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PortCalls

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Unified Logistics Pass for 2023 nationwide rollout

- Phase 2 of the Unified Logistics Pass pilot implementation is underway, with full implementation of the system nationwide slated for next year
- In the second half of 2022, the Anti-Red Tape Authority will focus on implementing the program in three pilot areas
- The ULP is a single pass in the form of a QR code issued to cargo trucks to ensure unhampered flow of goods

Logistics Pass (ULP) is on its second phase, with full execution nationwide next year being targeted, according to the Anti-Red Tape Authority (ARTA).

The second half of the year will be focused on implementing the program in the three pilot areas, namely Cavite Export Processing Zone, Clark Freeport Zone, and Subic Bay Freeport Zone, ARTA officer-in-charge and deputy director general Ernesto Perez said in a presentation during the National Truckers Assembly on July 7.

ARTA will also continue to assess the *Turn to page 4*

PPA gets an OIC; no word on Pastrana appointment

- Transportation Secretary Jaime Bautista has designated port manager Manuel A. Boholano as OIC of the Philippine Ports Authority
- Boholano will hold the post until July 31 or until a permanent general manager has been ap-

pointed or designated, whichever comes first

- Shipowner Christopher Pastrana, who had already taken his oath as PPA general manager, has yet to report to the agency
- Pastrana's appointment has

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PPA 48th anniversary supplement inside

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BOC accredits almost 7,000 importers, customs brokers in first half

- 6,879 importers and customs brokers were accredited by BOC in the first half of 2022
- There were 100 non-existent importers' offices/facilities out of 1,693 that AMO inspected, leading to denial of their application for accreditation
- The accreditation of 200 importers and 64 customs brokers were revoked or suspended as they were found to have violated Customs laws

THE Bureau of Customs (BOC) has accredited almost 7,000 importers and customs brokers in the first half of 2022.

A total of 6,580 were regular importers, 185 non-regular importers, and 114 licensed customs brokers, according to the BOC's Account Management Office (AMO), which handles the accreditation.

The 2022 first-half figure is lower than the 7,351 accreditation applications processed in the same period last year, BOC's mid-year report said.

BOC, in a statement, said the applications for accreditation were submitted through BOC's Customer Care Portal, which allows online processing of application for accreditation. Last year, BOC shifted to online application to facilitate the accreditation process.

AMO also inspected 1,693 importers' offices/facilities, of which 100 were found non-existent and led to the denial of their application for accreditation.

MARINA, OTS officers-in-charge named

- Transport Secretary Jaime Bautista designated Sonia Malaluan as OIC of the Maritime Industry Authority and lawyer Karen Lim as OIC of the Office of Transportation Security
- Malaluan and Lim will hold their posts until July 31, or until replacements have been appointed or designated, whichever comes first

TRANSPORT Secretary Jaime Bautista has designated officers-in-charge (OIC) for the Maritime Industry Authority (MARINA) and Office of Transportation



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The inspection is consistent with efforts to physically check facilities and offices of applicant-importers to ensure their legitimacy and to avoid dummy accounts that may be used for smuggling and other illegal activities.

The accreditation of 200 importers and 64 customs brokers were revoked or

suspended as they were found to have violated the provisions of Republic Act No. 10863, or the Customs Modernization and Tariff Act (CMTA).

BOC noted that the revocation and suspension of accreditation is part of AMO's continuous monitoring and post-evaluation of importers and customs brokers.


The bureau said it continues to further automate its systems and processes to provide expedient service to the public while consistently implementing the no-contact policy in the agency.

BOC accredited a total of 18,881 importers and customs brokers for the whole of 2021.

operation of the agency, and serves as the agency's in-house counsel.


Malaluan has been with MARINA for 32 years, occupying various top positions such as OIC-deputy administrator for planning and director of the MARINA Regional Office-National Capital Region, and had been posted as Maritime Attaché in Philippine Embassy in London.

A certified public accountant, Malaluan obtained her Master in Public Administration degree from Lee Kuan Yew School of Public Policy, National University of Singapore; Master of Science in Shipping Management degree from the World Maritime University in Sweden; and her Bachelor of Science in Commerce, major in accounting, degree at the University of Batangas.



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Balsa	131S	Jul 24	Jul 29	Samoa Chief	2211S	Aug 5	Aug 20	Aug 22	Aug 24	Nov 30	Aug 29			
Rita	014S	Aug 28	Sep 2	Port Vila Chief	2212S	Sep 7	Sep 20	Sep 22	Sep 24	Nov 30	Sep 29			

PHILIPPINES TO PAPUA NEW GUINEA & SOLOMON ISLANDS														
	ETD MNL	ETA SIN		ETA SIN	POM	LAE	LIHIR	ORO BAY	RABAU	MADANG	KIMBE	HONIARA		
Balsa	131S	Jul 24	Jul 29	Rabaul Chief	2218S	Aug 1	Aug 14	Aug 18				Aug 24		
Balsa	132S	Aug 7	Aug 12	Coral Chief	2219S	Aug 15	Aug 28	Sep 1	Sep 5	Sep 9				
Balsa	133S	Aug 21	Aug 26	Carpenters Vega	2220S	Aug 29	Sep 11	Sep 15				Sep 21		

PHILIPPINES TO GUAM & DILI																
	ETD MNL	ETA SIN		SIN	DILI		ETD MNL	ETA PUS		ETD PUS	GUAM	SAIPAN				
Rita	013S	Aug 14	Aug 19	Selatan Damai	125E	Aug 26	Sep 1	Halau West	0015N	Jul 14	Jul 20	CMA CGM Herodot	164S	Jul 25	Aug 1	Jul 31
Rita	014S	Aug 28	Sep 2	Selatan Damai	126E	Sep 9	Sep 15	AS Susanna	0004N	Jul 19	Jul 27	CMA CGM Dakar	2210S	Aug 1	Aug 6	
								Ingenuity	0020N	Jul 25	Aug 3	CMA CGM Herodot	165S	Aug 6	Aug 13	Aug 12
								Halau West	0016N	Aug 1	Aug 10	CMA CGM Dakar	2211S	Aug 12	Aug 18	

PHILIPPINES TO SOUTH PACIFIC																
	ETD MNL	ETA PUS		ETA PUS	NOUMEA	LAUTOKA	SUVA	MAJURO	TARAWA	PAGO	APIA	TONGA	VILA	SANTO	PAPETE	
AS Susanna	0004N	Jul 19	Jul 27	Papuan Chief	2215S	Jul 30	Aug 22	Aug 25	Aug 26	Aug 12	Aug 14	Aug 31	Aug 30	Sep 5	Aug 20	Sep 16
Ingenuity	0020N	Jul 25	Aug 3	Coral Islander II	0148S	Aug 4	Aug 26	Aug 29	Aug 30		Aug 19	Sep 4	Sep 4	Sep 2	Aug 24	Sep 9
Ingenuity	0020N	Jul 25	Aug 3	South Islander	0148S	Aug 8	Aug 27	Aug 29	Aug 30			Sep 3	Sep 3	Sep 1	Aug 25	Sep 8

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PPA ordered to cut shipping, travel costs

- **New Transportation Secretary Jaime J. Bautista urges PPA officials to lower shipping and travel costs for shippers and travellers and to maintain service quality in the ports**
- **Bautista, in a surprise visit, tells PPA personnel to keep their integrity and transparency**
- **His call for PPA to lower the costs for port users and travellers comes amid a clamor by traders and ship operators against new tariffs PPA will impose at Pasig River Port**

TRANSPORTATION Secretary Jaime J. Bautista urged officials of the Philippine Ports Authority (PPA) to bring down the cost of shipping and travel on the country's waterways and to maintain service quality in the ports.

