

MIT ADVISORY

Official Manila International Container Terminal Partner Advisory

3/22/2020

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To Our Valued Customers & Port Users:

The last 6 days have been challenging for both the industry and the government as we have worked tirelessly towards finding a balance for cargo to continue to flow seamlessly despite the Enhanced Community Quarantine (ECQ) and various LGU lockdowns.

Here are a few outlines, observations, and challenges experienced, which we expect to continue in the coming week:

1. Unimpeded Access to/from the Port

Since the lockdown was implemented last Sunday, there was a lot of uncertainty around how the checkpoints would impact traffic. We saw a huge drop in cargo pull out for the first 2 days, after which they have steadily been climbing back to around 75-80% of normal.

- **Imports:** We have seen a small resurgence in volume as China has re-opened and imports back towards normal figures.
- **Exports (Laden & Empty):** These slowed early in the week due to traffic uncertainty, but after Tuesday's declaration of closures of export facilities including major PEZA export zones, exports could dry up significantly. Empty container movement remains steady, although also between 75-80% of normal. We will try our best to accommodate additional empties to help, both as single or two way runs.

2. Keeping Facilities for Import / Export Processing or Distribution Open

During the week, it became evident that the enforcement of checkpoints between all the various authorities and barangays needed more clarity between completely shutting down traffic versus keeping cargo movement flowing. New initiatives have progressed through the Inter Agency Task Force (IATF), Department of Trade & Industry (DTI), Department of Transportation (DOTr), and the Philippine Ports Authority (PPA) but the challenge will remain for the supply chain industry until there's consistent

implementation of guidelines among all LGUs. (Click on this [link](#) to see latest PNP Memorandum on Strict Implementation on the Unimpeded/Unhampered Flow of Cargoes.)

3. MICT Actions and Challenges

We have done our very best to take the lead in supporting all port users physically transacting at the port.

- **Port transaction areas** for payments, BOC, and bank tellers have been set up to ensure social distancing and regularly undergo disinfection and cleaning. Temperature checks are administered prior to access and hand sanitizing stations have been made available. Our observation was when people returned to conduct business in the 2nd half of the week, they all seem to have adjusted to and complied with the new rules.

Although on-line services are available, registrants and users of these services are still minimal. Using these online services is the best way to protect yours and our workers in line with social distancing initiatives.

- **MICT Gates:** The automation we have put into the gates can truly pay dividend in times like these where we seek no-contact and social distancing. However, we are still seeing a higher than desired percentage of truckers bailing out on the available self-service option and seek a manual solution. We urge truckers to do the necessary on-line training to facilitate a faster, safer transaction for them at the terminal.
- **Manning of Operations:** We developed a lot of work from home options, but the port operating equipment, vessel operations, billing/support, and maintenance need people to do these jobs onsite. We have not been spared from the challenges of accessing the port and we are currently at 75-80% of normal. We will continue to work with the relevant government authorities to develop ways to allow staff to safely come to work as the public transport systems are shut. Please bear with us as we work through these challenges.

To summarize above as to what it means for the health of the port and actions for this coming week:

1. Port utilization:

For imports we are still at a healthy utilization (67%) but same has gone up 15% since the lockdown. Reefer imports have increased going towards Holy Week, and we are also monitoring reefer utilization (75%) closely. We even added additional capacity as a contingency.

We will closely monitor how the import discharge versus the pull out of imports (dry/reefer) develops in the coming days. We know that a number of non-essential goods may not be picked up whilst most shops are closed. Because of export zone closures, we expect raw materials for these factories will not move from the port and quickly increase the capacity utilization to more critical levels.

Suggest shipping lines as early as now, as a contingency review where/how to potentially store / DIT (Detain In Transit) shipments that aren't likely to be pulled out.

2. Online payments:

Please revisit these services and contact us if you need assistance to commence use of these online portals.

3. Traffic management:

We need people to educate themselves in the automation around the gate, which includes the proper documentation and information inputted in the TABS system.

Should you have questions, please reach out, and more importantly let's all stay safe.

Many Thanks,

MICT Management

NOTE: All links in this advisory shall be active for 7 days upon receipt of the email. Please download all relevant attachments immediately.