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PortCalls

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ARTA launches project cutting red tape in logistics sector

- Project NEHEMIA eyes cutting government requirements on the logistics sector
- Cargo trucks to eventually use Unified Logistics Pass, integrating all "sticker requirements" imposed by local government units, among others
- Application process for starting a trucking business to be centralized
- Requirement for notarized documents may soon be a thing of the past

THE Anti-Red Tape Authority (ARTA) has launched a program seeking to reduce bureaucratic requirements imposed by Philippine government agencies on the logistics sector, particularly land transportation.

ARTA envisions as the program's "ultimate result" integration of all "sticker requirements" imposed on cargo trucks

by all concerned government agencies, including local government units (LGUs). These sticker requirements will be integrated into a Unified Logistics Pass (ULP) that governing entities in areas where cargo trucks pass through should honor.

The program also aims to centralize into one platform the application process

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PPA seeks up to P250M fund to aid domestic shipping lines

- Domestic shipping lines won't have to pay dockage and layup fees, if fund is approved
- Fund will be taken from Department of Transportation P9.5-billion standby allocation

THE Philippine Ports Authority (PPA) is asking for a P230 million to 250-million budget to help defray, until December, port charges of domestic shipping lines

using PPA ports.

PPA general manager Atty. Jay Daniel Santiago said the proposed budget will come from the P9.5-billion standby fund allocated to the Department of Transportation (DOTr), PPA's mother agency.

The DOTr standby fund is a provision under Republic Act No. 11494, also called Bayanihan to Recover as One Act or Bayanihan 2, according to Santiago

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Skyway Stage 3 set for Dec 'soft opening', toll free for a month

- Skyway Stage 3 connects SLEX with NLEX, serving as alternative to EDSA, with eight access points traversing Makati, Manila, San Juan, and Quezon City
- Free use of whole length of expressway from Buendia to North Luzon Expressway.
- Travel time from SLEX to NLEX will be cut to 30 minutes from 2 hours. Makati to Quezon City will only be 20 minutes away.
- Goods transport from north and south Luzon will be easier and faster.

MOTORISTS can use the entire 18-kilometer (km) Skyway Stage 3, which links South Luzon Expressway (SLEX) and North Luzon Expressway (NLEX), toll-free for a month when it soft-opens in December, according to concessionaire San Miguel Corp. (SMC).

SMC president and chief operating officer Ramon Ang said the company is confident about the opening of the newly completed Skyway 3 by December, and committed the free use of the whole length of the expressway from Buendia to North Luzon Expressway (NLEX).

"We're very proud and excited about this project, because it will truly make a big difference to so many people's lives—especially with our economy slowly opening up and with more vehicles coming back to our roads," Ang said in a statement.

"While we're still doing a few finishing works, we want the public to be able to use Skyway 3 already and benefit from the convenience and ease of travel that it will bring. We have all waited long for this project, so this is the best way we can welcome everyone, by making Skyway 3 free for one month," he added.

Earlier Public Works and Highways Secretary Mark Villar said the opening of Skyway Stage 3 will mean travel time from SLEX to NLEX will be reduced from

2 hours to only 30 minutes. "Makati to Quezon City will only be 20 minutes away," he added.

Over a year ago, SMC also partially opened for public use the Buendia to Plaza Dilao section of Skyway Stage 3, which remains open and free to use by the public.

Skyway Stage 3, which took six years to complete due to numerous challenges, including right-of-way issues and major changes to its design and alignment, is seen to greatly improve travel times and traffic conditions in and around Metro Manila.

Seamlessly connecting SLEX with NLEX, it will also serve as an alternative to EDSA, with its eight access points that traverse Makati, Manila, San Juan, and Quezon City.

These access points include Buendia, Plaza Dilao, Nagtahan, Aurora Blvd., Quezon Ave., Sgt. Rivera, Balintawak, and NLEX.

The company noted that Skyway 3, which was privately funded and built by SMC, was completed at no cost to government, and with no guarantees or subsidies.

"With Skyway 3, we will improve the daily commutes and lives of so many Filipinos. We will lessen their time spent in traffic on the road, we can increase both their productivity and time spent with their families," Ang said.

"Apart from this, the transportation of goods from north and south Luzon will also be so much easier, faster, and more efficient. This will be a big boost to our economy and support growth throughout the regions," he added.

After completing the whole Skyway 3 by end of September and ahead of the October 31 deadline, SMC also announced it is targeting to deliver the northbound section of the Skyway extension project, which will connect SLEX directly to Skyway from Susanna Heights in Muntinlupa, by December.

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Heights via the Skyway system, including Skyway Stage 3, all the way to the Balintawak toll plaza of the NLEX will only take 20 minutes, Ang said.

Travel time from Magallanes to

Balintawak, meanwhile, will be just 15 minutes; Balintawak to Ninoy Aquino International Airport just 15 minutes; and Valenzuela to Makati only 10 minutes.

BOC collection from rice import tariff hits P13B

- BOC takes in P13 billion in rice import tariff in the first nine months of the year, exceeding the P10 billion minimum collection requirement for the rice competitiveness fund
- Valuation of rice imports rose from an average of P18,178 per metric ton (MT) in January 2020 to P27,120 per MT in September 2020
- From January to October 15, average valuation of rice increased by 6.5%, or P1,240 per MT.

THE improvement in the Bureau of Customs (BOC) valuation system has led to higher tariff collections from rice imports even though volumes have fallen since the start of the year due to the COVID-19 pandemic, according to the Department

of Finance (DOF).

BOC raised the tariffed value of the grain from an average of P18,178 per metric ton (MT) in January to P27,120 per MT in September. This has led to P13.08 billion in revenue for the first nine

months of the year despite declining import volumes resulting from the pandemic-induced global economic slump.

Finance Secretary Carlos Dominguez III pointed out that valuation of rice imports has increased even as the peso strengthened in value against the dollar.

Customs Commissioner Rey Leonardo Guerrero, in a report during a recent DOF executive committee meeting, said this improvement in the tariff was the result of BOC paying particular attention to the classification, quantity, and weight of the imports whenever rice shipments came in.

Guerrero said that for the period January to October 15, the average valuation of rice has increased by 6.5%, or P1,240 per MT.

Guerrero said that from an average valuation of P18,178.86 per ton of rice in January, valuation rose to P18,753.82 per ton in March, to P20,503.07 in May, and to P27,120 in September.

"The collections are down because the import volumes are also down, but the average valuation—the value over volume—started to improve," Guerrero said.

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BOC CDO and Northern Mindanao stakeholders MOU eyed for faster cargo movement

THE Bureau of Customs (BOC) Cagayan de Oro (CDO) is pushing for a memorandum of understanding (MOU) with stakeholders in Northern Mindanao that will promote streamlining of customs procedures in the ports under the collection district.

In a phone interview with *PortCalls*, BOC-CDO district collector John Simon said the target is for the MOU to be signed by port stakeholders in November with immediate effect.

The MOU will set the terms and understanding between BOC, port operator Mindanao International Container Terminal Services, Inc.; Golden Sun Cargo Examination Services Corp.; Chamber of Customs Brokers, Inc.; Customs Brokers Representatives Association; various shipping lines; and PHIVIDEC Industrial Authority (PIA), said BOC-CDO in a statement.

The proposed MOU aims to clearly set forth that movements of cargo

should be facilitated, especially the transfer of containers for examination from the Mindanao Container Terminal (MCT) yard to the customs clearance area/designated examination area (CCA-DEA), which is operated by Golden Sun Cargo.

It will outline responsibilities of each signing party "to guarantee smooth operation and at the same time to safeguard the interest of both the port operator and the government," BOC-CDO said.

Since examination of containers for both intrusive and non-intrusive examination will only be conducted within the CCA-DEA, the operations of the CCA-DEA will be for 24 hours, except for the cashier which will operate from 9 a.m. to 8 p.m.

"The memorandum of understanding will help us address problems like port congestion. If there are also delays on documents we already know what to do and who to talk to if problem arises,"

Simon said.

The drafting of an MOU is also in line with Republic Act 11032, or the Ease of Doing Business and Efficient Government Service Delivery Act of 2018, which aims to improve Philippines competitiveness and doing business in the country.

Simon was also asked if the MOU would address stakeholders' years-long request to have the CCA-DEA moved inside the MCT premises to avoid incurring additional charges in the transfer of cargo from the terminal to the CCA-DEA.

He said this will be tackled during the drafting of the MOU, but noted that the port cannot do away with a CCA-DEA as it is a "necessary inconvenience."

MCT, which is situated

inside the Phividec Industrial Estate operated by PIA, is the lone Philippine port with the CCA-DEA located outside the terminal as opposed to being inside.

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BOC tags 60 rice importers for audit

- 60 rice importers face BOC post-clearance audit
- 2019 audit found rice importers liable for payment of P1.42 billion in customs duties due to undervaluation, misclassification, understatement of charges
- Undervaluation remains primary risk in collecting revenue for rice imports

A total of 60 rice importers have been selected for post-clearance audit by the Bureau of Customs' (BOC) Post Clearance Audit Group (PCAG) this year over possible discrepancies in duties paid for their rice importations.

The audit will cover rice importations of these companies from January 1 to June 30, 2020, BOC said in a statement.

BOC last September announced the audit of these 60 companies for having the greatest number of incidents of deviation and the highest percentage of discrepan-

cies in duties paid for their transaction-based audits. The 60 entities are among 245 that imported rice from March 5 to June 20, 2019.

PCAG chief and assistant commissioner Atty. Vincent Philip Maronilla earlier said rice importers were part of the third batch of 121 auditees last year whose compliance records would be checked following the passage of the Rice Tariffication Law (RTL).

BOC noted that its 2019 audit of rice importers found "a low level of compliance among the audited rice importers where 85.45% were found to have violated customs laws and regulations."