The new transport chief also exhorted all PPA personnel to keep their integrity at all times as he paid a surprise visit to the PPA offices on Bonifacio Drive on July 7

to familiarize himself with the operations of all agencies under the Department of Transportation.

"As we wait for the appointment of your General Manager, which will happen in the next couple of days, please make sure to further reduce shipping and travel costs nationwide and maintain the high quality of service in all ports," Bautista stressed.

"All employees should also observe and maintain their integrity and transparency at all times to avoid tainting the reputation of government service," said Bautista, a retired president and chief operating officer of the Philippine Airlines.

The new secretary's call for PPA to lower the costs for both port users and travellers as well as enhance port services came amid a clamor by shippers and ship operators against new tariffs PPA will impose when the Pasig River Port opens under a new terminal manager.

The stakeholders are urging the government to probe tariff rises of 949% for bulk cargo, 615% for general cargo, and 71% for prime goods that PPA is bent to

impose on users of the Pasig River port.

The previous PPA general manager, Jay Santiago, claimed the rates are imposed uniformly on all Tier 3 ports.

On June 6, The Pasig Port Users Against PPA Tariff Increases, in an appeal in newspapers, sought the intervention of then President Rodrigo Duterte, President Ferdinand Marcos Jr., then National Economic and Development Authority Secretary Karl Kendrick Chua and new NEDA Secretary Arsenio Balisacan.

They asked the leaders to intervene halt "PPA's attempt to unjustifiably and unconscionably increase arrastre, mooring and other tariffs at the Port of Pasig" as the increased fees would drive up end-consumer prices of goods shipped between Pasig and other domestic ports.

Bautista met with PPA officials and disclosed his plans to further develop the port industry and enhance the benefits to shippers and travellers.

He also pledged full support to the agency, particularly in the areas of government-to-government intercon-

nectivity, information and communication technology, personnel recruitment in coordination with the Civil Service Commission, and compliance with port global best practices, among others.

Prior to the appointment of Secretary Bautista to the DOTr, the PPA already completed 248 seaport development projects, part of 586 completed seaport projects under his predecessor, Secretary Arthur Tugade.

The projects were designed to increase productivity and capacity, and to modernize the facilities of the ports for the comfort and convenience of travellers and shippers.

In the next 100 days, PPA will complete another seven seaport projects, which are vital in accelerating connectivity among the islands not only in the short term but at least in the next 5 to 6 years.

"The Philippine Ports Authority will play a very important role in achieving the goal of the President for accessible, affordable, comfortable, and safe transportation. Help me achieve that desire of the President to help the riding public," Bautista said.

'Triple whammy' keeps Cebu Pacific P25B in the red

- **Low-cost carrier rules out return to profitability this year despite revenge travel plans**
- **Cebu Pacific COO Mark Cezar says higher operating costs, weakening peso and higher dragging earnings despite passengers paying fuel surcharges due to rising oil prices**
- **The airline's losses grew to P24.9 billion in 2021, versus a net loss of P22.2 billion in 2020, as new COVID variants spread in the second year of the pandemic**
- **The carrier, however, is showing signs of a rebound, especially in flight frequency, says Candice Iyog, its vice president for marketing and customer experience**

LOW-COST carrier Cebu Pacific does not expect to return to profitability this year

despite expectations of a nearly five-fold increase in passenger volume arising from revenge travel plans by people confined to their localities by the COVID crisis.

Mark Cezar, chief financial officer of the airline, said in a press conference that higher operating expenses, Philippine peso depreciation and rising interest rates continue to drag earnings despite fuel surcharges imposed to soften the impact of high oil prices.

"The triple whammy of fuel prices, weakening peso and interest rates rising had a significant weight on our financial performance," Cezar told reporters on July 6 on the sidelines of the first media event the company held since the pandemic began.

"A lot of what the final number would be on the net loss or net income is dependent on those three factors," he added.

Losses of Cebu Air Inc., which operates the carrier, grew to P24.9 billion in

2021, as against a net loss of P22.2 billion in 2020, Cezar said, as new variants spread in the second year of the coronavirus contagion, prompting the reimposition of lockdowns.

The government began loosening travel restrictions, including opening the country's borders to foreign visitors in February to help revive the local economy.

Cezar said Cebu Pacific targets a passenger volume of 16 million this year, up from a paltry 3.4 million in 2021, as the airline has restored 88% of its pre-pandemic network, including international flights. In April, it reached 100% of pre-COVID domestic capacity.

He said the depreciation of the peso hurts the carrier as it relies on domestic travel to drive its recovery, and the bulk of its sales is peso, which is vulnerable to foreign exchange fluctuations.

The peso was the worst-performing currency in Southeast Asia last week

when it shrank to P55.06 to a US dollar, its weakest since October 2005.

Carriers have been allowed since July 1 to impose a Level 11 fuel surcharge, which ranges from P355 to P1,038 per passenger for domestic flights, and P1,172.07 to P8,714.84 for international flights, depending on the distance.

Previously, the surcharge was at Level 7, or from P201 to P769 per domestic flight passenger.

Cezar said that for Cebu Pacific to have some breathing room in terms of flying costs, the fuel surcharge should be ideally at Level 20, or from P661 to P1,993.



He noted that at the end of 2021, jet fuel prices were at US\$80 per barrel. But as of June, Cebu Pacific was paying US\$160 per barrel. Each barrel is equivalent to 159.1 liters. An A320 with a 180-seat capacity consumes 3,500-4,000 liters of jet fuel an hour.

Candice Iyog, vice president for marketing and customer experience, said Cebu Pacific has shown signs of a rebound, especially in flight frequency. She said the carrier averages 340 flights a day to 34 domestic and 18 international destinations, for a total of 64,000 seats offered daily.

Cebu Pacific would bank on recovering demand for domestic travel, for which the airline has prepared by reinstating 100% of its local routes, Iyog said.

The airline guarantees its offering of the lowest fares in the industry even at the height of fuel price surges. According to data, domestic fares on Cebu Pacific fell 26% in the second quarter of 2022, compared with the same period in 2019.

Iyog, meanwhile, said the carrier is offering a base fare as low as P188 one-way for domestic destinations, and as low as P499 one-way for international destinations. The sale period is from July 7 to 11, while the travel period is from September 1, 2022 to January 31, 2023.

