during the respective opening of bids for Pagadian and Pasig River ports on April 11 and 25.

The contract for the Pasig River port covers the management and operation of cargo-handling, passenger, roll-on/roll-off (Ro-Ro) and other services.

The Pagadian port contract, on the other hand, covers the management and operation of cargo-handling and Ro-Ro services.

Both contracts involve stevedoring, Ro-Ro, bagging, passenger terminal management, portage, storage management, waste and shore reception facility management, water distribution, weighbridge facility, and ancillary and other related services.

Opposition to tariff rise at Pasig River port

A group of port users earlier asked PPA to stop an impending tariff increase at the Pasig River port once a new cargo-handling operator is in place.

In a petition to the PPA Board

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		ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD
XINQUNDAO	2215N	-	29-May	30-May	31-May	1-Jun
XINQUNDAO	2216N	-	3-Jun	4-Jun	5-Jun	6-Jun
XINQUNDAO	2217N	-	8-Jun	9-Jun	10-Jun	11-Jun
XINQUNDAO	2218N	-	13-Jun	14-Jun	15-Jun	16-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	26-May	27-May	28-May	-	29-May
XINQUNDAO	2216S	31-May	1-Jun	2-Jun	-	3-Jun
XINQUNDAO	2217S	5-Jun	6-Jun	7-Jun	-	8-Jun
XINQUNDAO	2218S	10-Jun	11-Jun	12-Jun	-	13-Jun

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dated April 11, the Pasig Port Users Against PPA Tariff Increases said the new tariff, which will take effect once a winning bidder takes over port operations, will raise the tariff for dry bulk cargo by 949%.

"No amount of improved or additional services, if any at all, can support this unconscionable increase," the group said, adding that if the increase happens its members will consider moving operations to neighboring North Port, operated by Manila North Harbour Port Inc. (MNHPI), and Manila Integrated Cargo Terminal, operated by Northstar Shipping & Marine Services Inc. Those ports' tariffs, they claimed, are similar to Pasig River port's current rates.

Comprising Movers and Managers Corp., J-Tram Integrated and Marketing

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Validity of meat import clearances back to 60 days

- Validity of meat import clearances back to 60 days
- Sanitary and phytosanitary clearances for imported meat are back to their 60-day validity
- Easing supply chain and logistical restrictions compelled the Department of Agriculture to cancel the temporary 90-day validity
- DA Administrative Order No. 11-2022 immediately revoked AO 02-2022, which temporarily extended the 90-day validity of SPSICs in January

THE global COVID situation has subsided in many parts of the world, resulting in an easing of supply chain and logistical restrictions, according to DA AO 11-2022

The validity of meat import clearances is back to 60 days from the previous 90 with the easing of supply chain and logistical restrictions, according to the Department of Agriculture (DA).

DA Administrative Order No. 11, series of 2022, was signed and took effect immediately on May 23, revoking AO 02-2022, which in January extended the temporary 90-day validity of sanitary and phytosanitary import clearances (SPSIC).

DA last year said the COVID-19 pandemic and the drop in container supply presented shipping and other logistical difficulties, prompting stakeholders to request an extension of the validity of SPSICs.

But now the current global COVID situation has subsided in many parts of the world, resulting in an easing of supply chain and logistical restrictions, DA AO 11-2022 noted.

Since 2020, the COVID-91 pandemic has triggered global supply chain issues, such as container shortage, vessel space unavailability, and port congestion, affecting

Philippine imports and exports.

Apart from suffering from COVID-related restrictions, the Philippines is experiencing a supply shortage in pork meat due to the African Swine Fever, the first outbreak of which in the country was recorded in 2019. This prompted government to temporarily reduce tariff of pork imports to shore up supply and calm prices.

President Rodrigo Duterte signed Executive Order No. 128 reducing the most-favored nation (MFN) tariff rate to 5% for pork imports within the MAV, and to 15% for those outside the MAV for the first three months of its effectivity. The EO was in effect from April 7 to May 14, 2021.

On May 15, 2021, Duterte signed EO 134, which superseded EO 128. EO 134 adjusted the tariff on pork imports to 10% within the MAV or in-quota, and to 20% outside the MAV or out-quota, for the first three months, and 15% for in-quota and 25% for out-quota from the fourth to the 12th month. Its one-year effectivity began on May 15, 2021.

EO 133, which the President signed on May 10, 2021, on the other hand, increased the MAV for pork imports from 54,210 metric tons to 254,210 MT.

The Bureau of Customs earlier said that from April 7 to December 10, 2021, pork imports reached 214 million kilograms. BOC noted the volume of pork imports started spiking in March 2021 and grew continuously in April and May, but began to drop by June. Volumes increased in August but declined again starting in September.