Based on the audit results, the auditees were found to be liable for the payment of P1.417 billion in deficiency customs duties, penalties, surcharges, and interest due to undervaluation, misclassification, and/or understatement of freight and insurance charges.

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PPA seeks up to P250M fund to aid...

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during a recent Kapihan webinar hosted by the Philippine Liner Shipping Association (PLSA).

Of the P9.5-billion fund, P2.6 billion is meant to assist critically impacted businesses in the transportation industry.

Santiago said their proposal will cover port charges until Bayanihan 2 is effective, or until December 19. The fund "will cover all port charges that will be paid by the shipping operators whenever they go through or use the facilities of the Philippine Ports Authority."

Through this, PPA aims to help reduce increasing operating costs borne by shipping lines, while also making sure prices of consumer goods as well as domestic sea travel are "maintained at a reasonable

level," the PPA chief explained.

Santiago said that if the Department of Budget and Management approves the proposal and issues the release order, PPA will immediately implement the program, seen as a direct stimulus to the domestic shipping industry.

He added that when the fund is downloaded to PPA, domestic shipping lines will not be required to pay dockage and layup fees, as these charges will be chargeable against the funds.

Bayanihan 2, signed on September 11 and in effect until December 19, 2020, seeks to fast track Philippine recovery from the coronavirus disease (COVID-19) pandemic fallout. The law effectively extends validity of the government's COVID-19

programs and interventions under RA 11469, or the Bayanihan to Heal as One Act, whose validity lapsed last June.

Under RA 11494, DOTr and other authorized agencies are directed to assist critically impacted businesses in the transportation industry, including transport cooperatives. This assistance includes, among others, providing grants for applicable regulatory fees for a period of not more than six months.

PLSA last April requested government assistance from DOTr and Department of Finance, saying their operations have been significantly impacted by lower cargo volumes as a result of restrictions imposed since mid-March to mitigate the effects of the e pandemic.

At that time, PLSA said cargo volume handled by domestic shipping lines has been reduced to below 50% while revenues were down by as much as 80%, with over 60% of PLSA clients and the country's consumption affected by implementation of quarantines.

Philippine Inter-Island Shipping Association, of which PLSA is a member, also wrote to DOTr asking government to waive port charges for ships and suspend the two-day storage period for domestic cargoes as their operations have been undermined by restrictions due to quarantines.

Santiago acknowledged that domestic shipping lines have "suffered so much losses" as they continue to operate even when cargo and passenger volumes are "not enough to sustain" daily operation expenses. — *Roumina Pablo*

NAIA expansion project not yet awarded, says transport department

- Ninoy Aquino International Airport (NAIA) expansion project still being evaluated
- Issues on financial capacity and joint liability needs to be addressed, DOTr earlier said
- Megawide and GMR's unsolicited proposal to decongest and rehabilitate NAIA will cost US\$3 billion

THE Ninoy Aquino International Airport (NAIA) expansion project has not yet been awarded as the unsolicited proposal is still being evaluated, the Department of Transportation (DOTr) said in a statement.

"Allow us to set the record straight, once and for all, that there is no contract awarded yet, or any agreement decided upon, on the NAIA expansion project," DOTr undersecretary for planning Ruben Reinoso, Jr. stressed in a statement issued to clarify "circulating misinformed reports" about the project.

Reinoso said the proposal is still for evaluation and approval by the National Economic and Development Authority (NEDA) Investment Coordination Committee (ICC) and the NEDA Board.

The ICC, chaired by the finance secretary, evaluates the fiscal, monetary and balance of payments implications of major national projects, and submits a recommendation to the NEDA Board,

chaired by the President.

Last July, the consortium of Megawide Construction Corp. and India's GMR Infrastructure Ltd. was granted original proponent status (OPS) to develop NAIA. This came after the government terminated negotiations with NAIA Consortium, which had proposed to rehabilitate the country's main gateway.

Negotiations with NAIA Consortium bogged down after it wanted a revision of the project's terms and conditions as approved by the NEDA-ICC and NEDA Board. The consortium said it would be difficult to find financing for the project under those terms.

For its part, Megawide and GMR had submitted in 2018 an unsolicited proposal to decongest and rehabilitate NAIA at an estimated cost of US\$3 billion (about P156 billion).

Last August, however, DOTr said the consortium still needed to address issues such as on its financial capacity and joint

liability in order for the project to proceed.

NEDA-ICC "noted a number of pending compliance with certain requirements of the BOT [Build-Operate-Transfer] Law so we have conveyed that to the proponent and we asked them to comply," Reinoso said earlier.

The Manila International Airport Authority (MIAA) will be the primary grantor of the unsolicited proposal and the contracting party for the concession agreement should the deal get approved by the ICC and the NEDA Board, Reinoso noted. DOTr, as MIAA's mother agency, only endorsed the proposal to the ICC, as protocols required.

Reinoso said MIAA will start negotiations with the proponent only when the terms have been defined and approved by the NEDA Board.

After NEDA Board's approval, the unsolicited proposal will still undergo a Swiss challenge wherein other interested parties can make counter proposals, which the consortium, as the original proponent, can then match.

The consortium's proposal has a concession term of 18 years and includes investment in all airside, terminal, and landside improvements. The project is divided into three main phases: Phase

1a (year 1-2), Phase 1b (year 3-4), and Phase 1c (year 5-6).

Phase 1a includes improving NAIA's airside capacity and implementing terminal improvements, while Phase 1b is "taking NAIA to world-class efficiency standards by introducing key performance measures." Phase 1c involves building future capacity.

If the proposal is approved, the consortium earlier said it would, immediately after takeover, enhance the capacity of the airside infrastructure by constructing full-length parallel taxiways for both runways; constructing additional rapid-exit taxiways (RETs) for the primary runway; extending the secondary runway; and providing the maximum number of aircraft stands.

Once completed, both airside facilities and terminals would be able to handle a total annual throughput of 72 million passengers.

The tandem of Megawide-GMR, through GMR-Megawide Cebu Airport Corporation, in 2014 won a 25-year concession to manage and develop Mactan-Cebu International Airport. The tandem in 2017 also won the contract to engineer, procure, and construct the Clark International Airport expansion project.

The Senate also earlier called on the Department of Agriculture and its attached agencies to stop issuing phytosanitary permits for the importation of rice and other food commodities before or during the harvest season to curb the continued drop in farmgate prices nationwide.

The price of palay has dropped by as much as P12 per kilo in some provinces even though the Philippine Statistics Authority reported that the average price of palay is P17 to P19 per kilogram.

BOC collection from rice import tariff...

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Guerrero said BOC collected in January P1.29 billion in duties from 223,279 MT of rice imports, which were valued at P4.058 billion based on an average valuation of P18,178.86 per MT. But in August the agency collected P1.19 billion from a much lower volume of 176,768 MT, which was valued at P3.55 billion because the average value for that month was pegged at a higher P20,100.54 per MT.

From January to September this year,

BOC has already collected P13 billion in duties from 2 million MT of rice imports, overshooting the minimum amount of P10 billion earmarked annually for the Rice Competitiveness Enhancement Fund (RCEF) under Republic Act (RA) No. 11203 or the Rice Tariffication Law (RTL).

The P10-billion RCEF is meant to help palay growers and farmers' cooperatives transition to a new rice regime.

Guerrero said the computerized valua-

tion system used by the BOC is compliant with World Trade Organization standards.

Farmers and fisherfolk, as well as leaders in agriculture and even in local government, however, have complained about the low prices of their products due to massive importation. Rice farmers, in particular, have called on Congress to review and amend the RTL, blaming it for the steep drop in palay (unhusked rice) prices.

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BOC Port of Subic foils entry of imported waste materials

- 2 containers from US misdeclared to contain "American old corrugated cartons for repulping"
- Containers were part of 30 others consigned to Bataan 2020

TWO import containers of potential waste materials into Subic port were intercepted by the Bureau of Customs (BOC) on October 21.

The two containers, which are part of the 30 containers consigned to Bataan 2020, Inc. that were alerted by BOC-Subic, arrived from the United States and were declared to contain "American old corrugated cartons for repulping."

Further examination of the shipment, however, revealed illegally imported prohibited waste materials, BOC said in a statement.

The customs bureau is still conducting an inventory to ascertain the volume and actual contents of the shipment.

Investigation for possible violation of Section 1400 (Misdeclaration) of Republic Act No. 10863, otherwise known as the Customs Modernization and Tariff Act, as well as pertinent environmental laws, is also underway.

The apprehension was made through the combined efforts of BOC-Subic and the Department of Environment and Natural Resources.

In previous years the customs bureau has returned some illegal and hazardous waste shipments that were imported into the country. Just last August, BOC Cagayan De Oro exported back to South Korea the last batch of the 251 containers of hazardous wastes illegally dumped in the Philippines in 2018.

ARTA launches project...

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for starting a trucking business.

These initiatives are all part of ARTA's National Effort for the Harmonization of Efficient Measures of Inter-related Agencies or Project NEHEMIA. Launched last March, Project NEHEMIA is a sector-based streamlining effort that involves both capacity building with identified agencies and public hearings with stakeholders regarding existing and new regulations.

Logistics is one of five sectors included in the first phase of Project NEHEMIA, a program that aims to reduce within 52 weeks the time, cost, requirements, and procedures involved in government transactions in sectors of economic and social significance.

During the virtual launch of Project NEHEMIA for the logistics sector on October 20, ARTA director general Atty. Jeremiah Belgica said the sector "currently requires a regulatory environment that encourages, rather than stifles, efficiency and competitiveness."

"An efficient logistics sector contributes to trade performance and economic development simply by lowering transaction costs and creating more customer value, thus, providing firms an opportunity

to increase their earnings and enhance their competitiveness," he added.

ARTA deputy director general Atty. Ernesto V. Perez, in a presentation during the launch, said the target is to substantially reduce procedures/steps by 73% for the land transport sector, from 209 steps to just 56 steps, and the time by 87% from 271 days to just 35 days.