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XIN Tian Jin	074E	07/15	07/19	07/21	07/23	07/25	07/27	07/28	07/28	07/27	07/29
KMTC Mumbai	2204E	07/29	08/02	08/04	08/06	08/08	08/10	08/10	08/11	08/10	08/12
TS Sydney	22004E	08/12	08/16	08/18	08/20	08/22	08/24	08/24	08/25	08/24	08/26

PMX SERVICE LCT SOUTH: Sunday @ 1800H

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KMTC Ulsan	2213N	07/18	07/25	07/30	08/02	08/03	08/01	07/28	08/01	08/01	08/01
KMTC Ulsan	2207N	08/04	08/11	08/16	08/19	08/16	08/20	08/18	08/14	08/18	08/18
KMTC Ulsan	2208N	08/19	08/26	08/31	09/03	09/04	09/02	08/29	09/02	09/02	09/02

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

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Haian West	0015N	07/14	SKIP	07/19	07/19	07/24	07/24	07/29	08/03	08/03	08/08
AS Susanna	0004N	07/18	SKIP	07/23	07/27	07/31	08/01	07/31	07/31	08/01	08/01
Haian West	0016N	08/05	SKIP	08/10	08/14	08/18	08/19	08/18	08/18	08/19	08/19

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Emora	2207S	07/18	SKIP	07/24	07/29	08/01	08/02	07/26	08/03	08/11	08/11
KMTC Bangkok	2209S	07/25	07/28	07/31	08/01	08/05	08/09	08/02	08/10	08/18	08/18
A Kibo	2210S	08/01	08/04	08/07	08/08	08/12	08/15	08/16	08/09	08/17	08/25

JPX SERVICE LCT SOUTH: Sat @ 2000H

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GH Tramontane	01ZBPN	07/23	08/31	07/31	08/03	08/04					
CMA CGM Mombasa	01ZBRN	07/31	08/08	08/08	08/11	08/12					
Spil Niken	01ZBTN	07/31	08/08	08/08	08/11	08/12					

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PH manufacturing grows slowly but surely in May

- Philippine manufacturing expanded in both volume and value for the 14th consecutive month in May 2022
- Volume of Production grew 1.9% while Value of Production improved 8.9% month on month
- The manufacturing sector achieved an average capacity utilization rate of 70.7% in May, up from 69.4% in the previous month

THE Philippine manufacturing sector grew in both volume and value for the 14th consecutive month in May 2022, according to the Philippine Statistics Authority.

The Volume of Production (VoPI) gained 1.9% in May, slightly faster than the 1.2% growth in April but way behind the 267.2% expansion in May 2021, according to the latest Monthly Integrated Survey of Selected Industries (MISSI).

The Value of Production Index (VaPI) likewise logged a faster growth of 8.9% in May 2022 compared with 7.6% in April 2022, but much slower than the 256.1% upsurge in May 2021.

The May index is, however, the second consecutive month of slower or just one-digit growth year on year after both VoPI and VaPI recorded double-digit and triple-digit increases monthly since April 2021.

Last year's explosive growths came from a low base following factory closures due to community lockdowns at the height of the COVID-19 pandemic in 2020.

VoPI and VaPI started recording

growth in April 2021 after 13 consecutive months of decline resulting from COVID-19-related restrictions in the country that started in March 2020 and pulled down production and sales indices for the sector.

The growth in VoPI in May was due to the positive growth of 14 industry divisions, of which the fastest expansion, at 50.7%, was reported in the manufacture of machinery and equipment except electrical.

On the contrary, eight industry divisions recorded declines, with manufacture of electrical equipment registering the fastest annual contraction of 19.7%.

The annual growth in VaPI, meanwhile, was attributed to the positive growth rates of 15 industry divisions. Among these, manufacture of machinery and equipment except electrical posted the highest annual growth of 60.8% in May 2022. On the other hand, the remaining seven industry divisions recorded decrements in their production with manufacture of electrical equipment registering the fastest annual decline of -16.4%.

Based on the establishments that responded to the MISSI, the average capacity utilization rate in the manufacturing

sector in May 2022 edged up to 70.7%, from 69.4% in the previous month.

There were 20 out of 22 industry divisions with more than 60% average capacity utilization rates. These were led by manufacture of furniture at 81.4%, manufacture of wearing apparel at 79.2%,

and manufacture of other non-metallic mineral products at 78.6%.

Almost one-fourth or 24.3% of the responding establishments operated at full capacity of 90% to 100%. About 38.9% operated at 70% to 89% capacity, while 36.8% operated below 70% capacity.

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pilot implementation of the ULP as well as determine and finalize the streamlined guidelines for the system. To track its sustainability, ARTA will institutionalize a monitoring and evaluation mechanism for the project.

The nationwide rollout of the project will be in 2023, Perez said.

The ULP is a single pass in the form of a quick response (QR) code that will be issued to cargo trucks to ensure the unhampered flow of goods.

The system adopts a single registration scheme for trucking companies, and the QR code to be provided would be scanned

and accepted by all government agencies, including local government units (LGUs), port authorities, and economic zones.

It is intended to eliminate the various permits, licenses, and pass-through stickers being required by economic zones, ports, and LGUs to facilitate movement and ease entry of cargo trucks into ports.

The project was officially launched in January with the signing of a memorandum of agreement (MOA) and joint memorandum circular (JMC) for the pilot implementation by various government agencies, port operators, and private sector partners.

Following the launching, Perez said ARTA and its partner agencies conducted ocular and training activities in the three pilot areas.

Several ports under the Philippine Ports Authority (PPA) were initially part of the pilot implementation, but Perez said earlier that the ports authority had refused to adopt the ULP and sign the JMC, saying it already has a system in place.

Perez said ARTA is hoping the new PPA administration will be ready to accept the system.

In May, ULP went live in the three pilot areas, so did the application for the ULP QR code, allowing trucks to get their QR codes online.

On June 28, ARTA and ULP system creators Developers Connect Philippines Inc. (DevCon) formally turned over the ULP system to the Land Transportation Franchising and Regulatory Board (LTFRB).

Under the ULP MOA, once the system's pilot implementation is completed, the LTFRB will become the owner and

lead implementer of the ULP system. On May 16, the Department of Science and Technology-National Capital Region also formally turned over to the LTFRB 244 mobile devices and 344 powerbanks to be used in implementing the ULP. The mobile devices will be used to scan the QR codes.

The ULP is a migration from Rapid-Pass, an online system developed by DevCon that was implemented in 2020 to give frontliners in the fight against COVID-19 and persons allowed outside their residences quick passage through checkpoints in Metro Manila during community quarantine periods.

The ULP is part of ARTA's National Effort for the Harmonization of Efficient Measures of Inter-related Agencies or Project NEHEMIA.