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KMTC Mumbai	2203E	06/11	06/15	06/17	06/19	06/21	06/23	06/23	06/24	06/24	06/25
Vermont Trader	034E	06/21	06/25	06/27	06/29	07/01	07/03	07/04	07/04	07/04	07/05
Tabeta	904E	07/06	07/10	07/12	07/14	07/16	07/18	07/18	07/19	07/19	07/20

PMX SERVICE LCT SOUTH: Sunday @ 1800H

PMX SERVICE											
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KMTC Ulsan	2211N	06/15	06/22	06/27	06/30	06/27	07/01	06/29	06/29	07/29	06/29
KMTC Ulsan	2212N	06/28	07/05	07/10	07/13	07/10	07/14	07/12	07/08	07/12	07/12
KMTC Ulsan	2213N	07/12	07/19	07/24	07/27	07/24	07/28	07/26	07/22	07/26	07/26

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

TTP SERVICE											
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AS Susanna	0002N	06/09	06/10	06/15	06/19	06/23	06/23	06/24	06/23	06/24	06/24
Ingenuity	0018N	06/14	06/15	06/20	06/24	06/28	06/28	06/29	06/28	06/29	06/29
Haian West	0014N	06/24	06/25	06/30	07/04	07/08	07/08	07/09	07/08	07/09	07/09

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KMTC Bangkok	2207S	06/09	06/12	06/15	06/16	06/23	06/24	06/17	06/25	07/03	07/03
A Kibo	2208S	06/11	06/14	06/17	06/18	06/22	06/25	06/26	06/19	06/27	07/05
Emora	2206S	06/29	07/02	07/05	07/06	07/10	07/13	07/14	07/07	07/15	07/23

JPX SERVICE LCT SOUTH: Sat @ 2000H

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Spil Niken	01ZBDN	06/12	06/20	06/20	06/23	06/24	06/23	CHANGSHU NINGBO			
CNC Tiger	01ZBFN	06/14	06/22	06/22	06/25	06/26	06/26	CHONGQING SHANGHAI			
GH Tramontane	01ZBHN	06/24	07/02	07/02	07/05	07/06	07/06	DALIAN QINGDAO			

KOREA		JAPAN		CHINA		VIETNAM	
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PH GDP growth forecast cut to 7-8% this year

- GDP growth forecast cut to 7-8% this year
- Growth assumption for this year revised from 7-9%
- The Development Budget Coordination Committee cites heightened external risks such as the Russia-Ukraine war, China slowdown, and US monetary normalization as reasons for the revision
- Growth assumptions of 6-7% for 2023-2025 unchanged as DBCC expects the economy to sustain its strong recovery over the medium term
- Imports are forecast to grow 15% from 10%
- Exports seen rising 7% from 6%

THE Philippines' GDP growth forecast has been cut to 7-8% this year from 7-9% in light of heightened external risks.

The Development Budget Coordination Committee (DBCC) in a statement said the revision factored in risks stemming from the Russia-Ukraine war, China's slowdown, and monetary normalization in the United States.

The committee noted that the 8.3% gross domestic product (GDP) growth in the first quarter of 2022 surpassed pre-pandemic levels and moved the country closer to at least 7% growth this year.

Growth assumptions for 2023-2025 were retained at 6-7% as DBCC said it expects the economy to sustain its strong recovery over the medium term.

Growth forecasts for imports and exports were also revised. Imports are now forecast to grow 15% in 2022, from the previous 10%, and to 6% from 8% in 2023. For 2024 and 2025, imports are expected to grow 8%.

For exports, growth is expected to hit 7% in 2022, a notch up from 6% in the previous forecast. For 2023-2025, export growth is retained at 6%.

As DBCC expects economic activity to pick up continuously over the medium term, it has revised revenue collection projections upward to P3.633 trillion, or 15.3%

Air passengers face highest level of fuel surcharge in June

- Air passengers face highest level of fuel surcharge in June
- Civil Aeronautics Board's highest rate scale is Level 7
- Level 7 rates range from P201 to P769 one-way per domestic flight passenger and from P1,035 to P9,892 one-way per international flight passenger

since CAB announced in July 2021 the reimposition of a fuel surcharge due to increases in jet fuel price.

In a May 25 advisory, CAB executive director Carmelo Arcillasaid Level 7 rates range from P201 to P769 one-way per passenger on a domestic flight, and from P1,035 to P9,892 one-way per passenger on an international flight pursuant to CAB Resolution No. 46.

Airlines that want to collect the fuel surcharge from June 1 to 30 must file their application with CAB on or before the effectivity period, with fuel surcharge rates not exceeding the stated level. For the fuel surcharge to be collected in the equivalent

AIR passengers will pay the highest level of fuel surcharge in June.

This is after the Civil Aeronautics Board said the applicable fuel surcharge from June 1 to 30 will be Level 7, the highest surcharge rate airlines may charge

Duterte signs laws creating MARINA extension offices in Vigan, Maasin

- MARINA extension offices created in Vigan, Maasin
- Two new laws creating Maritime Industry Authority new extension offices in Ilocos Sur and Southern Leyte have been signed by President Rodrigo Duterte
- RA 11760 creates a MARINA

extension office in Vigan City while RA 11761 converts the agency's satellite office in Maasin City to an extension office

MARITIME Industry Authority (MARINA) offices have been created in Vigan, Ilocos Sur and Maasin, Southern Leyte.

of GDP for 2023, and to P4.063 trillion, or 15.6% of GDP, for 2024.

Revenue collections in 2025 are also expected to increase further to P4.549 trillion or 16.1% of GDP.

With higher revenue collections expected next year, DBCC proposed a 2023 national budget of P5.268 trillion or 22.1% of GDP.

DBCC primarily reviews and approves macroeconomic targets, revenue projections, borrowing level, aggregate budget level and expenditure priorities, and recommends to the Cabinet and the President the consolidated public sector financial position and the national government fiscal program.

currency, the applicable conversion rate for the period is P51.98 to US\$1.