Citing World Bank-International Finance Corp. figures, Perez said this reduction will lower land transportation cost—including tariff to companies and professionals/middlemen, and opportunity costs—by P1.920 billion to P378.834 million from the pre-reform cost of P2.229 billion.

Proposed reforms include streamlining of procedures, which will be the precursor for the eventual automation of process that will allow for online filing, processing and payment.

Processing of applications will be integrated into ARTA's Central Business Portal (CBP) to allow agencies to share their documents within one platform and eliminate redundant requirements.

CBP, to be launched in November, is

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a consolidated platform that will receive applications and capture application data involving business-related transactions.

Goodbye notarization

Another reform, which Perez said is a significant step towards streamlining procedures, is the removal of the requirement to notarize documents for application in order to reduce processing time by at least two days. He explained that notarization is not a legal requirement as basic law provides that "once a private document is submitted before a government agency, that private document is converted into a public document," hence, the non-requirement for notarization.

Lastly, the project aims to integrate all sticker requirements of all government agencies and LGUs into a ULP or QR code sticker, the system for which will be provided by the makers of the RapidPass.

RapidPass is an online system launched last April to provide frontliners and Allowed Persons Outside of Residences quick passage through checkpoints in Metro Manila during community quarantine periods.

For the ULP project, Perez said the Land Transportation Franchising and Regulatory Board (LTFRB) has agreed to be the "root regulator" that will accept the sticker requirements of concerned agencies and be the system owner of the ULP.

The ULP will have to be honored and recognized by LGUs and police forces in areas where trucks pass from

point of origin to destination. The ULP will also be connected to the Bureau of Customs' (BOC) Electronic Tracking of Containerized Cargo and the Philippine Economic Zone Authority's (PEZA) scanning system.

Perez noted in particular how LGUs, despite a Department of Local and Interior Government (DILG) order in 2006 to stop issuing pass-through stickers, continue to require cargo trucks to pay for passage through LGUs' jurisdictions.

Stakeholders, especially truckers, have been complaining about these pass-through fees collected by every LGU, especially those in Metro Manila, from trucks that pass through their areas.

DILG undersecretary Epimaco Densing III, during the same launch, assured their department will be "reiterating through a memorandum circular that local government should not do this anymore." DILG has earlier noted that pass-through fees are illegal, although LGUs have been said to be creative in imposing their charges.

After land transportation, Perez said Project NEHEMIA for the logistics sector will be expanded in 2022 to cover water and air transportation.

The Department of Transportation is the lead for the logistics sector, and member agencies include BOC, Civil Aeronautics Board, DILG, Department of Trade and Industry, LTFRB, Land Transportation Office, PEZA, and Philippine Ports Authority. — *Roumina Pablo*

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Better Normal

By HENRIK BATALLONES
SCMAP Marketing and Communications Executive



SCMAP PERSPECTIVE

THE challenge put ahead by DTI secretary Ramon Lopez during his keynote address for the final leg of #SCC20 Live was this: for the supply chain sector to help as the country transitions not to the “new normal”, but what he calls the “better normal” - a truly inclusive economy.

It's a role we in supply chain have been doing, perhaps without realizing it, for a long time. While our job is to basically ensure our products (or services) reach our customers in the best condition at the right time and at the most optimal price possible, the way we go about it has wide-reaching consequences not just for our customers, partners and employees, but for the communities we work and live in, and the economy as a whole. It allows people to ease their minds and focus on providing for their loved ones. It empowers people to go beyond what they thought was possible. Particularly

in these times of uncertainty, these things have an impact we cannot immediately measure.

Take our collective move towards e-commerce. It's something we have been dealing with for years, but only in recent months have we gone full throttle, as customers demanded home deliveries amidst restrictions on mobility. We could've done it faster, but at the time the appetite for online retail - particularly for essential items - wasn't big. We also had to balance what our customers want with our own projections about our company's sustainability and profitability, as well as the interests of our partners and stakeholders.

No wonder the past few months have been disruptive. It's not that we weren't completely unprepared; it's that our timelines have suddenly been moved drastically forward. A few years ago, when I wrote about the potential for the cashless economy in the Philippines, I pondered if we'll ever embrace it fully, considering how not everybody in the country is exposed to the traditional banking structures. Now, I assume we do more bank transfers and bill payments through our phones. It's just convenient.

I think the problem with “new normal” is how it sometimes feels like we're being forced to change out of fear. *Buy everything online or die from the virus. It may be inconvenient for you, but you should adjust.* I imagine that for those unable to adjust that quickly, this demand will be met with hopelessness, powerlessness, perhaps even resentment.

To bring everyone along to that inclusive vision of a “better normal” the culture of fear must be replaced with a culture of trust, and that means a bit more diligence on our part. That means taking the time to understand what our customers need, what our partners need, what our employees need. That means making sure our systems, processes and resources can cope with these needs - especially now that they seem to shift more often than stay - and that our plans are sustainable and provide value. That means investing in the necessary skills and systems - whether they're technologies on the cutting edge, or new applications of existing methods - that will allow us to serve these needs flexibly and at an optimal cost.

This, of course, takes some time - and again, this perhaps is why the disruption in the early months of the pandemic felt particularly unsettling. Now we've pretty much settled down into a groove. We are confident in slowly reopening the economy because we now know the

new lay of the land and have a better grip of the situation. This is not yet the “better normal” though - there's still uncertainty about our lives and our livelihoods, particularly for those in the lower classes. We should not be complacent and wait for that silver bullet. We have to continue working, for there is a lot more to be done.

When we put together #SCC20 Live - the online edition of the SCMAP Supply Chain Conference - we found ourselves in the unique position of having to answer questions that we ourselves have. After three weeks, I personally think the path we have to take is much clearer. On behalf of SCMAP I would like to thank our speakers, sponsors and delegates for entrusting us with their time and expertise, now more than ever.

Finally, if you missed any or all of the sessions, don't fret. You can watch full videos of all the sessions until the end of 2020. Just register via scmap.org; it's free for members and PHP 500 per session for non-members. This “better normal”, after all, means using technology so you don't have to miss a thing.

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.

10 Tips to Consider Before Choosing Freight Forwarding Software

By AMIT MAHESHWARI, CEO, Softlink Global



IT IN LOGISTICS

FREIGHT forwarding is an industry with tons of challenges and complex operations, made even more complicated by the COVID-19 lockdown crisis.

During this period, freight forwarders have realized the importance of digitalization, particularly of investing in the right technology to help in business continuity under such circumstances.

There are some key components a freight forwarder must consider before investing in logistics software.

Remote Access — The lockdown situation has made remote access and the ability to work from anywhere the most important criteria in choosing any software. Select a freight forwarding software with cloud technology that allows access to the system and management of the workflow from

anywhere, and that boosts collaboration.

Integrated System — The main purpose of acquiring freight forwarding software is to streamline the company's operations by automating and integrating the entire process. It must be about effectively managing every aspect of freight forwarding operations, like import and export, transshipment, container consolidation, inquiries, shipments, bookings, customs compliances, and others, for air freight and ocean freight. It must be about effectively handling customs activities like on-spot alerts and notifications on mobile apps as well.

Accounting & Billing Management — Consider freight forwarding software that comes with strong invoice management and general financial automation tools. All operations must be tightly linked to finance to prevent revenue leakage and must give financial control to manage the revenue flow of the forwarding organization.

Reporting & Document Management

Tools — Reporting and documentation are the two most important tasks in a freight forwarding business. Before selecting any logistics software, you must check if the ERP system can store, manage and track all reports and allow printing of manual bills of entry and shipping bills, as well as email documents and reports directly from the application.

Secured Data Management System — Having all the data and documents stored digitally with easy and secure access helps to seamlessly integrate all departments across geographies and gives the ability to work with complete data security from anywhere, anytime using any device. A single database across locations helps prevent unnecessary delay and interruption while accessing data, and it also protects against duplication.

Scalable Modules — Select software that allows the flexibility to choose the modules as and when required, and to add additional modules whenever needed. Apart from that, the software should be scalable enough to have the appropriate analytics, workflows, and any other feature that can help maintain your growth strategy.

Real-time Tracking — Ensure that the software is capable of integrating with every aspect of the supply chain that facilitates the logistics and freight

forwarding activities and provides real-time information for accurate & timely decision making.

Alerts & Notifications — Choose freight forwarding software that provides alerts and notifications throughout the life cycle of the shipment so your customers receive status messages, scheduled reports, event-based email notifications, and SMS.

User-friendly — A user-friendly freight forwarding software not only allows your employees to pick up the system quickly but also enables your customers to use it smoothly. Also, ensure you get proper training and hand-holding concerning any update from the technology service provider.

Customer Service — Look for logistics software that offers good customer service whenever you are experiencing a technical issue and enables you to manage business operations.

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.

BOC commits to trade facilitation under WCO Mercator program

- *The Mercator Programme is an initiative in support of implementation of the World Trade Organization's Trade Facilitation Agreement.*
- *World Customs Organization and Bureau of Customs officials attended the recently concluded Mercator Programme meeting*

THE Bureau of Customs (BOC) is committed to becoming a customs administration “at par with global standards” through participation in the World Customs Organization's (WCO) Mercator Programme, Customs Commissioner

Rey Leonardo Guerrero said.

Guerrero made the commitment at the kick-off of the Mercator Programme meeting between WCO and BOC on October 21, the customs bureau said in a statement. The Mercator Programme is an initiative in support of the implementation of the World Trade Organization's (WTO) Trade Facilitation Agreement (TFA).

BOC said that amidst the pandemic, it remains committed to enhancing trade facilitation even as it intensifies border protection against unscrupulous individuals who try to exploit the challenging time.

In June 2014, WCO launched the Mercator Programme as a means to en-

sure the WTO TFA is implemented in a uniform manner using WCO instruments and tools as most of the TFA provisions relate to Customs.

