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The Philippines' only shipping and transport guide

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Shipper's Protection Office open to complaints against shipping lines

THE Shippers' Protection Office (SPO) under the Philippine Ports Authority (PPA) is now accepting complaints concerning shipping fees and charges even as it awaits rules of procedures from the Department of Transportation (DOTr).

The SPO was created by DOTr Department Order (DO) No. 2020-008 dated June 24 as part of temporary measures to protect people during a state of national calamity "from the impact and effects of exorbitant and unreasonable shipping fees

resulting in increased prices for domestic consumers."

Under the order, the SPO is mandated to protect domestic and international shippers "against unreasonable fees and charges imposed by domestic and international shipping lines." It should look into "all complaints and issues related to the rates, charges, practices and operations of international and domestic shipping lines in the country."

The order also follows Inter-Agency

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DOTr requires contactless, cashless toll payments by Nov 2

THE Department of Transportation (DOTr) reiterates that cashless transactions on toll expressways should be implemented not later than November 2, 2020 as directed in DOTr Department Order (DO) 2020-012.

Signed on August 13, DO 2020-012 directs the Toll Regulatory Board (TRB), Land Transportation Franchising and Regulatory Board (LTFRB), and Land Transportation Office (LTO) to formulate new processes and procedures to ensure the smooth implementation of cashless transactions on toll expressways.

TRB, as the implementing authority

over limited access facilities, is directed to promulgate rules and regulations that will require concessionaires and operators to transition to 100% electronic toll collection lanes.

DO 2020-012 further states that TRB should ensure that concessionaires and operators install electronic tags or other cashless systems, such as, but not limited to, radio frequency identification (RFID) and Automated Fare Collection System (AFCS) for all motorists and motor vehicles using the toll expressways. These toll operators should also be transacting

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House bill giving tax perks to Bulacan airport project passes committee

THE Lower House Ways and Means Committee has approved tax privileges provided under the substitute bill that grants San Miguel Corporation (SMC) the legislative franchise to construct, develop, and operate an international airport in Bulacan.

In a hearing on August 26 the Ways and Means Committee approved the provision exempting SMC from the payment of all direct and indirect taxes and fees stemming from the construction, development, establishment and operation of the proposed airport complex in the coastal town of Bulacan, Bulacan during the 10-year construction period.

This includes payment of income taxes, value-added taxes, percentage taxes, excise taxes, documentary stamp taxes, customs duties and tariffs; taxes on real estate, buildings and personal property, business and franchise; and supervision fees.

After the 10-year construction period and during the term of franchise, the San Miguel Aerocity project will remain exempt from income tax and taxes on real estate, buildings and property.

The tax exemptions, however, will expire "as soon as it is determined by a competent authority that the grantee has fully recovered its investment cost..."

The substitute bill was approved by the Ways and Means Committee on August 26 after it was earlier approved by the Committee on Legislative Franchises. Committee reports with significant tax implications are automatically referred to the Ways and Means Committee for discussion and approval.

Tax panel chair and Albay 2nd district representative Joey Salceda explained during the hearing that the tax exemptions in the substitute bill were "significantly more tempered than the original."

"On its own, the project was already going to be beneficial, as a P740 billion infrastructure investment that will come entirely out of the private sector's hands. That's 4% of GDP (gross domestic product)," Salceda said. "In return, we are being asked to provide some tax concessions. By tempering the tax provisions, we made sure that the Filipino people will get even more economic benefits for less taxpayer cost."

Salceda said the project "will make a lot of money" but that anything beyond the 12% rate of return will be subject to a 50-50 profit-sharing agreement, where, above a 12% profit margin, SMC's subsidiary in charge of operating the airport will share half of its profits with the government, and all profits will be shared above

14% profit.

Salceda adds that it is critical that "all other income derived outside airport operations should be taxed regularly."

"There will be hotels and restaurants in the surrounding 'Airport City,' so we want to make sure that the franchise's tax privileges only extend to the airport operations," Salceda explained.

He said the tax committee's version "has made the final version more financially and economically beneficial to the Filipino people."

Moreover, he assured the Committee on Legislative Franchises they will look into "the social impact on the communities directly affected by the project; the estimated forgone revenues due to the tax exemptions to be granted under the measure; the projected employment generation; and the determination of the 'competent authority' referred to in Sections 17 and 18," who will decide when the tax exemptions for the grantee will expire.