Launched in March 2020, Project NEHEMIA is a sector-based streamlining effort that involves capacity building with identified agencies and public hearings with stakeholders on existing and new regulations. — Roumina Pablo

Continued from page 1

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ORCA eyes P1.5B IPO to expand cold chain

- ORCA Cold Chain Solution schedules P1.5 billion initial public offering in late October
- The IPO will consist of 1.04 billion primary shares and 444.8 million secondary shares at a price of P0.88 per share
- ORCA plans to use the IPO proceeds for land acquisition to accommodate facility expansion and other value-added services, as well as for general working capital

COLD storage operator ORCA Cold Chain Solution Inc is tapping the stock market for a P1.5-billion initial public offering in late October to finance expansion projects.

Filing documents released by the Securities and Exchange Commission on July 7 showed the company is applying to sell as many as 1.48 billion primary and secondary common shares at a maximum price of P0.88 per share.

If the shares are overbought, the company will exercise an over-allotment option to issue additional 222 million shares.

ORCA, owned by businessman Michael Cosiquien, said it would use the IPO proceeds to buy land for expansion of existing facilities to accommodate other value-added services, develop new cold storage plants and new business initiatives, and to boost its general working capital.

The company operates two cold storages – one in Bagumbayan, Taguig and the other Poblacion, Caloocan City. They have a combined capacity of 34,342 pallet positions, equivalent to more than 34.3 million kilograms.

Use of proceeds

The company is poised to raise P1.498 billion from its maiden offering, including the over-allotment shares, and plans to use the P841.1 million net proceeds from the sale to acquire land for its new cold storage facilities.

Some reports question the timing of Orca's IPO as it would come at a turbulent time when stock markets worldwide are gripped by inflation and recession fears.

ORCA plans to develop a facility with a fully automated storage and retrieval system as well as an in-house warehouse management system that reduces inefficiencies, pilferage, and cross-contamination, assets that are its main attraction.

The company is one of the few in the Philippines that uses automation on this scale, its prospectus says. The company also highlighted its available capacity to store a million COVID-19 vaccines, as it was tapped by local governments as storage for their vaccines.

ORCA plans to offer the shares from October 20 to 24, then list them on the Small, Medium and Emerging Board of the Philippine Stock Exchange on November 3.

The sole issue manager and underwriter will be Investment Capital Corporation of the Philippines.

BOC upgraded payment now linked to e2m

- The Bureau of Customs' new payment system is now connected to the Electronic-to-Mobile (E2M) System

- Payment Application Secure 6 (PAS6) is an upgraded version of the Payment Application Secure System Version 5.0 system

- The system allows clearance of shipments in a shorter period of time as payments are processed seamlessly
- PAS6 is directly connected to the Philippine Payment and Settlement System through the Philippine Clearing House Corp.'s payment gateway, ensuring remittances to BOC are done immediately and accurately

THE Bureau of Customs' (BOC) has a new payment system that is now connected to the Electronic-to-Mobile (E2M) System.

The Payment Application Secure 6 (PAS6) is an upgraded version of the Payment Application Secure System Version 5.0 (PASS5) system.

BOC in a statement said the connection of PAS6 to the E2M System ensures the accurate and immediate exchange of transaction information on the assessment details of payable duties and taxes. In addition, the system allows clearance of shipments in a shorter period of time as payments are processed seamlessly.

The PAS6's design also allows the completion of payments within minutes for better customer experience and is directly connected to the Philippine Payment and Settlement System through the Philippine Clearing House Corp.'s payment gateway, ensuring that remittances to BOC are done immediately and accurately.

Aside from PAS6, BOC in 2020 has inked a memorandum of agreement with the Bureau of the Treasury, Development Bank of the Philippines, and on-line payment service provider PayMaya Philippines, Inc. to allow clients to use PayMaya's payment solutions to pay miscellaneous fees and charges.

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XINQUNDAO	2219N	-	13-Jul	14-Jul	15-Jul	16-Jul
XINQUNDAO	2220N	-	18-Jul	19-Jul	20-Jul	21-Jul
XINQUNDAO	2221N	-	23-Jul	24-Jul	25-Jul	26-Jul
XINQUNDAO	2222N	-	28-Jul	29-Jul	30-Jul	31-Jul

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	2219S	10-Jul	11-Jul	12-Jul	-	13-Jul
XINQUNDAO	2220S	15-Jul	16-Jul	17-Jul	-	18-Jul
XINQUNDAO	2221S	20-Jul	21-Jul	22-Jul	-	23-Jul
XINQUNDAO	2222S	25-Jul	26-Jul	27-Jul	-	28-Jul

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WAN HAI 165	N399	10-Jul	12-Jul	14-Jul	15-Jul	BF PERCH	038N	14-Jul	15-Jul	17-Jul	18-Jul
WAN HAI 165	N400	17-Jul	19-Jul	21-Jul	22-Jul	BF PERCH	039N	22-Jul	23-Jul	25-Jul	26-Jul
WAN HAI 165	N401	24-Jul	26-Jul	28-Jul	29-Jul	BF PERCH	040N	28-Jul	29-Jul	31-Jul	1-Aug
WAN HAI 165	N402	31-Jul	2-Aug	4-Aug	5-Aug	BF PERCH	041N	4-Aug	5-Aug	7-Aug	8-Aug
WAN HAI 165	N403	5-Aug	7-Aug	9-Aug	10-Aug	BF PERCH	042N	8-Aug	9-Aug	11-Aug	12-Aug

Pls. note that above schedules are subject to change without prior notice

T/T : SHEKOU = 2 days / NANSHA = 3 days
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FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA SKU	ETA NAN	ETA HKG
Xin Long Yun 89	22010N	13-Jul	OMIT	19-Jul	20-Jul	21-Jul
TS Xiamen	22001N	OMIT	15-Jul	OMIT	OMIT	20-Jul

MBX - Manila - Nansha - Shekou - Hongkong						
FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA SKU	ETA NAN	ETA HKG
TBN2		16-Jul	18-Jul	22-Jul	23-Jul	24-Jul
Xin Long Yun 89	22011N	23-Jul	25-Jul	ONW / 29-Jul	SKU / 30-Jul	OMIT

BMX - Manila - Qingdao - Dalian						
FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA TAO		
Jonathan Swift	OKRPIN	12-Jul	13-Jul	20-Jul		
CMA CGM Nantong	OKRPUN	15-Jul	16-Jul	23-Jul		

SPX1 - Manila - Xiamen - Hong Kong - Shekou						
FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA XMN	ETA HKG	ETA SKU
Lucky Dragon	OJVAAN	16-Jul	17-Jul	20-Jul	22-Jul	23-Jul
Siri Bhumi	22011N	14-Jul	15-Jul	SHA / 19-Jul	OMIT	OMIT

SPX2 - Manila - Shanghai - Ningbo - Xiamen						
FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA SHA	ETA NBO	ETA XMN
Mellum	OJVAKE	12-Jul	13-Jul	16-Jul	18-Jul	21-Jul
Green Pole	34E	18-Jul	19-Jul	23-Jul	25-Jul	28-Jul