With the WTO FTA, which entered into force in 2017, WTO members aim to expedite the movement, release and clearance of goods, including goods in transit; facilitate cooperation among members in trade facilitation and customs compliance issues; and enhance assistance and support for capacity building for developing and least developed country members.

Under the Mercator Programme, a WCO-BOC team conducted in August 2019 a gap analysis of the Philippine

customs bureau's implementation of the WTO-TFA.

BOC said this month's meeting “served to kick-off already identified areas for BOC-WCO collaboration with the respective leadership's full support and further discuss BOC's organizational development and technical areas under the programme.”

The customs bureau noted that according to the WCO, the global Customs administration has been declared as an essential sector in the ongoing global COVID-19 crisis.

“Customs' strategic role against the
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K LINE LOGISTICS PHILS. INC.	(02)	8825-1854	
MOL LOGISTICS PHILIPPINES INC.	(02)	8853-5424	
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PAC-ATLANTIC LINES (PHILS.), INC.	(02)	8843-6689	
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09/27/10/27, ALS Fauna 084 (OOCL Texas 175), OOCL
10/04/11/03, Seaspan New York 006 (Cosco Antwerp 164), OOCL
10/11/11/11, ALS Fauna 085 (OOCL Dubai 128), OOCL
10/18/11/17, Seaspan New York 007 (Kota Lembah 183), OOCL
10/25/11/24, ALS Fauna 086 (Cosco Singapore 148), OOCL
11/01/12/01, Seaspan New York 008 (OOCL Texas 176), OOCL
11/08/12/08, ALS Fauna 087 (Cosco Antwerp 165), OOCL
11/15/12/15, Seaspan New York 009 (OOCL Dubai 129), OOCL
11/22/12/22, ALS Fauna 088 (Kota Lembah 184), OOCL

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09/27/10/17, Seaspan New York 005 (Kota Luff 122), OOCL
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10/11/10/24, ALS Fauna 084 (OOCL Brisbane 194), OOCL
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10/04/10/25, Seaspan New York 006 (Seasmile 034), OOCL
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09/20/10/10, Seaspan New York 005 (CMA CGM Litani 278), OOCL

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10/11/11/10, Wan Hai 211 447 (Thalassa Patris 037), OOCL
10/18/11/17, Wan Hai 211 448 (Thalassa Patris 037), OOCL

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09/13/10/07, TBA (OOCL Egypt 031), OOCL
09/20/10/14, ALS Fauna 083 (CSCL Saturn 065), OOCL
09/27/10/21, TBA (TBA), OOCL
10/04/10/26, Seaspan New York 005 (Cosco Shipping Solar 011), OOCL
10/11/11/03, TBA (OOCL Australia 200), OOCL
10/18/11/10, Wan Hai 211 445 (OOCL Australia 200), OOCL
10/25/11/17, Wan Hai 211 446 (OOCL Australia 200), OOCL
11/01/12/04, Wan Hai 211 447 (OOCL Australia 200), OOCL
11/08/12/11, Wan Hai 211 448 (OOCL Australia 200), OOCL
11/15/12/18, Wan Hai 211 449 (OOCL Australia 200), OOCL
11/22/12/25, Wan Hai 211 450 (OOCL Australia 200), OOCL

DAMMAM, Saudi Arabia

09/06/09/27, TBA (OOCL Egypt 031), OOCL
09/13/10/07, TBA (OOCL Egypt 031), OOCL
09/20/10/14, ALS Fauna 083 (CSCL Saturn 065), OOCL
09/27/10/21, TBA (TBA), OOCL
10/04/10/26, Seaspan New York 005 (Cosco Shipping Solar 011), OOCL
10/11/11/03, TBA (OOCL Australia 200), OOCL
10/18/11/10, Wan Hai 211 445 (OOCL Australia 200), OOCL
10/25/11/17, Wan Hai 211 446 (OOCL Australia 200), OOCL
11/01/12/04, Wan Hai 211 447 (OOCL Australia 200), OOCL
11/08/12/11, Wan Hai 211 448 (OOCL Australia 200), OOCL
11/15/12/18, Wan Hai 211 449 (OOCL Australia 200), OOCL
11/22/12/25, Wan Hai 211 450 (OOCL Australia 200), OOCL

DAMMAM, Saudi Arabia

09/06/09/27, TBA (OOCL Egypt 031), OOCL
09/13/10/07, TBA (OOCL Egypt 031), OOCL
09/20/10/14, ALS Fauna 083 (CSCL Saturn 065), OOCL
09/27/10/21, TBA (TBA), OOCL
10/04/10/26, Seaspan New York 005 (Cosco Shipping Solar 011), OOCL
10/11/11/03, TBA (OOCL Australia 200), OOCL
10/18/11/10, Wan Hai 211 445 (OOCL Australia 200), OOCL
10/25/11/17, Wan Hai 211 446 (OOCL Australia 200), OOCL
11/01/12/04, Wan Hai 211 447 (OOCL Australia 200), OOCL
11/08/12/11, Wan Hai 211 448 (OOCL Australia 200), OOCL
11/15/12/18, Wan Hai 211 449 (OOCL Australia 200), OOCL
11/22/12/25, Wan Hai 211 450 (OOCL Australia 200), OOCL

DAMMAM, Saudi Arabia

09/06/09/27, TBA (OOCL Egypt 031), OOCL
09/13/10/07, TBA (OOCL Egypt 031), OOCL
09/20/10/14, ALS Fauna 083 (CSCL Saturn 065), OOCL
09/27/10/21, TBA (TBA), OOCL
10/04/10/26, Seaspan New York 005 (Cosco Shipping Solar 011), OOCL
10/11/11/03, TBA (OOCL Australia 200), OOCL
10/18/11/10, Wan Hai 211 445 (OOCL Australia 200), OOCL
10/25/11/17, Wan Hai 211 446 (OOCL Australia 200), OOCL
11/01/12/04, Wan Hai 211 447 (OOCL Australia 200), OOCL
11/08/12/11, Wan Hai 211 448 (OOCL Australia 200), OOCL
11/15/12/18, Wan Hai 211 449 (OOCL Australia 200), OOCL
11/22/12/25, Wan Hai 211 450 (OOCL Australia 200), OOCL

DAMMAM, Saudi Arabia

09/06/09/27, TBA (OOCL Egypt 031), OOCL
09/13/10/07, TBA (OOCL Egypt 031), OOCL
09/20/10/14, ALS Fauna 083 (CSCL Saturn 065), OOCL
09/27/10/21, TBA (TBA), OOCL
10/04/10/26, Seaspan New York 005 (Cosco Shipping Solar 011), OOCL
10/11/11/03, TBA (OOCL Australia 200), OOCL
10/18/11/10, Wan Hai 211 445 (OOCL Australia 200), OOCL
10/25/11/17, Wan Hai 211 446 (OOCL Australia 200), OOCL
11/01/12/04, Wan Hai 211 447 (OOCL Australia 200), OOCL
11/08/12/11, Wan Hai 211 448 (OOCL Australia 200), OOCL
11/15/12/18, Wan Hai 211 449 (OOCL Australia 200), OOCL
11/22/12/25, Wan Hai 211 450 (OOCL Australia 200), OOCL

DAMMAM, Saudi Arabia

09/06/09/27, TBA (OOCL Egypt 031), OOCL
09/13/10/07, TBA (OOCL Egypt 031), OOCL
09/20/10/14, ALS Fauna 083 (CSCL Saturn 065), OOCL
09/27/10/21, TBA (TBA), OOCL
10/04/10/26, Seaspan New York 005 (Cosco Shipping Solar 011), OOCL
10/11/11/03, TBA (OOCL Australia 200), OOCL
10/18/11/10, Wan Hai 211 445 (OOCL Australia 200), OOCL
10/25/11/17, Wan Hai 211 446 (OOCL Australia 200), OOCL
11/01/12/04, Wan Hai 211 447 (OOCL Australia 200), OOCL
11/08/12/11, Wan Hai 211 448 (OOCL Australia 200), OOCL
11/15/12/18, Wan Hai 211 449 (OOCL Australia 200), OOCL
11/22/12/25, Wan Hai 211 450 (OOCL Australia 200), OOCL

DAMMAM, Saudi Arabia

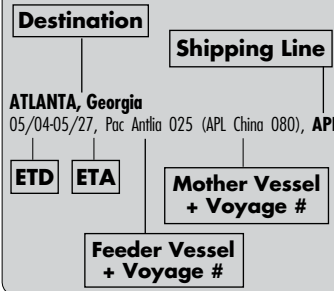
09/06/09/27, TBA (OOCL Egypt 031), OOCL
09/13/10/07, TBA (OOCL Egypt 031), OOCL
09/20/10/14, ALS Fauna 083 (CSCL Saturn 065), OOCL
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10/11/11/03, TBA (OOCL Australia 200), OOCL
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11/15/12/18, Wan Hai 211 449 (OOCL Australia 200), OOCL
11/22/12/25, Wan Hai 211 450 (OOCL Australia 200), OOCL

DAMMAM, Saudi Arabia

09/06/09/27, TBA (OOCL Egypt 031), OOCL
09/13/10/07, TBA (OOCL Egypt 031), OOCL
09/20/10/14, ALS Fauna 083 (CSCL Saturn 065), OOCL
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11/08/12/11, Wan Hai 211 448 (OOCL Australia 200), OOCL
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10/04-10/08, Wan Hai 211 449, OOCL
10/11-10/13, Eto 014, OOCL
10/11-10/15, Wan Hai 211 450, OOCL
10/18-10/20, Eto 015, OOCL
10/18-10/22, Wan Hai 211 451, OOCL
10/25-10/27, Eto 016, OOCL
10/25-10/29, Wan Hai 211 452, OOCL
11/01-11/03, Eto 017, OOCL
11/01-11/05, Wan Hai 211 453, OOCL
11/08-11/10, Eto 018, OOCL
11/08-11/12, Wan Hai 211 454, OOCL