Private Public Partnership Center chair Ferdinand Pecson, meanwhile, assured during the hearing that the government will not have financial obligations to SMC.

The unnumbered substitute bill still needs to be approved on second and third reading, and its counterpart measure in

the Senate also needs approval.

The Department of Transportation (DOTr) and San Miguel Aerocity in September 2019 signed the concession agreement for the project. This came after the notice of award was handed to SMC in August 2019 after its unsolicited proposal went uncontested.

Under the concession agreement, San Miguel will finance, design, construct, supply, complete, test, commission, and operate and maintain the new international gateway. The project has a concession period of 50 years, which starts after construction of its initial phase is completed. It has a total project cost of P735.63 billion under a build-operate-transfer arrangement.

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

Construction of the unsolicited project was targeted to start by December 2019, but SMC president and chief operating officer Ramon Ang said it would be delayed as the project was on hold. DOTr last July said SMC would start construction by October 2020.

RCEP economies advance talks on mega trade pact

NEGOTIATIONS on the Regional Comprehensive Economic Partnership (RCEP) took a big step forward after the participating countries resolved almost all remaining outstanding issues, according to the Department of Trade and Industry (DTI). This paves the way for the signing of the mega trade deal in November 2020.

The issues were discussed during the virtual 8th RCEP Intersessional Ministerial Meeting on August 27 attended by trade ministers of the Association of Southeast Asian Nations (ASEAN) and the region's five partners Australia, China, Japan, New

Zealand, and South Korea.

India is no longer part of the free trade agreement (FTA) after Indian Prime Minister Narendra Modi last year withdrew from the deal, stating that the current version did not satisfactorily address the concerns of his country. But the other states remain open to the possible return of India, as they recognize the country's role in advancing the region's economic integration efforts.

"While there were many challenges along the way, we kept our focus on the value and importance of RCEP and the

merit of fostering regional cooperation," DTI Secretary Ramon Lopez said in a statement.

Rules-based system

"The conclusion of RCEP negotiation is a good symbol that notwithstanding the current pandemic, many great things can be accomplished, such as the affirmation of an international rules-based system for trade and investment in the region," Lopez added.

Launched in November 2012, RCEP is an initiative by ASEAN to encourage trade among its member states and with the grouping's FTA partners. Without India, RCEP accounts for 30% of the world's global population at 2.2 billion and 28.2% of the global gross domestic product (GDP) at a combined US\$23.9 trillion, much larger than other regional trading blocs.

The bloc will also account for 27.8% of the total trade at \$10.5 trillion, with

\$5.5 trillion in exports and \$4.9 trillion in imports, and contribute 23.6% of global inward foreign direct investment (FDI) and 33.5% of global outward FDI.

Once entered into force, the regional pact is poised to be the world's largest trade deal by population and GDP.

With RCEP, enhanced market access for trade and investment will be established, improving Philippine export competitiveness in key products such as garments, automotive parts, and agricultural products like canned food and preserved fruits, the Philippines' lead negotiator and DTI assistant secretary Allan Gepty said.

At the same time, it will encourage more investments in the country in vital sectors such as research and development, financial services, game development, and IT-BPO, Gepty said.

Lopez added that "RCEP is a major milestone for the region and its partners,

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P8.8M undeclared products seized at Port of Manila

VARIOUS items worth P8.8 million smuggled into the Philippines from China were seized by the Bureau of Customs (BOC) Port of Manila on August 26, 2020.

The shipment, which arrived at Manila South Harbor on June 20, was consigned to Asianic Galaxy Dry Goods Trading and declared to contain luggage trolleys and toothpaste holders.

BOC's Customs Intelligence and Investigation Service, however, received information that the shipment actually contained undeclared commodities such as gas stoves, prompting the issuance of an alert order against the shipment on July 7.

When inspected, the shipment revealed undeclared items such as hairdryers, sushi makers, high-end kitchen cooking machines, portable stoves, remote control lamps, foldable shopping carts, and e-trikes.

A warrant of seizure and detention was issued against the entire shipment for violation of Section 1400 (Misdeclaration, Misclassification

and Undervaluation in Goods Declaration) in relation to Section 1113 (Property Subject Seizure and Forfeiture) of the Customs Modernization and Tariff Act.

BOC assistant commissioner and spokesperson Atty. Vincent Philip Maronilla reminded importers to properly declare all imported items contained in any shipment, not just one or two, to avoid paying higher duties and taxes.