The new applicable rate is being imposed pending review of CAB Resolution 46, which provides guidelines and passenger fuel surcharge matrix for domestic and international flights.

CAB first announced it will be reviewing the resolution last April.

Resolution 46 notes the airline fuel surcharge is an optional fee carriers may impose and collect to recover fuel costs and stem losses caused by a spike in fuel cost.

"Fuel surcharge is not a part of the basic airfare and may be reduced or removed depending on the price of jet fuel in the

market, in accordance with prevailing international practice," the resolution said.

Philippine Airlines earlier requested a higher fuel surcharge from CAB with rising fuel prices, exacerbated by the Russia-Ukraine war, affecting the aviation industry. But Transportation Secretary Arthur Tugade said he prefers a fuel subsidy to avoid raising the cost of travel.

The Air Carriers Association of the Philippines in a Lower House ad hoc committee meeting on March 7 said they support a request to reduce or at least not increase government-imposed fees and charges to mitigate the impact of rising fuel prices on operations.

This follows the signing by President Rodrigo Duterte of two new laws creating the extension offices: Republic Act (RA) No. 11760, which establishes an extension office in Vigan City; and RA 11761, which converts the MARINA satellite office in Maasin City, Southern Leyte, into an extension office.

Both laws were signed on April 29 and only uploaded on the Official Gazette recently.

Immediate inclusion in program

Under both RA 11760 and 11761, the MARINA administrator must immediately include in the agency's programs the operationalization of the extension offices in Vigan City and Maasin City.

Both laws took effect 15 days after


their publication on the Official Gazette or on a newspaper of general circulation.

The Maasin office, according to RA 11761, will provide services for residents of the Province of Southern Leyte and its neighboring municipalities of Inopacan, Hilongos, Bato and Matalom, Province of Leyte.

The Vigan extension office, on the other hand, will provide services for the residents of the Province of Ilocos Sur and other nearby provinces, according to RA 11760.

The funding for both offices will be included in the annual General Appropriations Act.

MARINA is mandated to integrate the development, promotion and regulation of the country's maritime industry.



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PRIME	N004	7-Jun	9-Jun	11-Jun	12-Jun	BF PERCH	032N	11-Jun	12-Jun	14-Jun	15-Jun
PRIME	N005	13-Jun	14-Jun	16-Jun	17-Jun	BF PERCH	033N	18-Jun	19-Jun	21-Jun	22-Jun
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CNC MERCURY	1CP0UN1NC	17-May	20-May	23-May	27-May	28-May	28-May
AS ROMINA	1CP0YN1NC	24-May	-	30-May	3-Jun	4-Jun	4-Jun

(CP8-EB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL(NH) ETD	MNL(SH) ETD	SHANGHAI ETA	NINGBO ETA	XIAMEN ETA
ASIATIC PRIDE	0JV9SE1NC	2-Jun	3-Jun	7-Jun	9-Jun	12-Jun
MELLUM	0JVAVE1NC	5-Jun	6-Jun	9-Jun	11-Jun	14-Jun
SIRI BHUM	0JVA0E1NC	13-Jun	14-Jun	18-Jun	20-Jun	23-Jun

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

MOTHER VESSEL	VOY. NO.	MNL(NH) ETD	MNL(SH) ETD	LIANYUNGANG ETA	QINGDAO ETA	PUSAN(HYUT) ETA	PUSAN(HBCT) ETA	SHANGHAI ETA
HAIAN WEST	0CB7IN1NC	30-May	1-Jun			9-Jun	9-Jun	12-Jun
HYUNDAI INTEGRAL	0CB7KN1NC	6-Jun	8-Jun			16-Jun	16-Jun	19-Jun
INGENUITY	0CB7MN1NC	13-Jun	15-Jun			23-Jun	23-Jun	26-Jun

(CSE) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL(NH) ETD	SHANGHAI ETA	SHEKOU ETA
APL SAIPAN	1CG7ON1NC	6-Jun	9-Jun	12-Jun
SABRE TRADER	1CG7SN1NC	13-Jun	16-Jun	19-Jun
CNC SATURN	1CG7WN1NC	22-Jun	26-Jun	29-Jun

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MOTHER VESSEL	VOY. NO.	MNL(NH) ETD	MNL(SH) ETD	TOKYO ETD	YOKOHAMA ETD	NAGOYA ETA	KOBE ETA
CMA CGM MOMBASA	0IZBBI1NC	3-Jun	7-Jun	7-Jun	9-Jun	10-Jun	26-May
SPIIL NIKEN	0IZBDN1NC	6-Jun	10-Jun	10-Jun	12-Jun	13-Jun	1-Jun
CNC TIGER	0IZBFI1NC	12-Jun	16-Jun	16-Jun	18-Jun	19-Jun	10-Jun

(PHX) DIRECT SERVICE TO SINGAPORE

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INTELLIGENT PURSUIT	05014S	12-Jun	14-Jun	19-Jun
RITA	05614S	19-Jun	21-Jun	26-Jun