IFX - Manila - Pusan - Qingdao - Shanghai						
FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETA PUS	ETA TAO	ETA SHA	
Xin Tian Jin	074E	16-Jul	21-Jul	23-Jul	25-Jul	
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SINOTRANS MANILA 2213N		Jul 12	Jul 13	Jul 15	Jul 20	Jul 21	Jul 23
CAPE FRANKLIN N102		Jul 19	Jul 20	Jul 22	Jul 27	Jul 28	Jul 30
SINOTRANS MANILA 2214N		Jul 26	Jul 27	Jul 29	Aug 3	Aug 4	Aug 6
CAPE FRANKLIN N103		Aug 2	Aug 3	Aug 5	Aug 10	Aug 11	Aug 13

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 ETD/MON	MNS ETD/TUE	SWA ETA/THU	QUA ETA/FRI	XMN ETA/SAT
SINOTRANS TIANJIN 2221N		Jun 13	SKIP	Jun 16	Jun 17	Jun 18
SINOTRANS TIANJIN 2222N		Jun 20	SKIP	Jun 23	Jun 24	Jun 25
SINOTRANS TIANJIN 2223N		Jun 27	SKIP	Jun 30	Jul 1	Jul 2
SINOTRANS TIANJIN 2224N		Jul 4	SKIP	Jul 7	Jul 8	Jul 9

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

CPS SERVICE DIRECT MANILA - SHANGHAI(4) - NINGBO(5)

VESSEL	VOY	MNN ETD/THU	MNS ETD/FRI	SFS	SHA ETA/SAT	NBO ETA/SUN
ZHONGWAIYUNXINGANG 2213N		Jul 14	Jul 15	-	Jul 22	Jul 23
G. ACE 2214N		Jul 21	Jul 22	-	Jul 29	Jul 30
ZHONGWAIYUNXINGANG 2214N		Jul 28	Jul 29	-	Aug 5	Aug 6
G. ACE 2215N		Aug 4	Aug 5	-	Aug 12	Aug 13

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 ETD/WED	MNS ETD/THU	SUBIC ETD/FRI	TAO ETA/WED	NBO ETA/THU	QZJ ETA/SAT
JIN SHUN HE 161N		Jul 13	Jul 14	Jul 15	Jul 27	Jul 29	Jul 31
WAN XING DA 140N		Jul 20	Jul 21	Jul 22	Aug 3	Aug 5	Aug 7
JIN JI YUAN 149N		Jul 27	Jul 28	Jul 29	Aug 10	Aug 12	Aug 14
WANG XING DA 140N		Aug 3	Aug 4	Aug 5	Aug 17	Aug 19	Aug 21

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 BTG	ETD MNL(NH)	SHA	ETA NAN	ETA SHE	ETA HOC	ETA SHH	ETA BKK	ETA LCH
REFLECTION 2235N		16-Jul	18-Jul		20-Jul	22-Jul	25-Jul	28-Jul	29-Jul	31-Jul
RESURGENCE 2235N		23-Jul	25-Jul		27-Jul	29-Jul	1-Aug	4-Aug	5-Aug	7-Aug

(CARGO): BATANGAS: THU 2359H | DOCS: THU 1700H SAT SAILING | (CARGO): MNL: FRI 1700H MON SAILING

CM1 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 NVN	ETA JKT	ETA SEM	ETA SUR	ETA MAK
SITC ULSAN 2215N		16-Jul	20-Jul	22-Jul	24-Jul	SKIP	27-Jul	2-Aug	4-Aug	6-Aug	8-Aug
SITC SHEKOU 2215N		23-Jul	27-Jul	29-Jul	31-Jul	SKIP	3-Aug	9-Aug	11-Aug	13-Aug	15-Aug

LCT (CARGO): BATANGAS/THU 2359H/PRE-ADVISED/ARRASTRE/FS: 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 DCT	ETD CDO	ETA SHA	ETA DLI	ETA TNG	ETA TAD	ETA SHA	ETA NBO
SITC MAKASSAR 2215N		18-Jul	19-Jul	SKIP	25-Jul	SKIP	30-Jul	1-Aug	3-Aug	5-Aug	7-Aug	SKIP
SITC CEBU 2215N		25-Jul	26-Jul	SKIP	SKIP	SKIP	6-Aug	8-Aug	10-Aug	12-Aug	14-Aug	SKIP

LCT (CARGO): MNL SH/ THU 1200H (SAT SAILING) * BATANGAS/SAT 0600H (MON SAILING) * CEBU/SUN 0600H (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
X-PRESS MEKONG 2213N		15-Jul	SKIP	SKIP	23-Jul
G. ACE 2214N		22-Jul	23-Jul	27-Jul	30-Jul

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 SHI	ETA SHE	ETA SHI	ETA WEI	ETA XMN
PADIAN 4 2202N		13-Jul			15-Jul	16-Jul	17-Jul
PADIAN 4 2204N		20-Jul			22-Jul	23-Jul	24-Jul

LCT (CARGO): MNL NH/MON 2359H (WED SAILING)

CPX3 SERVICE (MNL NH - SHEKOU - NANSHA)

MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA SHE	ETA NAN	ETA XMN
ATLANTIC PIONEER 2202N		14-Jul	SKIP	SKIP	16-Jul
FORTUNE NAVIGATOR 2231N		21-Jul	23-Jul	25-Jul	

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

CPX6 SERVICE (MNL NH-MNL SH-DAVAO (SASA)-DAVAO (DICT)-GEN SAN-SHANGHAI-QINGDAO)

MOTHER VESSEL	VOY. NO.	ETD SUBIC	ETD MNL(NH)	ETD MNL SH	ETD CDO	ETA SHA	ETA QIN	ETA WEN	ETA XMN
SITC SINGAPORE 2219N		17-Jul	20-Jul	SKIP	25-Jul	SKIP	30-Jul	1-Aug	4-Aug
SITC PENANG 2221N		24-Jul	27-Jul	SKIP	1-Aug	SKIP	6-Aug	8-Aug	11-Aug

LCT (CARGO): SASA-FRI 1900H (SUN SAILING) / DICT-SAT 1200H (MON SAILING) / GEN SAN-SUN 2400H (TUE SAILING)

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PPA gets an OIC; no word...

been questioned of late, with critics citing many conflicts of interest

TRANSPORTATION Secretary Jaime Bautista has designated port manager Manuel A. Boholano as officer-in-charge of the Philippine Ports Authority (PPA). Boholano will hold the post until July 31 or until a permanent general manager has been appointed or designated, whichever comes first, according to DOTr Special Order No. 2022-129, which took effect on July 1. PPA in a statement said Boholano

became a port manager in 2005 and is currently designated at the Port Management Office of Eastern Leyte/Samar since 2020. He has been with PPA since 1988. Boholano's designation comes even after Christopher Pastrana was appointed by President Ferdinand Marcos, Jr as the new PPA general manager. Pastrana had already taken his oath on June 30 but has not physically reported for work. He was also not present during Bautista's surprise visit to the PPA head office on July 7. Asked whether it's true Pastrana's appointment has been recalled, Press Secretary Rose Beatrice Angeles, in a