KARACHI, Pakistan
09/06-09/23, Seaspac New York 004 (Conti Courage 053), OOCL
KEELUNG, Taiwan
09/06-09/11, Wan Hai 211 445, OOCL
09/13-09/16, Eto 010, OOCL
09/13-09/18, Wan Hai 211 446, OOCL
09/20-09/23, Eto 011, OOCL
09/20-09/25, Wan Hai 211 447, OOCL
09/27-09/30, Eto 012, OOCL
09/27-10/02, Wan Hai 211 448, OOCL
10/04-10/07, Eto 013, OOCL
10/04-10/09, Wan Hai 211 449, OOCL
10/11-10/14, Eto 014, OOCL
10/11-10/16, Wan Hai 211 450, OOCL
10/18-10/21, Eto 015, OOCL
10/18-10/23, Wan Hai 211 451, OOCL
10/25-10/28, Eto 016, OOCL
10/25-10/30, Wan Hai 211 452, OOCL
11/01-11/04, Eto 017, OOCL
11/01-11/06, Wan Hai 211 453, OOCL
11/08-11/11, Eto 018, OOCL
11/08-11/13, Wan Hai 211 454, OOCL

KOBE, Japan
09/06-09/17, Wan Hai 211 445 (OOCL Savannah 395), OOCL
09/09-09/22, TBA (OOCL Australia 200), OOCL
09/09-09/23, TBA (OOCL Le Havre 132), OOCL
09/09-09/26, TBA (Spectrum N 005), OOCL
09/10-09/22, TBA (OOCL Australia 200), OOCL
09/10-09/23, TBA (OOCL Le Havre 132), OOCL
09/10-09/26, TBA (Spectrum N 005), OOCL
09/13-09/24, Eto 010 (OOCL Australia 200), OOCL
09/16-09/29, TBA (OOCL Guangzhou 127), OOCL
09/16-09/30, TBA (OOCL Nagoya 140), OOCL
09/16-10/03, TBA (GSL Keta 026), OOCL
09/17-09/29, TBA (OOCL Guangzhou 127), OOCL
09/17-09/30, TBA (OOCL Nagoya 140), OOCL
09/17-10/03, TBA (GSL Keta 026), OOCL
09/20-10/01, Eto 011 (OOCL Guangzhou 127), OOCL
09/20-10/01, Wan Hai 211 447 (OOCL Guangzhou 127), OOCL
09/23-10/06, TBA (OOCL New Zealand 093), OOCL
09/23-10/07, TBA (OOCL Charleston 189), OOCL
09/23-10/10, TBA (Balears 022), OOCL
09/24-10/06, TBA (OOCL New Zealand 093), OOCL
09/24-10/07, TBA (OOCL Charleston 189), OOCL
09/24-10/10, TBA (Balears 022), OOCL
09/27-10/08, Eto 012 (OOCL New Zealand 093), OOCL
09/27-10/08, Wan Hai 211 448 (OOCL New Zealand 093), OOCL
09/30-10/13, TBA (OOCL Savannah 396), OOCL
09/30-10/14, TBA (OOCL Le Havre 133), OOCL
09/30-10/17, TBA (St Blue 066), OOCL
10/01-10/13, TBA (OOCL Savannah 396), OOCL
10/01-10/14, TBA (OOCL Le Havre 133), OOCL
10/01-10/17, TBA (St Blue 066), OOCL

LAEM CHABANG, Thailand
09/09-09/19, TBA (OOCL Nagoya 140), OOCL
09/10-09/19, TBA (OOCL Nagoya 140), OOCL
09/16-09/26, TBA (OOCL Charleston 189), OOCL
09/17-09/26, TBA (OOCL Charleston 189), OOCL
09/23-10/03, TBA (OOCL Le Havre 133), OOCL
09/24-10/03, TBA (OOCL Le Havre 133), OOCL
09/30-10/10, TBA (OOCL Nagoya 141), OOCL
10/01-10/10, TBA (OOCL Nagoya 141), OOCL

LAZARO CARDENAS, Mexico
09/06-10/01, KMTC Mundra 042 (CMA CGM Ohio 022), OOCL
09/13-10/08, Xin Chiwan 053 (CMA CGM Mumbai 016), OOCL
09/20-10/15, Tobeco 012 (CMA CGM Lisa Marie 015), OOCL
09/27-10/22, Suez Canal 015 (CMA CGM Turcorica 021), OOCL

LIANYUNGANG, China
09/06-09/23, Wan Hai 211 445 (Teng Yun He 280), OOCL
09/13-09/30, Eto 010 (Qing Yun He 492), OOCL
09/13-09/30, Wan Hai 211 446 (Qing Yun He 492), OOCL
09/20-10/07, Eto 011 (Teng Yun He 281), OOCL
09/20-10/07, Wan Hai 211 447 (Teng Yun He 281), OOCL
09/27-10/14, Eto 012 (Qing Yun He 493), OOCL
09/27-10/14, Wan Hai 211 448 (Qing Yun He 493), OOCL

LONG BEACH, California, USA
09/13-09/30, Eto 010 (Cosco Shipping Andes 012), OOCL
09/13-09/30, Wan Hai 211 446 (Cosco Shipping Andes 012), OOCL
09/20-10/07, Eto 011 (Cosco Portugal 039), OOCL
09/20-10/07, Wan Hai 211 447 (Cosco Portugal 039), OOCL
09/27-10/14, Eto 012 (Cosco Spain 039), OOCL
09/27-10/14, Wan Hai 211 448 (Cosco Spain 039), OOCL
10/04-10/21, Eto 013 (Cosco Netherlands 039), OOCL
10/04-10/21, Wan Hai 211 449 (Cosco Netherlands 039), OOCL
10/11-10/28, Eto 014 (Cosco Shipping Denali 015), OOCL
10/11-10/28, Wan Hai 211 450 (Cosco Shipping Denali 015), OOCL
10/18-11/04, Eto 015 (Cosco Italy 042), OOCL
10/18-11/04, Wan Hai 211 451 (Cosco Italy 042), OOCL
10/25-11/11, Eto 016 (Cosco England 041), OOCL
10/25-11/11, Wan Hai 211 452 (Cosco England 041), OOCL
11/01-11/18, Eto 017 (Cosco Shipping Andes 013), OOCL
11/01-11/18, Wan Hai 211 453 (Cosco Shipping Andes 013), OOCL
11/08-11/25, Eto 018 (Cosco Portugal 040), OOCL
11/08-11/25, Wan Hai 211 454 (Cosco Portugal 040), OOCL

LOS ANGELES, California, USA
09/13-10/02, Eto 010 (Cosco Shipping Andes 012), OOCL
09/13-10/02, Wan Hai 211 446 (Cosco Shipping Andes 012), OOCL
09/20-10/09, Eto 011 (Cosco Portugal 039), OOCL
09/20-10/09, Wan Hai 211 447 (Cosco Portugal 039), OOCL
09/27-10/16, Eto 012 (Cosco Spain 039), OOCL
09/27-10/16, Wan Hai 211 448 (Cosco Spain 039), OOCL
10/04-10/23, Eto 013 (Cosco Netherlands 039), OOCL
10/04-10/23, Wan Hai 211 449 (Cosco Netherlands 039), OOCL
10/11-10/30, Eto 014 (Cosco Shipping Denali 015), OOCL
10/11-10/30, Wan Hai 211 450 (Cosco Shipping Denali 015), OOCL
10/18-11/04, Eto 015 (Cosco Italy 042), OOCL
10/18-11/04, Wan Hai 211 451 (Cosco Italy 042), OOCL
10/25-11/13, Eto 016 (Cosco England 041), OOCL
10/25-11/13, Wan Hai 211 452 (Cosco England 041), OOCL
11/01-11/20, Eto 017 (Cosco Shipping Andes 013), OOCL
11/01-11/20, Wan Hai 211 453 (Cosco Shipping Andes 013), OOCL
11/08-11/27, Eto 018 (Cosco Portugal 040), OOCL
11/08-11/27, Wan Hai 211 454 (Cosco Portugal 040), OOCL

LYTTLETON, New Zealand
09/13-10/07, ALS Fauna 083 (Tianjin Bridge 143), OOCL
09/20-10/14, Seaspac New York 005 (Kota Loceng 133), OOCL
09/27-10/21, ALS Fauna 084 (CSL Atlantic 187), OOCL
10/04-10/28, Seaspac New York 006 (Sensmile 034), OOCL
10/11-11/04, ALS Fauna 085 (DEL Badinrhin 727), OOCL
10/18-11/11, Seaspac New York 007 (Maine Trader 021), OOCL
10/25-11/18, ALS Fauna 086 (Tianjin Bridge 145), OOCL
11/01-11/25, Seaspac New York 008 (Kota Loceng 135), OOCL
11/08-12/02, ALS Fauna 087 (CSL Atlantic 189), OOCL
11/15-12/09, Seaspac New York 009 (Sensmile 035), OOCL
11/22-12/16, ALS Fauna 088 (DEL Badinrhin 729), OOCL

MANZANILLO, Mexico
09/13-10/04, Xin Chiwan 053 (CSAV Trancora 032), OOCL
09/13-10/07, Xin Chiwan 053 (CMA CGM Mumbai 016), OOCL
09/13-10/10, Xin Chiwan 053 (Lloyd Don Giovanni 031), OOCL
09/20-10/17, Tobeco 012 (CMA CGM Musca 028), OOCL
09/20-10/14, Tobeco 012 (CMA CGM Lisa Marie 015), OOCL
09/20-10/17, Tobeco 012 (CMA CGM Pascuale 016), OOCL
09/27-10/18, Suez Canal 015 (CMA CGM Rigoletto 344), OOCL
09/27-10/21, Suez Canal 015 (CMA CGM Turcorica 021), OOCL
09/27-10/24, Suez Canal 015 (Cosco Darban 085), OOCL
10/04-10/25, Zante 081 (OOCL Guangzhou 099), OOCL
10/04-10/31, Zante 081 (Seaspac Oceania 021), OOCL
10/11-11/01, TBA (CMA CGM Hydra 027), OOCL