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Communication Let Me Down

By HENRIK BATALLONES
SCMAP Marketing and Communications Executive



SCMAP PERSPECTIVE

ARGUABLY, more than any other, supply chain is about the movement of information. Yes, the goods are important, but it's information that allows businesses to make decisions about what to produce more of when, what to deliver where, and to whom the product should appeal to. And of course, it's information that makes customers decide whether they should buy a product, or continue to patronize it.

This is why supply chain is rooted in collaboration. Collaboration allows us to gain useful information from our suppliers, partners and consumers, so everyone can make value out of the whole process. It's also why businesses invest so much in analyzing, forecasting and planning their supply chains.

Naturally, with the COVID-19 pandemic continuing to affect our country, I have had information on my mind. For the past five months or so I have come to even better appreciate the value of information on our members,

particularly in the early days of community quarantine, when we scrambled to figure out how we could continue to operate (as mandated of us by the government) while also navigating our way through checkpoints, roadblocks and other bottlenecks. As things have somewhat settled down the value of information still remains, particularly as the situation remains fluid and unpredictable—as we've seen when NCR and surrounding provinces were brought back under MECQ—even if we've come to recognize that we'll be in some form of lockdown for the next few months, at least until the vaccine that's supposed to save us actually arrives.

Last week we at SCMAP were privileged to host an online forum with top government leaders who are leading the fight against COVID-19. Listening to them discuss upcoming initiatives to keep the economy moving while continuing to keep the pandemic at bay, I realized—and I needed to realize it—that what is being planned at the top is not necessarily what is felt on the ground. In part, this is because local government units are in charge of implementing guidelines and policies issued by the national government, and something changes in the translation on its way out; thus, the policies in one barangay may be different when you move over to the next one. For us in supply chain who have to move goods across provinces,

these inconsistencies mean confusion, delays and additional costs.

On the other hand, I have also observed how confusing the messaging from the national government can be. Just take our now fortnightly ritual of trying to stay up late for another televised press conference, realizing that it's way too late, and waking up to see that we're still under GCQ—on the day the renewal is supposed to take effect, rather than a day or two before, to allow us to plan things out. Sometimes policies—take the requirement for face shields on top of face masks—are doled out piecemeal, and we're left to figure out when they are effective, if they are even true. (And then the official pronouncement appears on government websites on the day it is supposed to take effect, if you're lucky enough to find it.) That, again, leads to confusion, delays and additional costs. And perhaps more critically, it provides an avenue for misconceptions based on gut feel, or blatantly false information, to lodge into our heads and affect the way we work. Again, confusion, delays and additional costs.

For us to be able to better serve our customers—and, more importantly, for our customers to have the confidence to start spending money again—the value of timely and reliable information cannot be understated. For us across supply chain, this allows us to better plan ahead—it's a consolation considering how COVID-19 is poised to stay around for perhaps another year or so, at this rate. For our customers, it allows them to make bet-

ter, more informed decisions. (And it doesn't help implying that it's their fault if something wrong happens.) But to do that, we need information that is based on expertise and is given out at the right time. That is how we get things rolling.

SCMAP Live: We would like to thank those who took part in our special SCMAP Live last August 26, particularly our speakers: IATF co-chair Karlo Nograles, acting NEDA secretary Karl Chua, and DOH health promotion bureau director Dr. Beverly Lorraine Ho. If you missed it, you can watch back on our discussion on the government's future plans at SCMAP's Facebook or YouTube channels.

New training offerings: SCMAP is introducing two online training programs in response to the growing need for supply chain education, particularly those looking to reskill or upskill. Later this month, the return of Supply Chain Mornings—a series of online consultative workshops—will look at optimizing transport costs. And then, from next year, our six-week series of online seminars, Supply Chain Essentials, will launch. More information in the coming days on scmap.org.

Henrik Batallones is the marketing and communications director of SCMAP, and editor-in-chief of its official publication, Supply Chain Philippines. More information about SCMAP is available at scmap.org.

Selecting Freight Forwarding ERP Technology Post COVID 19

By AMIT MAHESHWARI, CEO, Softlink Global



IT IN LOGISTICS

COVID-19 has disrupted the way we operate our businesses, and the scenario for logistics and freight companies is no exception. Being in a highly competitive industry during a global pandemic, it is vital that you improve your forwarder business, including remote work echo system.