Malacanang press briefing on July 8, said: "Well, there is no statement and no information on that one. So, it's status quo as of the moment. Alright." Since the announcement of Pastrana's appointment as PPA general manager, he has been confronted by accusations of conflict of interest. Pastrana is chairman of domestic shipping operator Archipelago Philippine Ferries, which operates catamaran-type roll-on/roll-off vessels. According to reports, Pastrana's Philharbor Ferries and Port Services is part owner of Bacolod Real Estate De-

velopment Corp., which runs a private-commercial port in Bacolod City. There are also reports of PPSI being the subject of a demand letter from the Department of Transportation. It reportedly has P132.1 million in unpaid monthly amortizations and accumulated interest for two DOTr vessels from 2013 to 2022. Pastrana's daughters, meanwhile, supposedly own Philippine Archipelago Ports and Terminal Services, while Pastrana's brother-in-law, Rommel Ibuna is chairman of Prudential Customs Brokerage Services Inc., which operates several ports under PPA. A PortCalls source said Pastrana is now working on divesting from his businesses.

Continued from page 1

Driving Profitability in Logistics

By AMIT MAHESHWARI, CEO, Softlink Global



IT IN LOGISTICS

"We expect all our businesses to have a positive impact on our top and bottom lines. Profitability is very important to us or we wouldn't be in this business" - Jeff Bezos, Founder & CEO, Amazon.com

AS very rightly put by Jeff Bezos, profitability is the primary goal of all business ventures. Without profitability, the business will not survive in the long run and so driving profitability is very important. Theoretically, increasing profitability is very simple - all we need to do is to work towards increasing revenue and reducing expenditures. Practically though, it is one of the toughest challenges to increase revenue and cut down expenses.

For logistics companies, profitability has always been a difficult challenge. Despite increasing revenues, only a small number of logistics services providers do achieve growth in profitability. It means that as a logistics service provider to grow your business profitability, you must look beyond traditional ways and pursue fundamental change. Effective usage of logistics management software at

each critical juncture of business successfully drives the profitability north-wards. Let us see how.

1) Power of Information

Gone are the days of making decisions based on "I think..." and "gut feelings". Making informed decisions based on facts is today's best practice. By putting the available information to good use, you can achieve great results. Utilizing data using web-based freight software you can generate detailed reports that help in informed decision-making, thus resulting in simplifying operations and avoiding barriers. With auto-alerts and notifications triggered from your freight ERP, you can easily improve the speed of response and avoid negative business impacts. Optimizing the operations to work in tandem with each other increases the efficiency of your business which eventually has positive effects on your profitability.

2) Business Optimization to Cut Costs

Process standardization and EDI help in improving workflows resulting in increased productivity which in turn generates greater revenue and higher profit margins. Using closely integrated operations you can easily reduce manual errors in documentation and efforts of repeated data entry.

Advanced freight software allows you to integrate your entire business functions and standardized processes, so you can

focus on more fruitful business activities such as customer service, business development, etc.

3) Stop Revenue Leakage

Identifying the avenues to stop revenue leakage is the most important way of improving profitability. ERP software enables you with powerful accounting and billing applications to effectively integrate financial accounting with operations. The integration of operations with accounts is exceedingly important to improve cash flows, reduce costs, and control revenue leakages. E.g. your sales team can set the alert for raising an invoice to a customer for a particular job. As per the alert, your billing team can raise the invoice and set the alerts for follow-ups based on the credit period of the customer. This will help you in minimizing the period of receiving the payment eliminating the delays in sending the invoice or the chances of extending the credit period due to lack of communication.

4) Improve Customer Loyalty

As we all know, it is always simpler, easier, and more logical to get repeat business from existing and satisfied customers as compared to finding new customers. Existing customers also prove to be more profitable as businesses save on cost, time, and efforts in finding new customers. Thus, improving customer loyalty is of utmost importance for you to drive higher profitability. Logistics software helps in improving customer loyalty by providing multiple opportunities to improve customer satisfaction. Further, you can:

- address your customers queries

more efficiently

- provide automated and real-time shipment or cargo tracking
- use alerts and notifications accurate and timely updates

5) Effective use of CRM

CRM acts as the coordinator for sales and marketing departments. Categorize and organize your campaign and customer data at a central location for easy access. CRM makes it simpler to keep track of the leads progress and set up follow up appointments with prospects. Integrated logistics software with in-built CRM brings new customers to you while keeping the existing ones satisfied.

Profitability is an elusive target and requires focused efforts embedded into the business strategy of your logistics company. Productive use of logistics ERP can help you in streamlining the operational procedures to eliminate factors that pull down the profitability. Software for logistics companies also supports the efforts that push the profits higher.

Amit Maheshwari's 25 years of domain knowledge, vision and deep understanding of logistics marks him as a major thought leader in the industry. Under his leadership, Softlink Global has become a leading global logistics software provider. One of his major creations Logi-Sys is a comprehensive ERP for the freight and logistics industry that has become a global success.

US importers, exporters pay highest D&D charges globally

- US ports occupy top five spots on the list of "60 ports ranked by highest to lowest D&D charges across shipping lines"
- Despite increased US regulatory scrutiny, shippers using the port of New York now pay the highest demurrage & detention (D&D) fees on the planet. The ports of Long Beach, Los Angeles, Oakland and Savannah the 2nd to 5th spot on the rank list
- All five ports are 2-3 times more expensive than Hong Kong, which is in 7th spot

US retailers, manufacturers, agricultural shippers, and other exporters and importers are laboring under some of the highest shipping levies in the world, according to Container xChange, a leading global online platform for container trading and leasing.

Container xChange's new "Demurrage & Detention Benchmark 2022" report, published July 5, compares D&D rates imposed on customers by the world's 10 largest shipping lines across 60 of the world's biggest container ports.

It found that US shippers, which have struggled to cope with two years of record container freight rates, face the highest D&D charges imposed by container lines

worldwide. Indeed, US ports occupy the top five spots in Container xChange's ranking of global ports from the highest to the lowest D&D fees.

Demurrage and detention tariffs have two main purposes: to compensate the shipping line for using its container and to encourage the merchant to return the box as soon as possible for the shipping line to reuse it and have a fast turnaround.

Demurrage is what a shipper pays for using the container within the terminal beyond the free period. Detention is what he pays for using the box outside the terminal beyond the free period. For imports, demurrage time begins when a box is unloaded from a ship until its gate-out. For exports, it starts from gate-in of the full container until it is loaded.

Detention time for imports starts from gate-out of the full container until gate-in of the empty box into the restoration point. For exports, it is the period from the empty box pick-up in the terminal until gate-in of the full container.

New York leads the way in D&D fees, followed by Long Beach, Los Angeles, Oakland and Savannah. All five ports are 2-3 times more expensive than Hong Kong, in 7th spot, and at least 20 times costlier than leading Asian container hubs such as Dalian in China and Busan

in Korea.