MELBOURNE, Australia
09/13-10/05, ALS Fauna 083 (OOCL Yokohama 156), OOCL
09/13-10/10, ALS Fauna 083 (Kota Loceng 133), OOCL
09/13-10/11, ALS Fauna 083 (Seaspac New Delhi 049), OOCL
09/20-10/12, Seaspac New York 005 (Kota Loceng 133), OOCL
09/20-10/17, Seaspac New York 005 (Kota Loceng 133), OOCL
09/20-10/18, Seaspac New York 005 (Kota Loceng 133), OOCL
09/27-10/19, ALS Fauna 084 (OOCL Brisbane 194), OOCL
09/27-10/24, ALS Fauna 084 (OOCL Texas 175), OOCL
09/27-10/25, ALS Fauna 084 (Jazzon 008), OOCL
10/04-10/26, Seaspac New York 006 (OOCL Houston 163), OOCL
10/04-10/31, Seaspac New York 006 (Cosco Antwerp 164), OOCL
10/04-11/01, Seaspac New York 006 (OOCL Panama 280), OOCL

10/11-11/02, ALS Fauna 085 (Kota Loceng 133), OOCL
10/11-11/07, ALS Fauna 085 (OOCL Dubai 128), OOCL
10/11-11/08, ALS Fauna 085 (OOCL Norfolk 231), OOCL
10/18-11/09, Seaspac New York 007 (OOCL Yokohama 157), OOCL
10/18-11/14, Seaspac New York 007 (Kota Loceng 133), OOCL
10/18-11/15, Seaspac New York 007 (Seaspac New Delhi 050), OOCL
10/25-11/16, ALS Fauna 086 (Kota Loceng 133), OOCL
10/25-11/21, ALS Fauna 086 (Cosco Singapore 148), OOCL
10/25-11/22, ALS Fauna 086 (Al Rawdah 009), OOCL
11/01-11/23, Seaspac New York 008 (OOCL Brisbane 195), OOCL
11/01-11/28, Seaspac New York 008 (OOCL Texas 176), OOCL
11/01-11/29, Seaspac New York 008 (Jazzon 008), OOCL
11/08-11/30, ALS Fauna 087 (OOCL Houston 164), OOCL
11/08-12/05, ALS Fauna 087 (Cosco Antwerp 165), OOCL
11/08-12/06, ALS Fauna 087 (OOCL Panama 281), OOCL
11/15-12/07, Seaspac New York 009 (Kota Loceng 134), OOCL
11/15-12/12, Seaspac New York 009 (OOCL Dubai 129), OOCL
11/15-12/13, Seaspac New York 009 (OOCL Norfolk 232), OOCL
11/22-12/19, ALS Fauna 088 (Kota Loceng 184), OOCL

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09/06-09/30, Wan Hai 211 445 (Cosco England 040), OOCL
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09/13-10/07, Wan Hai 211 446 (Cosco Shipping Andes 012), OOCL
09/20-10/14, Eto 011 (Cosco Portugal 039), OOCL
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10/04-10/28, Eto 013 (Cosco Netherlands 039), OOCL
10/04-10/28, Wan Hai 211 449 (Cosco Netherlands 039), OOCL
10/11-11/04, Eto 014 (Cosco Shipping Denali 015), OOCL
10/11-11/04, Wan Hai 211 450 (Cosco Shipping Denali 015), OOCL
10/18-11/11, Eto 015 (Cosco Italy 042), OOCL
10/18-11/11, Wan Hai 211 451 (Cosco Italy 042), OOCL
10/25-11/18, Eto 016 (Cosco England 041), OOCL
10/25-11/18, Wan Hai 211 452 (Cosco England 041), OOCL
11/01-11/25, Eto 017 (Cosco Shipping Andes 013), OOCL
11/01-11/25, Wan Hai 211 453 (Cosco Shipping Andes 013), OOCL
11/08-12/02, Eto 018 (Cosco Portugal 040), OOCL
11/08-12/02, Wan Hai 211 454 (Cosco Portugal 040), OOCL

MIZUSHIMA, Japan
09/09-09/26, TBA (OOCL Le Havre 132), OOCL
09/10-09/26, TBA (OOCL Le Havre 132), OOCL
09/16-10/03, TBA (OOCL Nagoya 140), OOCL
09/17-10/03, TBA (OOCL Nagoya 140), OOCL
09/23-10/10, TBA (OOCL Charleston 189), OOCL
09/24-10/10, TBA (OOCL Charleston 189), OOCL
09/30-10/17, TBA (OOCL Le Havre 133), OOCL
10/01-10/17, TBA (OOCL Le Havre 133), OOCL
MOJI, Japan
09/09-09/26, TBA (OOCL Le Havre 132), OOCL
09/10-09/26, TBA (OOCL Le Havre 132), OOCL
09/16-10/03, TBA (OOCL Nagoya 140), OOCL
09/17-10/03, TBA (OOCL Nagoya 140), OOCL
09/23-10/10, TBA (OOCL Charleston 189), OOCL
09/24-10/10, TBA (OOCL Charleston 189), OOCL
09/30-10/17, TBA (OOCL Le Havre 133), OOCL
10/01-10/17, TBA (OOCL Le Havre 133), OOCL

NAGOYA, Japan
09/06-09/15, Wan Hai 211 445 (OOCL Savannah 395), OOCL
09/09-09/25, TBA (Spectrum N 005), OOCL
09/09-09/26, TBA (OOCL Le Havre 132), OOCL
09/10-09/25, TBA (Spectrum N 005), OOCL
09/10-09/26, TBA (OOCL Le Havre 132), OOCL
09/13-09/22, Eto 010 (OOCL Australia 200), OOCL
09/13-09/22, Wan Hai 211 446 (OOCL Australia 200), OOCL
09/16-10/02, TBA (GSL Keta 026), OOCL
09/16-10/03, TBA (OOCL Nagoya 140), OOCL
09/17-10/02, TBA (GSL Keta 026), OOCL
09/17-10/03, TBA (OOCL Nagoya 140), OOCL
09/20-09/29, Eto 011 (OOCL Guangzhou 127), OOCL
09/20-09/29, Wan Hai 211 447 (OOCL Guangzhou 127), OOCL
09/23-10/09, TBA (Balears 022), OOCL
09/23-10/09, TBA (OOCL Charleston 189), OOCL
09/24-10/09, TBA (Balears 022), OOCL
09/24-10/10, TBA (OOCL Charleston 189), OOCL
09/27-10/06, Eto 012 (OOCL New Zealand 093), OOCL
09/27-10/06, Wan Hai 211 448 (OOCL New Zealand 093), OOCL
09/30-10/16, TBA (St Blue 066), OOCL
09/30-10/17, TBA (OOCL Le Havre 133), OOCL
10/01-10/16, TBA (St Blue 066), OOCL
10/01-10/17, TBA (OOCL Le Havre 133), OOCL

NAPIER, New Zealand
09/13-10/10, ALS Fauna 083 (Tianjin Bridge 143), OOCL
09/20-10/17, Seaspac New York 005 (Kota Loceng 133), OOCL
09/27-10/24, ALS Fauna 084 (CSL Atlantic 187), OOCL
10/04-10/31, Seaspac New York 006 (Sensmile 034), OOCL
10/11-11/07, ALS Fauna 085 (DEL Badinrhin 727), OOCL
10/18-11/14, Seaspac New York 007 (Maine Trader 021), OOCL
10/25-11/21, ALS Fauna 086 (Tianjin Bridge 145), OOCL
11/01-11/28, Seaspac New York 008 (Kota Loceng 135), OOCL
11/08-12/05, ALS Fauna 087 (CSL Atlantic 189), OOCL
11/15-12/12, Seaspac New York 009 (Sensmile 035), OOCL
11/22-12/19, ALS Fauna 088 (DEL Badinrhin 729), OOCL

NEW YORK, New York, USA
09/06-10/16, Wan Hai 211 445 (Ever Lawful 140), OOCL
09/09-10/20, TBA (OOCL Korea 031), OOCL
09/13-10/23, Eto 010 (Ever Lyrick 035), OOCL
09/13-10/23, Wan Hai 211 446 (Ever Lyrick 035), OOCL
09/16-10/27, TBA (OOCL Poland 023), OOCL
09/20-10/30, Wan Hai 211 447 (Ever Legion 039), OOCL
09/23-11/03, TBA (OOCL Brussels 041), OOCL
09/27-11/06, Eto 012 (Thalassa Patris 037), OOCL
09/27-11/06, Wan Hai 211 448 (Thalassa Patris 037), OOCL
09/30-11/10, TBA (Cosco Shipping Rose 017), OOCL
10/04-11/13, Eto 013 (Ever Leamed 039), OOCL
10/04-11/13, Wan Hai 211 449 (Ever Leamed 039), OOCL
10/07-11/17, TBA (Cosco Hope 042), OOCL
10/11-11/20, Eto 014 (Ever Lotus 044), OOCL
10/11-11/20, Wan Hai 211 450 (Ever Lotus 044), OOCL
10/14-11/24, TBA (OOCL Singapore 039), OOCL
10/18-11/27, Eto 015 (Ever Front 002), OOCL
10/18-11/27, Wan Hai 211 451 (Ever Front 002), OOCL
11/12-12/01, TBA (Cosco Shipping Peony 012), OOCL
10/25-12/04, Eto 016 (Ever Focus 003), OOCL
10/25-12/04, Wan Hai 211 452 (Ever Focus 003), OOCL
10/28-12/08, TBA (OOCL Berlin 034), OOCL
11/01-12/11, Eto 017 (Thalassa Dava 033), OOCL
11/01-12/11, Wan Hai 211 453 (Thalassa Dava 033), OOCL
11/08-12/18, Eto 018 (Ever Lucky 046), OOCL
11/08-12/18, Wan Hai 211 454 (Ever Lucky 046), OOCL