To speed up your business processes in today's remote work reality requires a proper assessment of business needs while selecting the right enterprise resource planning (ERP) technology. Undoubtedly, implementing an ERP system involves massive investments of

money, resources, and time. What logistics and freight operators must understand is that the right ERP system can help the company streamline the workflow, optimize cost, and ensure seamless collaboration. Conversely, a wrong choice can lead to lost productivity and money as well as delays.

When selecting an ERP software, you first need to analyze if the system can automatically manage every aspect of freight forwarding operation like consolidation, import, and export, transshipment, forwarding, etc. for air freight, ocean freight, and customs activities from anywhere. Further, freight forwarders should also consider if the ERP software is scalable and flexible enough to comprehend the future requirements of the organization.

Second, you need to ensure the system

provides a remote workflow mechanism that enables the integration of all departments. The ERP software should enable homebound workers to effortlessly collaborate with internal teams as well as external partners to preserve productivity and security protocols.

Third, the system should allow all documents and data generated at every juncture of operation to be stored in the cloud. A single database within the ERP system allows the flow of data across departments and locations to prevent unnecessary delays and interruptions while accessing data from anywhere. Freight forwarders can track shipment-wise profitability, outstanding payments, and performances within an ERP system to make informed decisions based on accurate, real-time data.

Fourth, before implementing an ERP system, consider if the software provides enhanced reporting and document management tools for the freight forwarding business to work remotely. An efficient system allows you to store, manage, and track electronic reports like quotations, invoice details, job-wise profitability, and

generate customer details, shippers details, etc., in a central repository.

Finally, the ERP should allow collaboration; it should allow stakeholders to retrieve documents with proper authorization levels to be sent directly from the system to partners globally.

Depending on business needs, freight forwarders should re-evaluate their work process in light of this crisis before implementing an ERP system. A well-evaluated ERP software will be more commendatory to manage operational impacts of the COVID-19 pandemic since today's operating anomalies will soon become tomorrow's norms.

Amit Maheshwari's many 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.

Importer tries to smuggle second time around

THE Bureau of Customs (BOC) Port of Cebu has seized anew smuggled cigarettes from China worth P92 million and consigned to the same importer that was also the consignee of a misdeclared shipment apprehended just a few days earlier.

The second set of smuggled items was found in two separate shipments from China that arrived at the Port of Cebu on August 19. The shipments, consigned to GRR Trading, were declared in the manifest to contain umbrellas, tables, cabinets, and chairs.

"Apparently, the modus operandi of the importer is blatant misdeclaration," BOC Enforcement and Security Services-Port of Cebu commander Jerry M. Arizabal said in a statement.

Both shipments were flagged following a previous similar apprehension of a misdeclared shipment of cigarettes.

Three days prior, the misdeclared shipment consigned to the same importer had arrived at the port and confiscated after a 100% physical examination yielded 1,092 master cases of Astro brand cigarettes worth P54.6 million. The declaration in the manifest said the container was loaded with drawers, tables, cabinets, and lockers.

Arizabal immediately requested an x-ray inspection of the two new shipments after these got flagged. When x-ray scanning showed suspicious illegal images, he and X-Ray Inspection Project field officer Carlos Joey S. Reyes recommended the issuance of pre-lodgement control orders against the shipments.

A 100% physical examination revealed 900 master cases of Jackpot brand cigarettes and 939 master cases of Farstar brand cigarettes.

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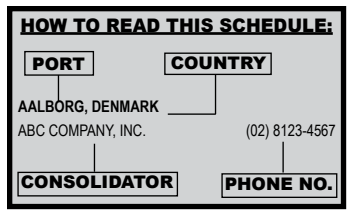
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07/22-07/30, Wan Hai 213, SITC 07/29-08/06, Wan Hai 213, SITC QINGDAO, China 07/07-07/24, SITC Cebu 2015N, SITC

TO CEBU HO CHI MINH, Vietnam 06/11-06/25, Amalia C 080A (Run Chang 355S), OOCL 06/16-06/25, Sr Ever 0648 (Run Chang 355S), OOCL

08/07-08/15, Olivia 128N (Sinar Bangka 310S), OOCL 08/11-08/20, Sr Green 033N (Run Chang 365S), OOCL 08/13-08/27, Amalia C 083A (Run Chang 365S), OOCL

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BOC Zamboanga seizes P1.5M illicit cigarettes, rice

THE Bureau of Customs (BOC) Port of Zamboanga seized on two separate occasions various smuggled cigarettes, sacks of rice, and bales of used clothing worth a total of nearly P1.5 million.