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

MOTHER VESSEL	VOY. NO.	MNL(NH) ETD	MNL(SH) ETD	LIANYUNGANG ETA	QINGDAO ETA	NANSHA ETA
JACK LONDON	0KRPN1NC	2-Jun	4-Jun	9-Jun	11-Jun	15-Jun
ER DENMARK	0KRPN1NC	9-Jun	11-Jun	16-Jun	18-Jun	22-Jun
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(CHINA 1 NB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	DVO (DICT) ETD	MNL(NH) ETD	SHANGHAI ETD	NINGBO ETA	FUQING ETA	SHANTOU ETA
BOMAR RENAISSANCE	0QABGN1NC	OMIT	10-Jun	13-Jun	14-Jun	16-Jun	17-Jun
HENG HUI 5	0QABIN1NC	7-Jun	10-Jun	12-Jun	13-Jun	15-Jun	16-Jun
CNC LION	0QABKN1NC	15-Jun	18-Jun	20-Jun	21-Jun	23-Jun	24-Jun

(SPX) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL(NH) ETD	MNL(SH) ETD	XIAMEN ETD	HONGKONG ETA	SHEKOU ETA
MELLUM	0JVAUN1NC	29-May	29-May	31-May	1-Jun	2-Jun
SIRI BHUM	0JVAYN1NC	3-Jun	4-Jun	6-Jun	7-Jun	8-Jun
LUCKY DRAGON	0JVA2N1NC	3-Jun	6-Jun	6-Jun	7-Jun	8-Jun

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IMPORTANT ANNOUNCEMENT

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

ABOVE SCHEDULES ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

PCCI finalizing bond requirement under ATA Carnet System

- PCCI finalizing bond requirement under ATA Carnet System (Convention on Temporary Admission [Istanbul Convention])
- The bond is required to start implementation of the system in the country
- International Chamber of Commerce has acknowledged PCCI as the National Issuing and Guaranteeing Association for ATA Carnet
- The Bureau of Customs won't be able to accept ATA Carnets

unless PCCI complies with requirement as NIGA

- The ATA Carnet system will allow temporary admission and tax-free and duty-free importation of commercial samples, professional equipment, and articles for presentation or use in trade fairs, shows, and exhibitions

THE Philippine Chamber of Commerce and Industry (PCCI) is finalizing the bond required to start immediate implementation of the ATA Carnet System

(Convention on Temporary Admission [Istanbul Convention]) in the country.

Pending compliance, the Bureau of Customs is unable to accept ATA Carnets as a temporary admission paper for customs clearance.

The ATA Carnet system is an international scheme that allows temporary admission and tax-free and duty-free importation of commercial samples, professional equipment, and articles for presentation or use in trade fairs, shows, and exhibitions.

Philippine businesses attending trade

fairs and exhibitions in territories parties to the Convention are among those expected to benefit from the agreement.

The International Chamber of Commerce (ICC) has acknowledged PCCI as the National Issuing and Guaranteeing Association for ATA Carnet. Its appointment was endorsed by the Department of Finance through the BOC.

PCCI told PortCalls it has complied with ICC World ATA Carnet Council (WATAC) requirements and is only now finalizing the bond requirement. Made up of representatives from countries and territories where Carnets are issued and accepted, WATAC runs the ATA system and its international guarantee chain.

PCCI on April 11, 2022 was appointed by BOC as the NIGA for the ATA system.

NIGA is the association affiliated to a Guaranteeing Chain and accredited by BOC to issue Temporary Admission Papers (TAP) and to guarantee the amount of security and other charges to be imposed. Only one NIGA will be appointed by BOC.


PCCI in a letter dated April 18 accepted its appointment and confirmed its commitment to fulfill its responsibilities as the NIGA.

Under BOC Customs Administrative Order No. 02-2022, which provides guidelines implementing the ATA Carnet System in the Philippines, the NIGA is authorized, mandated, and/or recognized to issue ATA Carnets.

It is authorized to guarantee payment of import duties and taxes as defined under the Istanbul Convention payable to BOC in case of a breach in use of temporary admission, and failure on the part of ATA Carnet holders to re-import/re-export goods within the period stipulated by BOC.

The ATA Carnet, sometimes referred to as the "passport for goods," is a single document that will pass through several customs territories and will be valid up to one year. ATA is an acronym of the French and English words "admission temporaire/temporary admission," while carnets are referred to as "passports for goods" or "merchandise passports".

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Hansa Duburg	22008N		8-Jun	OMIT	14-Jun	OMIT	OMIT
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FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA SKU	ETA NAN	ETA HKG
Okee Piper	22009N		2-Jun	OMIT	4-Jun	5-Jun	6-Jun
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ESL Kabir	OKRTAN		5-Jun	7-Jun	11-Jun		
Jack London	OKRP6N		2-Jun	4-Jun	11-Jun		
SPX1 - Manila - Xiamen - Hong Kong - Shekou				LCT: CARGO: NORTH MON 0900H / SOUTH TUE 0900H			
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA XMN	ETA HKG	ETA SKU
Mellum	0JVAUN		4-Jun	5-Jun	8-Jun	10-Jun	11-Jun
Lucky Dragon	0JVA2N		31-May	1-Jun	5-Jun	5-Jun	8-Jun
SPX2 - Manila - Shanghai - Ningbo - Xiamen				LCT: CARGO: NORTH SAT 0900H / SOUTH SUN 0900H			
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA SHA	ETA NBO	ETA XMN
Asiatic Pride	18E		2-Jun	3-Jun	6-Jun	8-Jun	9-Jun
Mellum	0JV9WE		3-Jun	3-Jun	4-Jun	6-Jun	9-Jun
IFX - Manila - Pusan - Qingdao - Shanghai				LCT: CARGO: NORTH TBA			
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETA PUS	ETA TAO	ETA SHA	
KMTC Mumbai	2203E		11-Jun	16-Jun	18-Jun	20-Jun	
TS Sydney	22003E		OMIT	-	-	-	