NHAYA SHEVA, India
09/13-10/04, ALS Fauna 083 (OOCL Washington 059), OOCL
09/20-10/11, Seaspac New York 005 (TBA), OOCL

NINGBO, China
09/13-09/23, Eto 010 (Qing Yun He 492), OOCL
09/13-09/23, Wan Hai 211 446 (Qing Yun He 492), OOCL
09/20-09/30, Eto 011 (Teng Yun He 281), OOCL
09/20-09/30, Wan Hai 211 447 (Teng Yun He 281), OOCL
09/27-10/07, Eto 012 (Qing Yun He 493), OOCL
09/27-10/07, Wan Hai 211 448 (Qing Yun He 493), OOCL

NORFOLK, Virginia, USA
09/13-10/25, Eto 010 (Ever Lyrick 035), OOCL
09/13-10/25, Wan Hai 211 446 (Ever Lyrick 035), OOCL
09/20-11/01, Eto 011 (Ever Legion 039), OOCL
09/20-11/01, Wan Hai 211 447 (Ever Legion 039), OOCL
09/27-11/08, Eto 012 (Thalassa Patris 037), OOCL
09/27-11/08, Wan Hai 211 448 (Thalassa Patris 037), OOCL
10/04-11/15, Eto 013 (Ever Leamed 039), OOCL
10/04-11/15, Wan Hai 211 449 (Ever Leamed 039), OOCL
10/11-11/22, Eto 014 (Ever Lotus 044), OOCL
10/11-11/22, Wan Hai 211 450 (Ever Lotus 044), OOCL
10/18-11/29, Eto 015 (Ever Front 002), OOCL
10/18-11/29, Wan Hai 211 451 (Ever Front 002), OOCL
10/25-12/06, Eto 016 (Ever Focus 003), OOCL
10/25-12/06, Wan Hai 211 452 (Ever Focus 003), OOCL
11/01-12/13, Eto 017 (Thalassa Dava 033), OOCL
11/01-12/13, Wan Hai 211 453 (Thalassa Dava 033), OOCL
11/08-12/20, Eto 018 (Ever Lucky 046), OOCL
11/08-12/20, Wan Hai 211 454 (Ever Lucky 046), OOCL

OMAEZAKI, Japan
09/09-09/29, TBA (OOCL Le Havre 132), OOCL

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CPV Service - North Bound (MNL NH - HONGKONG). Table with columns: VESSEL, VOY, ETA NORTH, ETD NORTH, ETA HONGKONG. Includes vessels like HAIAN LINK and MERATUS GORONTALO.

TPE Service (MNL NH - KAOHSIUNG). Table with columns: VESSEL, VOY NO., LCT NORTH, ETD NORTH, ETA KAOHSIUNG (2 Days). Includes vessels like JEJU ISLAND and YM VANCOUVER.

For Booking Inquiries: Charlie Capistrano, Andrew Estrella, Zayruz Valencia. Kindly copy for ATW/Booking Confirmation & Pre-advise Purposes. Kristelle Mae Orallo, Email: esdocs@msai.com.ph. PH GENERAL AGENT: MERCURY STEAMSHIP SERVICES INC.

09/30-10/10, TBA (Seaspac Emerald 245), OOCL
10/01-10/10, TBA (Seaspac Emerald 245), OOCL
09/16-10/06, TBA (Bear Mountain Bridge 092), OOCL
10/08-10/17, TBA (Bear Mountain Bridge 092), OOCL
10/14-10/24, TBA (NYK Diana 089), OOCL
10/15-10/24, TBA (NYK Diana 089), OOCL
10/21-10/31, TBA (MOL Earnest 057), OOCL
10/22-10/31, TBA (MOL Earnest 057), OOCL
09/13-10/06, Eto 010 (OOCL New York 072), OOCL
09/13-10/06, Wan Hai 211 446 (OOCL Oakland 096), OOCL
09/20-10/13, Eto 011 (OOCL Oakland 096), OOCL
09/20-10/13, Wan Hai 211 447 (OOCL San Francisco 152), OOCL
09/27-10/20, Eto 012 (OOCL San Francisco 152), OOCL
09/27-10/20, Wan Hai 211 448 (OOCL Vancouver 119), OOCL
10/04-10/27, Eto 013 (OOCL Vancouver 119), OOCL
10/04-10/27, Wan Hai 211 449 (OOCL Kaohsiung 112), OOCL
10/11-11/03, Eto 014 (OOCL Kaohsiung 112), OOCL
10/11-11/03, Wan Hai 211 450 (OOCL Antwerp 114), OOCL
10/18-11/10, Eto 015 (OOCL Antwerp 114), OOCL
10/18-11/10, Wan Hai 211 451 (OOCL New York 073), OOCL
10/25-11/17, Eto 016 (OOCL New York 073), OOCL
10/25-11/17, Wan Hai 211 452 (OOCL Oakland 097), OOCL
11/01-11/24, Eto 017 (OOCL Oakland 097), OOCL
11/01-11/24, Wan Hai 211 453 (OOCL San Francisco 153), OOCL
11/08-12/01, Eto 018 (OOCL San Francisco 153), OOCL
11/08-12/01, Wan Hai 211 454 (OOCL Vancouver 120), OOCL

SEMARANG, Indonesia
09/09-09/26, Seaspac New York 004 (Cape Nemo 411), OOCL
09/13-09/23, ALS Fauna 083 (Cape Nemo 412), OOCL
09/20-09/30, Seaspac New York 005 (Cape Nemo 413), OOCL
SENDAI, Japan
09/09-09/27, TBA (Spectrum N 005), OOCL
09/10-09/30, TBA (Spectrum N 005), OOCL
09/16-10/17, TBA (GSL Keta 026), OOCL
09/17-10/17, TBA (GSL Keta 026), OOCL
09/23-10/14, TBA (Balears 022), OOCL
09/24-10/14, TBA (Balears 022), OOCL
09/30-10/21, TBA (St Blue 066), OOCL
10/01-10/21, TBA (St Blue 066), OOCL
SHANGHAI, China
09/13-09/21, Xin Chiwan 053, OOCL
09/20-09/28, Tobeco 012, OOCL
SHIMIZU, Japan
09/09-09/27, TBA (Spectrum N 005), OOCL
09/09-09/29, TBA (OOCL Le Havre 132), OOCL
09/10-09/27, TBA (Spectrum N 005), OOCL
09/10-09/29, TBA (OOCL Le Havre 132), OOCL
09/13-09/23, Eto 010 (OOCL Australia 200), OOCL
09/16-10/06, TBA (GSL Keta 026), OOCL
09/17-10/04, TBA (GSL Keta 026), OOCL
09/17-10/06, TBA (OOCL Nagoya 140), OOCL
09/20-09/30, Eto 011 (OOCL Guangzhou 127), OOCL
09/20-09/30, Wan Hai 211 447 (OOCL Guangzhou 127), OOCL
09/23-10/11, TBA (Balears 022), OOCL
09/23-10/11, TBA (OOCL Charleston 189), OOCL
09/24-10/13, TBA (OOCL Charleston 189), OOCL
09/24-10/13, TBA (OOCL Charleston 189), OOCL
09/27-10/07, Eto 012 (OOCL New Zealand 093), OOCL
09/27-10/07, Wan Hai 211 448 (OOCL New Zealand 093), OOCL
09/30-10/18, TBA (St Blue 066), OOCL
09/30-10/18, Wan Hai 211 449 (OOCL New Zealand 093), OOCL
09/30-10/20, TBA (OOCL Le Havre 133), OOCL
10/01-10/18, TBA (St

CMA CGM PHILIPPINES INC.



(CSECP2-EB) DIRECT SERVICE TO CHINA

Table with columns: MOTHER VESSEL, VOY. NO., BATANGAS, CEBU, CAGAYAN, DVO (DICT), SHEKOU (CCT), HKG (HIT), DALIAN, INCHEON, SHANGHAI, NINGBO. Includes vessels like CNC MARS, MOUNT NICHOLSON, and NORDLEOPARD.

(CP8 NB) DIRECT SERVICE TO KAOHSIUNG & CHINA

Table with columns: MOTHER VESSEL, VOY. NO., MNL (NH), MNL(SH), PHSFS, KAO, XIA, SHT, HKG, NANSHA, SHEKOU. Includes vessels like AS ROMINA, SABRE TRADER, and AS ROMINA.

(CSECP2 - WB) DIRECT SERVICE TO CHINA

Table with columns: MOTHER VESSEL, VOY. NO., MNL (NH), HONGKONG, SHEKOU. Includes vessels like NORDLEOPARD, NORDVIOLET, and MOUNT BUTLER.

(JPX) DIRECT SERVICE TO JAPAN

Table with columns: MOTHER VESSEL, VOY. NO., BTG, MNL (SH), TOKYO, YOKOHAMA, OMAEZAKI, NAGOYA, KOBE. Includes vessels like BOMAR RENAISSANCE, TRF PESCARA, and NEWARK.

(PHX) DIRECT SERVICE TO SINGAPORE

Table with columns: MOTHER VESSEL, VOY. NO., SUBIC, MNL (NH), SINGAPORE. Includes vessels like ALS FAUNA, SEASPAN NEW YORK, and ALS FAUNA.

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

Table with columns: MOTHER VESSEL, VOY. NO., MNL (NH), MNL (SH), LIANYUNGANG, QINGDAO, NANSHA. Includes vessels like JONATHAN SWIFT, DERBY D, and NAVIOS DEDICATION.