Under heavy pressure from shipper lobbyists hit by soaring shipping rates, schedule disruptions and higher fees, all of which have been adding to supply chain cost inflation, President Joe Biden signed the Ocean Shipping Reform Act (OSRA) into law on June 16, 2022.

OSRA empowers the Federal Maritime Commission, the US shipping regulator, to act more assertively on D&D charges and shifts the burden of proof for the reasonableness of fees to ocean carriers instead of shippers.

"We have received hundreds of complaints from shippers," said Rep. John Garamendi (Dem., Calif.) who sponsored the initial House version of the bill.

The "Demurrage & Detention Benchmark 2022" report notes that global average D&D charges levied by container lines on customers two weeks after a cargo was unloaded from a ship rose 38% for standard-sized containers from US\$586 in 2020 to US\$868 in 2021.

So far in 2022, average D&D charges by major ports have fallen 26% to an average of US\$664 per container, although fees remain far higher than pre-pandemic levels at around 12%.

Even so, US shippers are not benefiting from these global declines in D&D charges. For example, the average charge

levied by liners on customers two weeks after a container was unloaded at Port of Long Beach was US\$2,730, up from US\$2,638 a year earlier. At Port of Los Angeles in May, the average D&D fees rose from US\$2,594 per box in 2021 to US\$2,672.

The US also comes out worse regarding D&D costs regionally in the "Demurrage & Detention Benchmark 2022" report. D&D charges in May in the US were the highest at US\$2,692 per container. This compared with US\$549 in Europe, US\$482 in India, US\$453 in China and US\$366 in the "Rest of Asia".

"Throughout this pandemic, as shipping costs have soared and inflation has become a threat to the US economy, the focus on container line behavior by politicians and regulators has magnified," said Christian Roeloffs, co-founder of Container xChange.

US agricultural shippers have been particularly outspoken about their inability to find affordable empty containers for exports. But importers have been equally outraged by what many believe has been profiting on D&D charges by liners. Some have started legal actions against carriers.

This came into the crosshairs of Biden this year when he was highly critical of container lines. His administration addressed D&D in the OSRA.

BOC launches intelligence info data warehouse

- Newly launched National Customs Intelligence System (NCIS) will be the Bureau of Customs' data warehouse of intelligence information
- NCIS enables BOC to generate reports from its various units for informed decision-making analysis and more responsive policies
- Designed to break the "silo" mentality, NCIS will foster a robust exchange of information

within the agency

THE Bureau of Customs (BOC) launched on June 27 the National Customs Intelligence System (NCIS), the agency's data warehouse of intelligence information.

NCIS is a web portal that acts as a secure data warehouse of intelligence information from various units of BOC, such as the Accounts Management Office, Imports & Assessment Service, Management Information Systems and Technical

Group, Customs Operations Center, Customs Intelligence and Investigation Service, Enforcement and Security Service, and Legal Service.

The system enables BOC to generate reports from its various units to pave the way for informed decision-making analysis and more responsive policies, the bureau said in a statement.

NCIS is also designed to break the "silo" mentality and foster a robust exchange of information within the agency,

the bureau said in a statement.

Aligned with BOC's vision of becoming a modernized Customs administration at par with global standards, the agency said the inter-office initiative will further improve its coordination and execution of trade facilitation, revenue collection, and border protection activities.

Aside from NCIS, the bureau has been developing and implementing various information and communications technology projects and systems as it aims further to fully automate its operations and frontline transactions.

PPA: Connecting the Philippines as One Maritime Nation



Time really flies... Fast!

This as the Philippine Ports Authority (PPA) celebrates its 48th Founding Anniversary today with the theme: Kaagapay sa Pag-ahon sa hamon ng Panahon.

Let us go back in memory lane as we highlight the accomplishments of the agency leading to its status as one of the most successful Government-Owned and Controlled Corporations as it continues to be a member of the 'billionaires' club in terms of dividend remittance.

While there is still a lot of work to be done, the realization of the plans and programs of the previous administration has prepared the PPA for years to come as the world recovers from the effect of the COVID-19 pandemic, and also as the PPA slowly transitions to the new administration.

The Get Go...

In 2016, the PPA changed its mindset from top management down. This drastic paradigm shift was undertaken to implement change and improve the way PPA serves the public, the way the Authority carries out its projects, and raise the level of comfort and convenience it provides to the sea-traveling public.

From that time forward, PPA personnel slowly embraced and live the dreams and aspirations of the administration, thus, all other changes were very smoothly enforced.

This shift in outlook resulted in positive deviation across all aspects. Malasakit Help Desks were instituted at various PPA ports to help travelers with various concerns.



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Happy 48th Anniversary

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All the best for PPA's 48th Anniversary!

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PPA: Connecting the Philippines...

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of operations of the agency and filled the first full year of the new leadership with great possibilities, anticipations, and enthusiasm.

Stepping Up the Pace...

To continue the positive momentum, the PPA initiated another change in 2017, this time on the very symbol that represents the Authority, its Logo.

The reason behind the change is to integrate all aspects of port operations instead of focusing only on the core business of the agency.

Positive results were immedi-

ately seen with the Manila Ports, composed of the MICT, the South Harbor, and the North Harbor, as it jumped four notches higher in the Top 100 container ports in the world from 36th to 32nd and finished 22nd in the Top 100 container ports in Asia.

2017 was likewise the year, where the Golden Age of Infrastructure was ushered in.

With the even better performance of the agency for the year, PPA was even more encouraged in pursuing its plans and programs the following year.

Full Steam Ahead...

If in 2017 the PPA implemented the change to PPA Logo, the year 2018 showed the launching of the new PPA logo, signaling the rebirth of the PPA, armed with renewed enthusiasm and eagerness to dispense unparalleled public service not only to the port users but to the entire nation.

Accomplishments abound the PPA for the year 2018 starting from the APSN Green Port Awards for the Ports of Batangas and Cagayan de Oro

The Development Academy of

the Philippines also recognized the PPA and PMO Misamis Oriental/CDO for fostering a Green Culture for Port Operations and Management under the Government Best Practice Recognition.

The Port Management Offices also got their respective ISOQMS, EMS, and OSH certification.

The awards were testaments to the initiatives of the PPA toward environmental protection. The Authority slowly reaped the benefits of its hard work particularly in complying with the stringent

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Congratulations! PHILIPPINE PORTS AUTHORITY on your 48th Founding Anniversary

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PPA: Connecting the Philippines...

Continued from page 15



The PPA went on overdrive to start and/or complete various port projects during the last six years of the Duterte administration, including Matnog port (above photo) and other ports on this page.

requirements on Environmental Management and Occupational Safety and Health.

During this period, the PPA also emphasized its workforce development, both Organic and Outsourced, by implementing a bridging program to uplift the competencies of existing personnel while giving its outsourced personnel equal opportunity to dangle an entry-level position provided, they possess the required eligibility requirements.

This year, the PPA injected some P3.3 billion for its infrastructure projects in support of the BBB initiative of the National Government.

Cruise Control...