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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
CAPE FRANKLIN	N100	Jun 21	Jun 22	Jun 24	Jun 29	Jun 30	Jul 2

LCT: (SOUTH) MON/1200H: (MIP) TUE/1200H: (SUBIC) THU/1200H • FRI SAILING
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WM1 SERVICE DIRECT MANILA - SHANTOU(2) - QUANZHOU(2-3) - XIAMEN(3-4)						
VESSEL	VOY	MIP ETD/MON	MNS ETD/TUE	SWA ETA/THU	QUA ETA/FRI	XMN ETA/SAT
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
SINOTRANS TIANJIN	2224N	Jun 27	SKIP	Jun 30	Jul 1	Jul 2

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CPS SERVICE DIRECT MANILA - SHANGHAI(4) - NINGBO(5)						
VESSEL	VOY	MNN ETD/THU	MNS ETD/FRI	SFS	SHA ETA/SAT	NBO ETA/SUN
G. ACE	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
ZHONGWAIYUNXINGANG	2212N	Jun 23	Jun 24	-	Jul 1	Jul 2

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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	Jun 29	Jul 1	Jul 3
JIN SHUN HE	160N	Jun 22	Jun 23	Jun 24	Jul 6	Jul 8	Jul 10

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新海丰集装箱运输有限公司

VTX4 SERVICE: BATANGAS- MANILA NORTH - NANSHA - SHEKOU - HO CHI MINH - SIHANOUKVILLE - BANGKOK - LAEM CHABANG										
MOTHER VESSEL	VOY. NO.	ETD BTG	ETA MNL(NH)	ETA NAN	ETA SHE	ETA HOC	ETA SHH	ETA BKK	ETA LCH	ETA MAA
SITC RIZHAO	2216N	4-Jun	6-Jun	SKIP	10-Jun	13-Jun	16-Jun	SKIP	19-Jun	22-Jun
SITC INCHON	2217N	11-Jun	13-Jun	15-Jun	17-Jun	20-Jun	23-Jun	24-Jun	26-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 BTG	ETA SHA	ETA NBO	ETA XIA	ETA SHE	ETA NAN	ETA JKT	ETA SEM	ETA MAK
SITC MINGCHENG	2213N	4-Jun	8-Jun	10-Jun	12-Jun	13-Jun	15-Jun	21-Jun	23-Jun	27-Jun
SITC DECHENG	2213N	11-Jun	15-Jun	17-Jun	19-Jun	20-Jun	22-Jun	28-Jun	30-Jun	4-Jul

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

CPX1 SERVICE (MNL SH - BATANGAS - CEBU - CAGAYAN - DAVAO - DALIAN - TIANJIN - QINGDAO - SHANGHAI)													
MOTHER VESSEL	VOY. NO.	ETD MNL SH	ETD BTG	ETD CEB	ETD DICT	ETD CDO	ETA SHA	ETA DLC	ETA TNG	ETA TAO	ETA SHA	ETA NBO	ETA SHH
SITC BATANGAS	2213N	6-Jun	7-Jun	SKIP	13-Jun	SKIP	18-Jun	20-Jun	22-Jun	24-Jun	26-Jun	SKIP	
SITC CAGAYAN	2213N	13-Jun	14-Jun	SKIP	SKIP	SKIP	27-Jun	29-Jun	1-Jul	3-Jul	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	ETA MNL(NH)	ETA MNL SH	ETA CDO	ETA GEN	ETA DVO	ETA SHA	ETA QIN	ETA WEN	ETA XMN	ETA SHH	ETA NBO
SITC SINGAPORE	2215N	5-Jun	8-Jun	SKIP	13-Jun	SKIP	SKIP	18-Jun	20-Jun	23-Jun	24-Jun		
SITC PENANG	2217N	SKIP	15-Jun	SKIP		SKIP	SKIP	25-Jun	27-Jun	30-Jun	1-Jul		

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
G. ACE	2211N	3-Jun	4-Jun	8-Jun	11-Jun
ZHONGWAIYUNXINGANG	2211N	10-Jun	11-Jun	15-Jun	18-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 SHE	ETA SHI	ETA WEI	ETA XMN
FORTUNE NAVIGATOR	2217N	1-Jun		5-Jun	-	-	-
SITC TOKYO	2230N	1-Jun		3-Jun	4-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
PHUC THAI	2228N	2-Jun	6-Jun		
FORTUNE NAVIGATOR	2219N	9-Jun		11-Jun	13-Jun

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

NEW SERVICE EPX1 SERVICE (MNL SH - XIAMEN)			
MOTHER VESSEL	VOY. NO.	ETA MNL(SH)	ETA XMN
PHUC THAI	2230N	8-Jun	11-Jun
PHUC THAI	2232N	15-Jun	18-Jun

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CTC: Ms. Luanne Mejorada

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Tel. No.: 0917 529 9224/ 0925 845 6817
CTC: Ms. Ranelyn Acharon