On August 19, 2020, BOC's Intelligence Group and other law enforcement agencies conducted a joint operation at Zamboanga International Port, Zamboanga

City and seized 51 sacks of rice and 25 master cases of cigarettes that were undocumented. The goods, valued at P1 million, were found on board MV Maria Matilde, a passenger vessel docked at the port.

On August 20, 2020, another joint operation was conducted by BOC in Zamboanga del Norte, wherein 34 bales of used clothing, also known as

ukay-ukay, were discovered aboard MV Filipinas Maasin. The goods, with an estimated value of P450,000, were seized for violating Republic Act No. 4653, which prohibits the importation of used clothing or rags in commercial quantity to safeguard the health and maintain the dignity of Filipinos.

Apart from the seizures, BOC Zam-

boanga on August 17 also destroyed 105 master cases of smuggled cigarettes worth P2.1 million. Among those destroyed were 15 boxes of contraband Royal brand cigarettes seized in Bubuan Island last July 25, and 90 boxes of smuggled Fort, Astro and San Marino brands of cigarettes worth P1.8 million that were intercepted last July 15 in Poblacion, Panamao, Sulu.

DOTr requires contactless, cashless toll payments... *Continued from page 1*

only through cashless payment mode of toll not later than November 2.

TRB executive director Abraham Sales in a statement said the agency is already coordinating with its concessionaires and operators on this matter, while also working on the implementing rules and regulations of the new policy.

Expedient transition

This, Sales said, is "to ensure smooth and expedient transition to contactless and cashless transactions. Gina-gawa natin 'yan para walang hawaan [ng

COVID-19]."

LTO has been placed in charge of exploring ways and means to allow for a full cashless and contactless system along expressways.

The LTRFB, on the other hand, will monitor the compliance of all public utility vehicles with the mandatory use/installation of electronic tags or use of other cashless systems in their units.

Contactless transactions will be implemented in the following identified limited access facilities:

- South Luzon Expressway (SLEX)
- Manila-Cavite Toll Expressway

(CAVITEX)

- North Luzon Expressway (NLEX)
- South Metro Manila Skyway
- Southern Tagalog Arterial Road (STAR) Tollway
- Subic-Clark-Tarlac Expressway (SCTEX)
- Cavite-Laguna Expressway (CALAX)
- All other road networks, including any extension of the existing expressway facilities mentioned, that may be constructed, established and/or operated as expressway toll facilities

Metro Pacific Tollways Corp (MPTC), which operates NLEX, CAVITEX, SCTEX, and CALAX, in a separate statement said its group-wide RFID sticker installation campaign is already onstream, adding it "will be ready to implement contactless toll payments consistent with the timeline."

DOTr said the new policy ensures further protection of the public from COVID-19 by promoting adherence to health protocols such as physical distancing through limiting human intervention, and removing traffic queues as well as congestion at toll plazas.

Shipper's Protection Office open to complaints... *Continued from page 1*

Task Force for the Management of Emerging Infectious Diseases (IATF) Resolution No. 46, which approved DOTr's recommendation to create a complaints office under PPA that will be tasked to accept and address all complaints against international shipping lines.

Complaints may be sent through

SPO's email address at shippersprotectionoffice@ppa.com.ph, PPA told PortCalls.

The SPO is headed the PPA general manager as chair and the administrator of the Maritime Industry Authority (MARINA) as vice chair. The SPO Secretariat is headed by PPA's Port Operations and

Services Department.

The SPO and its members should collect and consolidate all relevant data and information regarding the operation and the fees and charges collected by domestic and international shipping lines.

The office should also require domestic and international shipping lines to submit

their comments or position on complaints/issues raised against them, and to appeal before the SPO, if necessary.

In addition, the SPO should coordinate with appropriate government agencies having jurisdiction and authority to regulate or resolve matters communicated with the office.

RCEP economies advance talks... *Continued from page 2*

and is definitely more comprehensive than any FTA of ASEAN."

He also believes that the trade deal

will bring more jobs to Filipinos and enhance the participation of micro, small, and medium enterprises in the global

value chain.

"We are optimistic for the future of the country as we are set to conclude a

historic milestone, especially in this time of crisis and the region's post-pandemic recovery," Lopez said.

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