2019 was a milestone year for the PPA as it posted all-time highs in terms of shipcalls, passengers, cargo volumes, revenues, total taxes paid, and dividend remittance.

This kind of performance was due to the shift from manual to automated processes, installation of sophisticated, effective, and highly productive port equipment, compliance with the world's best practices, and most especially the shift in the outlook of employees to public service with reliability, integrity, and accountability. This enabled the PPA to help the Government achieve its goal of giving comfortable lives to every Filipino not only through higher



Batangas passenger terminal building



Cagayan de Oro port

dividend remittances but also through efficient, effective, and fast delivery of port services to our stakeholders and port users.

During this period, the PPA invested P4.6 billion in its port projects, the

Turn to next page

PPA: Connecting the Philippines...

Continued from previous page

biggest expense since 2010. 2019 was also the second straight year that the PPA scored big in the annual port user satisfaction survey, particularly on the aspect of integrity. With a satisfaction rating of 4.43 or equivalent to Very Satisfactory on top of its port facilities and services rendered.

Undeniably, 2019 was a banner year for the Authority.

Speed Bump...

2020 was an upbeat year for PPA hoping to overshadow its performance from the preceding year until it hit a hump... The COVID-19 pandemic.

Nonetheless, PPA wasted no time and immediately mobilized its personnel and other resources to help the Government respond properly to the health emergency initially by remitting in advance its dividend worth about P5 billion, which is 7.5% higher than the regular 50%

required by law.

Despite the pandemic, PPA made sure that all ports remained open to handle the processing and delivery of cargoes, particularly essential products, to the rest of the country and to the country's foreign trading partners while establishing the needed border controls as well as safety, security, and travel protocols to prevent any sustained COVID-19 transmission in any PPA port.

In cooperation with the private sector, led by the Lopez Group of Companies, the PPA established two COVID-19 recovery facilities, the first one in the Manila South Harbor in April 2020 and in Port Capinpin in Bataan in October of the same year. These amenities also served as quarantine facilities for on-signer and off-signer seafarers since the two ports were also declared as dedicated crew change hubs and guaranteed the movement of seafarers manning



the international fleet. Eventually, several more ports under the auspices of PPA like Batangas and Davao were declared as additional crew change hubs.

PPA likewise granted Financial Assistance for the Critically Impacted Sector in line with RA No. 11494 or the Bayanihan to Recover as One Act as well as waived and/or reduced Port Fees and charges in consonance with the Hatid-Tulong Program of the Office of the President for Locally Stranded Individuals.

Several more initiatives were undertaken to show the Bayanihan spirit between and among the PPA PMOs and help not only its affected personnel but also its nearby communities.

PPA was also able to complete more than 27 port projects despite the pandemic without any transmission or casualty due to COVID-19.

The pandemic, however, affected its volumes and revenues. Nonetheless, PPA saw an opportunity to work together with Government and improve its services given to the public. The speed bump, it slowed down the Authority to get a 2020 vision of the future. With all the experiences from the pandemic, the PPA was prepared more than ever to face the new normal and sustain the progress with the end goal of giving Filipinos comfortable and convenient lives.

Moving Forward...

Therebound from the pandemic.

The PPA remained undeterred to move forward to deliver its contribution to the advocacies of the Government.

Recognizing the things that still needed to be done to provide seamless connectivity between and among the islands, the PPA prepared a plan to ensure that PPA ports are ready for the transition and ready for the future when nations are expected to recover from the adverse effects of the global health emergency.

PPA was able to complete 88 port projects, which included the new Port Operations Building at the Port of Dumaguete, the seven seaport development projects in Bohol, the seaport expansion project in Puerto Princesa, Palawan, the eight seaport developments in the twin provinces of the Mindoro island, and the seaport expansion and development projects in Zamboanga City.

PPA also revised its mission-vision statements and calibrated its core values to guide the PPA until 2030.

PPA also upped the ante by remitting at least 60% of its net income to national coffers.

Overall, the PPA exceeded expectations across all aspects of its operations. In fact, the 6-year dividend remittance or from 2016-2021 recorded by PPA overshadowed the combined dividend remittance post EDSA through 2015 and almost tripled the amount registered from 2010 through 2015.

In terms of infrastructure, the PPA completed 248 seaport development projects, which formed part of the total 586 seaport projects completed under the Build-Build-Build program of the Duterte Administration.

In fact, at least seven seaport projects can be inaugurated by the new administration in its first 100 days in office.

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In cooperation with the private sector, led by the Lopez Group of Companies, the PPA established two COVID-19 recovery facilities, the first one in the Manila South Harbor (above photo) in April 2020 and in Port Capinpin in Bataan in October of the same year.

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P23.04B Samal Island-Davao City bridge launched

- The 3.98-km Samal Island-Davao City connector project was officially launched on July 6
- The two-way, four-lane bridge will cut travel time from Davao City to Island Garden City of Samal in Mindanao to 5 minutes, from 23 to 30 minutes via roll-on/roll-off ferry
- The P23.04 billion project will be financed with an ODA loan from China
- Implementation will start this year and completion will be in 2027

THE Samal Island-Davao City (SIDC) connector project was launched officially on July 6, according to the Department of Public Works and Highways (DPWH).

The two-way, four-lane bridge spanning 3.98 kilometers will link Davao City to Island Garden City of Samal in Mindanao, shortening travel time between the two cities to five minutes, from 23 to 30 minutes via roll-on/roll-off ferry currently.

The project will be funded with an official development assistance (ODA) loan from China. The Philippines and China exchanged documents recently for the 2.34 billion renminbi (P17.39 billion or about US\$362 million) loan, which will cover 90% of the financing requirements of the design-and-build project worth P19.32 billion.

DPWH Secretary Manuel Bonoan said that the construction of toll-free SIDC is good news to commuters and motorists in the Davao Region, as it means faster travel, less traffic gridlock and improved productivity for around 25,000 vehicles traversing these areas each day.

DPWH said the SIDC Project seeks to enhance internal mobility and external

linkages to support the economic and tourism growth potential of the local region.

The project is the first loan agreement of the Philippines and China for an infrastructure project that is being implemented by DPWH's Unified Project Management Office Operations.

Implementation will start this year and completion is targeted for 2027.

With an indicative cost of P23.04 billion, the Samal Island-Davao City con-

necter is envisioned as a modern bridge that will link the Samal Circumferential Road in Barangay Limao, Island Garden City of Samal, to Davao City at the R. Castillo-Daang Maharlika junction.

Crossing over Pakiputan Strait, the Samal Island-Davao City connector has a width of 24 meters and a vertical navigational clearance of up to 47 meters. The span will be supported by two pylons 73 meters tall.

The SIDC project complements the Mindanao Spatial Strategy/Development Framework 2015-2045, the Davao Regional Development Plan, and the Davao Gulf Area Development Plan 2011-2030.

These three development plans all aim to facilitate commerce and trade, generate jobs, create wealth among the local government units in Mindanao, and share the benefits of its growth with more remote municipalities, including Samal Island.



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