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Stanley Ng confirmed as PAL president and COO

- Shareholders confirmed the appointment of Ng at their annual general meeting on May 26
- They also approved the appointment of PAL chairman Lucio Tan's daughters Shiela T. Pascual and Vivian K. Tan, as well as Jerome S. Tan and as David Uy Ong as new directors of the airline

ment of Ang, a former pilot of the airline and also the son-in-law of PAL chairman and billionaire Lucio C. Tan, in their annual general meeting on May 26. They also confirmed the appointments of Tan's daughters Shiela Tan-Pascual and Vivienne K. Tan, as well as Jerome Tan and David Uy Ong as new directors of the PAL board. Pascual and Tan were elected to fill vacant board positions, while Tan and Ong will take over the seats of independent directors Florentino Herrera and Mark Chen, who have completed their service on the board. Ng was appointed by the PAL board in

January as president and COO in an acting capacity. The shareholders' approval in a vote formalized his appointment, the flag carrier said in a statement. "I am humbled by the trust and confidence of our PAL board and stockholders," said Ng, who replaced Gilbert F. Santa Maria, the executive who, along with Ng, helped steer PAL into its Chapter 11 restructuring late last year. Ng is married to Tan's daughter Lilybeth, who is an assistant vice president of PAL for Pilot Affairs. He is the first pilot to assume the presidency of the airline since the 1960s. The new president began his career with the airline as an on-ground staff in

2003 before becoming a second officer in 2008. In 2019, he was promoted to senior vice president. In a press release sent to Esquire Philippines after his appointment in January, Ng said: "From check-in to passenger boarding, I was exposed to everything that went on at the airport. It helped me understand the problems that the airline staff and customers would encounter." He went to the PAL Aviation School to obtain a degree in flying and further trained at the Airbus Training Center in Toulouse, France. After that, he went to Harvard Business School to complete the Advanced Management Program.

PHILIPPINE Airlines (PAL) shareholders have confirmed Stanley K. Ng's appointment as president and chief operating officer. Shareholders approved the appoint-

Sustainable Aviation Fuel and the Future of Sustainable Air Logistics

By JACK LIU

Senior Vice President, Air Logistics, Kuehne+Nagel Asia Pacific



SUSTAINABLE Aviation Fuel (SAF) plays a huge role in achieving a transition to net-zero flying, and achieving emissions reduction goals across the aviation industry. Kuehne+Nagel recently became the first air logistics provider to offer its customers the option to purchase SAF for all air freight logistics services

The company helps customers calculate the amount of jet fuel kerosene that shipments are consuming and then uses SAF to substitute that amount

Air cargo is a key sector that contributes to global economic development and creates millions of jobs, transporting good and products to consumers worldwide. More recently, we have seen the important role air cargo plays in the transportation of temperature and time-sensitive items such as vaccines. Air cargo transports over US\$6 trillion worth of goods, accounting for approximately 35% of world trade by value.

As businesses and corporations have begun to shift priorities towards the importance of sustainability, and the focus on sustainable logistics specifically continues to grow, there is an urgency to relook at current solutions, to reduce emissions and achieve net-zero transportation. The air transport industry has committed to reducing 50% in net emissions by 2050, with

the IATA Cargo Services Conference adopting the Recommended Practice 1678 for CO2 Emissions Measurement Methodology in March 2014, a methodology to measure the CO2 emissions generated by air cargo at shipment level, in its efforts to reduce the carbon footprint of the industry.

Sustainable Aviation Fuel (SAF) plays a huge role in achieving a transition to net-zero flying, and achieving emissions reduction goals across the aviation industry. Logistics company Kuehne+Nagel recently became the first air logistics provider to offer its customers the option to purchase SAF for all air freight logistics services, across all its platforms and channels—online or offline. The offering of this new SAF option will contribute greatly to the reduction of carbon emissions, and impact the future of sustainable air logistics; however, there are still challenges that have to be addressed, in terms of adoption and the industry's approach and attitude towards adopting sustainable practices.

What is SAF?

The term sustainable aviation fuel is used to describe a non-conventional (fossil-derived) aviation fuel, for example biofuels, which are derived from biological resources such as plant material, or synthetic SAF.

SAF is a key element to mitigate aviation's impact on climate change. While the carbon lifecycle of fossil fuels is linear and releases additional CO2 emissions, the carbon lifecycle of SAF is circular aimed at re-using waste or biomass and emissions produced. The result of SAF use is a significantly reduced amount of additional carbon introduced into the global carbon cycle of at least 75%.

Using SAF to achieve sustainability in air logistics

Air cargo is an increasingly important

component of global aviation and has seen a record growth – with CO2 emissions forecast to possibly triple by 2050. As such, it is important that companies find sustainable alternatives that will help them minimise their carbon footprints.

SAF is especially relevant in addressing carbon emissions from long-haul flights, as it can be blended with conventional jet fuel, and used and handled in the same way as traditional jet fuel. This means that no major changes or investment are required for building of new refuelling equipment or infrastructure, thus also providing financial advantages.

In the instance of Kuehne+Nagel's new offering, the company helps customers calculate the amount of jet fuel kerosene that shipments are consuming and then uses SAF to substitute that amount. As part of our efforts, in line with the Science Based Targets initiative (SBTi) and commitment to a low carbon business model, we are continuously developing easy and transparent sustainable shipping options so that our customers have options of how they can minimise the environmental impact of their shipments.

To ensure full carbon neutrality when using SAF, companies also take further measures to neutralise the remainder of carbon emissions produced. At Kuehne+Nagel, the remaining CO2 emissions generated during production, processing, and transport of SAF can be avoided by overcompensating the amount of jet fuel kerosene replaced by SAF up to a ratio of 1:1.33 or offset via Kuehne+Nagel through carbon reduction projects that carry currently the highest quality certification "Verified Carbon Standard (VCS)" and/or "Gold Standard (GS)".

Challenges in achieving sustainable Air Logistics

Though there are many sustainable options being offered to customers today, this does not mean that sustainable logistics is necessarily on a road to success. There is still a lot that needs to be done to change the culture and mindset of consumers and corporations, with regard to prioritising sustainability alongside

profitability, as achieving carbon neutrality does come with a price. Companies need to work towards building and expanding environmental awareness within their own organisation and with their partners.

Beyond the availability of green options, it is our task as providers to work closely with customers, explaining the importance of such sustainable alternatives, and encouraging them to take the steps to achieve carbon neutrality in their logistics operations. This is especially important now, as the higher cost of SAF is a deterrent for companies to use SAF, limiting the demand, and making one of the main production challenges of SAF its economic viability. Adding to this, the limited quantities of SAF available are another challenge in the successful uptake of SAF in the short-term. Also with the current high prices and further uncertainty—customers are increasingly conscious of their logistics budget and reluctant to incur additional costs "just" for SAF or sustainability.

By educating companies on the benefits of using SAF, it will hopefully lead to greater uptake of SAF, allowing production to be scaled up, and potentially lowering the cost of SAF in future.

Ultimately, solutions such as offering the option of Sustainable Aviation Fuel, as well as digitalisation, packaging and palletising, selection of routes and carriers, choosing alternative transport modes, and innovative transportation are key developments in the future of sustainable air logistics, however, this is also just the beginning of the aviation industry's progress towards being greener and more sustainable. Logistics companies must continue to work closely with partners and customers to develop and offer environmentally friendly and sustainable supply chain solutions. Achieving a sustainable future for air logistics will require the understanding and commitment of companies all along the supply chain, both logistics providers and customers alike.

Philippine ports slip in 2021...

(CPPI).

The ports of Cebu, Subic, Cagayan De Oro, Davao, and Manila ranked lower in the second edition of the CPPI, developed by the World Bank and S&P Global Market Intelligence.

The ranking is based on the time vessels needed to spend in port to complete workloads over the course of 2021, a year that saw unprecedented port congestion and disruption to global supply chains due to COVID-19.

The index, which graded 370 ports worldwide in 2021, used two approaches: administrative, which is an aggregate of the performance of the port, weighted relative to the average, across call and vessel size; and statistical, which used factor analysis.

Under the administrative approach:

- Cebu placed 164th in 2021 from 151st in 2020
- Subic was at 181st
- Cagayan de Oro at 208th from 122nd
- Davao at 274th from 143rd
- Manila at 327th from 322nd

Under the statistical approach:

- Cebu ranked 171st in 2021 from 140th
- Subic at 178th
- Cagayan de Oro at 226th from 128th
- Davao at 279th from 156th
- Manila at 324th from 276th

Subic port was not included in the 2020 CPPI. Batangas port, which was part of the 2020 CPPI, was not included in the 2021 index.

CPPI by throughput

By throughput, Manila was included in the 49 ports considered as large or those that handle more than 4 million twenty-foot equivalent units (TEU) per year.

Cebu joined 148 ports considered as medium or those which handle 0.5 million to 4 million TEUs per year.

Listed under the 173 small ports (less than 0.5 million TEUs per year) were Subic, Cagayan De Oro, and Davao.

East Asia

Among 66 ports in East Asia included

Continued from page 1

in the index, China's Yangshan, Ningbo, and Guangzhou were part of the top 10 overall ranking, placing 4th, 7th, and 9th. Other East Asian ports in the top 30 were:

- Ningbo (7th overall)
- Guangzhou (9th)
- Yokohama (10th)
- CaiMep (13th)
- Shekou (16th)
- Chiwan (17th)
- Tanjung Pelepas (18th)
- Kaoshiung (21st)
- Busan (25th)
- Tianjin (27th)

The index highlighted the resilience of East Asian ports and the capacity of Chinese ports in particular to effectively handle challenges brought about by the pandemic, according to a statement by S&P Global.

Overall, King Abdullah Port in Saudi Arabia and Port of Salalah in Oman ranked first and second, respectively, in the 2021 index in both administrative and statistical approaches.

Key port performance metrics show

large discrepancies in global port efficiency in 2021, with top performers such as King Abdullah Port achieving an average of 97 container moves per hour of vessel port time compared with just 26 container moves per hour at the main ports on North America's West Coast.

The CPPI is based on total port hours per ship call, defined as the elapsed time between the docking of a ship and its departure from the berth, having completed its cargo exchange.

The CPPI is intended to serve as a key reference point for stakeholders in the global economy, including national governments, port authorities and operators, development agencies, supranational organizations, various maritime interests, and other public and private stakeholders in trade, logistics, and supply chain services.

The intention was to identify gaps and opportunities for improvement in a comparable manner that will benefit all stakeholders, from shipping lines to national governments to consumers. – **Roumina Pablo**

Continued from page 5

PCCI finalizing bond requirement under ATA...

The Senate concurred with the accession to the Convention on Temporary Admission and its various Annexes, which

constitute the international codification of the ATA Carnet system, in November 2021.

The Instrument of Accession was deposited and accepted by the World Customs Organization on January 17,

2022, making the Philippines to become the 73rd contracting party to the Convention. – **Roumina Pablo**

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Duterte approves 2022 investment priority plan

- The 2022 Strategic Investment Priority Plan identifies industries and activities that may qualify for fiscal and non-fiscal incentives
- These activities include infrastructure and logistics
- Establishment and operation of physical infrastructure such as airports, seaports, air, land, and water transport are part of preferred activities for infrastructure and logistics

President Rodrigo Duterte approved the 2022 Strategic Investment Priority Plan (SIPP), which identifies industries and activities that may qualify for fiscal and non-fiscal incentives.

Infrastructure and logistics are part of these activities.

Signed on May 24 and released on May 26, the 2022 SIPP is contained in Memorandum Order No. 61 series of 2022.

The SIPP, whose creation is provided under Republic Act No. 11534 (Corporate Recovery and Tax Incentives for Enterprises Act) will replace the current

Investment Priorities Plan (IPP). Activities listed in the 2020 IPP were retained and included under Tier I of the 2022 SIPP. These are:

- Qualified manufacturing activities including agro-processing; agriculture, fishery, and forestry
- Strategic services
- Healthcare and disaster risk reduction management services
- Mass housing
- Infrastructure and logistics including public-private partnership projects implemented by local government units
- Innovation drivers
- Inclusive business models
- Environment or climate change-related projects
- Energy
- All activities relating to the fight against the COVID-19 pandemic
- Activities supporting programs that will generate employment opportunities outside of congested urban areas

For infrastructure and logistics, preferred activities cover the following:

- Establishment and operation of physical infrastructure vital to the country's economic development and prosperity such as airports, seaports, air, land, and water transport
- Liquefied natural gas storage and regasification facilities
- Pipeline projects for oil and gas, bulk water treatment
- Supply facilities, training facilities, testing laboratories, and domestic industrial zones
- Public-private partnership projects including those initiated and/or implemented by local government units
- Tier II activities, meanwhile, are those "envisioned to promote a competitive and resilient economy and fill in gaps in the Philippines' industrial value chains, and are deemed critical in promoting green ecosystems, ensuring a dependable health system, achieving robust self-reliance in defense systems, and realizing modern, competitive,

and resilient industrial and agricultural sectors."

Tier III activities are "projected to accelerate the transformation of the economy primarily through the application of research and development and attracting technology investments. It also includes activities involving the production of equipment, parts, and services that embed new technologies, and the commercialization of research and development output."

Upon the effectivity of the SIPP, all government agencies were enjoined to issue the regulations to ensure its implementation.

Investment promotion agencies (IPAs) are tasked to facilitate and expedite the setting up and conduct of registered projects or activities through a one-stop action center, while local government units and other government agencies should coordinate with IPAs to comply with RA 11032, or the Ease of Doing Business and Efficient Government Service Delivery Act.

The newly formulated SIPP is aligned with the updated Philippine Development Plan 2017-2022.

Mega Lifters bag Pasig River...

Corp., CQ Heirs Shipping Lines, TBB Enterprises, San Nicholas Lines Inc., and JVS Journey Sea Trans. Inc., the group is instead proposing a tariff increase similar to the 24% hike granted by PPA to MNHPI in 2017. Such increase was implemented in three tranches of 8% annually over three years.

The Pasig River and Pagadian port biddings were conducted through open competitive bidding procedures using non-discretionary pass/fail criterion as specified in PPA Administrative Order

(AO) No. 12-2018, as amended.

AO 12-2018 provides guidelines for selecting and awarding contracts under PPA's Port Terminal Management Regulatory Framework (PTMRF), which outlines the new rules for terminal management contracts.

Both Pagadian and Pasig River ports fall under Tier 3 of the PTMRF, which means the contractor's investments include above-ground fixtures and semi-fixtures, and mobile handling equipment (e.g. passenger terminal building, cranes,

forklifts, trucks).

In 2021, Pagadian port handled 24,374 metric tons of domestic cargoes and serviced 253 ships, while the terminal management office of Pasig River handled 848,960 metric tons of domestic cargo and 9,595 passengers.

Aside from the two ports, PPA has also bid out and awarded the port terminal management contracts for other Tier 3 ports, including Puerto Princesa, Ormoc, Tabaco, Legazpi, Zamboanga, Iligan, Ozamiz, Calapan,

Tacloban, Nasipit, Matnog, Fort San Pedro, Pulupandan, Surigao, Masao, and Tagbilaran.

PPA early this month also bid out the port terminal management contract for Sasa port in Davao, the first to be bid out under Tier 2 of the PTMRF.

On May 16, the PPA declared the joint venture of subsidiaries Globalport Terminals Inc. and Globalport Ozamiz Terminal Inc. as the bidder with the highest bid price for the Sasa port. – **Roumina Pablo**

Continued from page 3

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