ADVISORY CONTAINER PRE-ADVISE

Table with columns: Export Laden, Empty Return, mnl.ladenexportnorth@cma-cgm.com, mnl.north-terminal@cma-cgm.com, mnl.south-terminal@cma-cgm.com.

(CHINA 1 NB) DIRECT SERVICE TO CHINA

Table with columns: MOTHER VESSEL, VOY. NO., MNL (NH), MNL (SH), SHANGHAI, NINGBO, SHANTOU, SHEKOU. Includes vessels like CMA CGM AMBER, NAVIOS NERINE, and CMA CGM PUGET.

Contact Persons table with columns: Name, Phone Number. Includes Mc Bain MACALALAD, Marlon CABULAO, Doemarc MARASIGAN.

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

Table with columns: MOTHER VESSEL, VOY. NO., MNL(SH), MNL(NH), LIANYUNGANG, QINGDAO, PUSAN(HYUT), PUSAN(HBTC), SHANGHAI. Includes vessels like HYUNDAI VOYAGER, HYUNDAI DYNASTY, and HYUNDAI GRACE.

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IMPORTANT ANNOUNCEMENT

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

ABOVE SCHEDULES ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

10/18-10/23, Seaspan New York 007, OOCL
10/25-10/30, ALS Fauna 086, OOCL
11/01-11/06, Seaspan New York 008, OOCL
11/08-11/13, ALS Fauna 087, OOCL
11/15-11/20, Seaspan New York 009, OOCL
11/22-11/27, ALS Fauna 088, OOCL
11/29-12/04, Seaspan New York 010, OOCL
SURABAYA, Indonesia
09/09-09/19, Seaspan New York 004 (Qingdao Tower 029), OOCL
09/13-09/26, ALS Fauna 083 (Rotterdam Bridge 052), OOCL
09/20-10/03, Seaspan New York 005 (Bai Chay Bridge 079), OOCL
09/27-10/10, ALS Fauna 084 (Qingdao Tower 031), OOCL
10/04-10/17, Seaspan New York 006 (Rotterdam Bridge 054), OOCL
SYDNEY, Australia
09/13-10/06, ALS Fauna 083 (Kota Lembah 182), OOCL
09/13-10/08, ALS Fauna 083 (OOCL Yokohama 156), OOCL
09/13-10/08, ALS Fauna 083 (Seaspan New Delhi 049), OOCL
09/20-10/13, Seaspan New York 005 (Cosco Singapore 147), OOCL
09/20-10/15, Seaspan New York 005 (Al Rawdah 008), OOCL
09/20-10/15, Seaspan New York 005 (Kota Layar 107), OOCL
09/27-10/20, ALS Fauna 084 (OOCL Texas 175), OOCL
09/27-10/22, ALS Fauna 084 (Jazan 008), OOCL
09/27-10/22, ALS Fauna 084 (OOCL Brisbane 194), OOCL
10/04-10/27, Seaspan New York 006 (Cosco Antwerp 164), OOCL
10/04-10/29, Seaspan New York 006 (OOCL Houston 163), OOCL
10/04-10/29, Seaspan New York 006 (OOCL Panama 280), OOCL

10/11-11/03, ALS Fauna 085 (OOCL Dubai 128), OOCL
10/11-11/05, ALS Fauna 085 (Kota Larif 123), OOCL
10/11-11/05, ALS Fauna 085 (OOCL Norfolk 231), OOCL
10/18-11/10, Seaspan New York 007 (Kota Lembah 183), OOCL
10/18-11/12, Seaspan New York 007 (OOCL Yakohama 157), OOCL
10/18-11/12, Seaspan New York 007 (Seaspan New Delhi 050), OOCL
10/25-11/17, ALS Fauna 086 (Cosco Singapore 148), OOCL
10/25-11/19, ALS Fauna 086 (Al Rawdah 009), OOCL
10/25-11/19, ALS Fauna 086 (Kota Layar 108), OOCL
11/01-11/24, Seaspan New York 008 (OOCL Texas 176), OOCL
11/01-11/26, Seaspan New York 008 (Jazan 009), OOCL
11/01-11/26, Seaspan New York 008 (OOCL Brisbane 195), OOCL
11/08-12/01, ALS Fauna 087 (Cosco Antwerp 165), OOCL
11/08-12/03, ALS Fauna 087 (OOCL Houston 164), OOCL
11/08-12/03, ALS Fauna 087 (OOCL Panama 281), OOCL
11/15-12/08, Seaspan New York 009 (OOCL Dubai 129), OOCL
11/15-12/10, Seaspan New York 009 (Kota Larif 124), OOCL
11/15-12/10, Seaspan New York 009 (OOCL Norfolk 232), OOCL
11/22-12/15, ALS Fauna 088 (Kota Lembah 184), OOCL
TAICHUNG, Taiwan
09/13-09/16, Ela 010, OOCL
09/13-09/18, Wan Hai 211 446, OOCL
09/20-09/23, Ela 011, OOCL
09/20-09/25, Wan Hai 211 447, OOCL
09/27-09/30, Ela 012, OOCL
09/27-10/02, Wan Hai 211 448, OOCL
10/04-10/07, Ela 013, OOCL

10/04-10/09, Wan Hai 211 449, OOCL
10/11-10/14, Ela 014, OOCL
10/11-10/16, Wan Hai 211 450, OOCL
10/18-10/21, Ela 015, OOCL
10/18-10/23, Wan Hai 211 451, OOCL
10/25-10/28, Ela 016, OOCL
10/25-10/30, Wan Hai 211 452, OOCL
11/01-11/04, Ela 017, OOCL
11/01-11/06, Wan Hai 211 453, OOCL
11/08-11/11, Ela 018, OOCL
11/08-11/13, Wan Hai 211 454, OOCL
TAKAMATSU, Japan
09/09-09/26, TBA (OOCL Le Havre 132), OOCL
09/16-09/26, TBA (OOCL Le Havre 132), OOCL
09/16-10/03, TBA (OOCL Nagoya 140), OOCL
09/17-10/03, TBA (OOCL Nagoya 140), OOCL
09/23-10/10, TBA (OOCL Charleston 189), OOCL
09/24-10/10, TBA (OOCL Charleston 189), OOCL
09/30-10/17, TBA (OOCL Le Havre 133), OOCL
10/01-10/17, TBA (OOCL Le Havre 133), OOCL
TAURANGA, New Zealand
09/13-10/11, ALS Fauna 083 (Tianjin Bridge 143), OOCL
09/20-10/18, Seaspan New York 005 (Kota Lacing 133), OOCL
09/27-10/25, ALS Fauna 084 (CSL Atlantic 187), OOCL
10/04-11/01, Seaspan New York 006 (Seasmile 034), OOCL
10/11-11/08, ALS Fauna 085 (OEL Badnath 727), OOCL
10/18-11/15, Seaspan New York 007 (Maine Trader 021), OOCL

10/25-11/22, ALS Fauna 086 (Tianjin Bridge 145), OOCL
11/01-11/29, Seaspan New York 008 (Kota Lacing 135), OOCL
11/08-12/06, ALS Fauna 087 (CSL Atlantic 189), OOCL
11/15-12/13, Seaspan New York 009 (Seasmile 035), OOCL
11/22-12/20, ALS Fauna 088 (OEL Badnath 729), OOCL
TOKYO, Japan
09/09-09/23, TBA (OOCL Australia 200), OOCL
09/09-09/24, TBA (OOCL Le Havre 132), OOCL
09/09-09/24, TBA (Spectrum N 005), OOCL
09/10-09/23, TBA (OOCL Australia 200), OOCL
09/10-09/24, TBA (OOCL Le Havre 132), OOCL
09/13-09/21, Wan Hai 211 446 (OOCL Australia 200), OOCL
09/16-09/20, Ela 010 (OOCL Australia 200), OOCL
09/16-10/01, TBA (GSL Keta 026), OOCL
09/16-10/01, TBA (OOCL Nagoya 140), OOCL
09/17-09/30, TBA (OOCL Guangzhou 127), OOCL
09/17-10/01, TBA (GSL Keta 026), OOCL
09/17-10/01, TBA (OOCL Nagoya 140), OOCL
09/20-09/28, Ela 011 (OOCL Guangzhou 127), OOCL
09/20-09/28, Wan Hai 211 447 (OOCL Guangzhou 127), OOCL
09/23-10/07, TBA (OOCL New Zealand 093), OOCL
09/23-10/08, TBA (Baleares 022), OOCL
09/23-10/08, TBA (OOCL Charleston 189), OOCL
09/24-10/07, TBA (OOCL New Zealand 093), OOCL
09/24-10/08, TBA (Baleares 022), OOCL

09/13-09/28, Wan Hai 211 446 (OOCL Oakland 096), OOCL
09/20-10/05, Ela 011 (OOCL Oakland 096), OOCL
09/20-10/05, Wan Hai 211 447 (OOCL San Francisco 152), OOCL
09/27-10/12, Ela 012 (OOCL San Francisco 152), OOCL
09/27-10/12, Wan Hai 211 448 (OOCL Vancouver 119), OOCL
10/04-10/19, Ela 013 (OOCL Vancouver 119), OOCL
10/04-10/19, Wan Hai 211 449 (OOCL Kaohsiung 112), OOCL
10/11-10/26, Ela 014 (OOCL Kaohsiung 112), OOCL
10/11-10/26, Wan Hai 211 450 (OOCL Antwerp 114), OOCL
10/18-11/02, Ela 015 (OOCL Antwerp 114), OOCL
10/18-11/02, Wan Hai 211 451 (OOCL New York 073), OOCL
10/25-11/09, Ela 016 (OOCL New York 073), OOCL
10/25-11/09, Wan Hai 211 452 (OOCL Oakland 097), OOCL
11/01-11/16, Ela 017 (OOCL Oakland 097), OOCL
11/01-11/16, Wan Hai 211 453 (OOCL San Francisco 153), OOCL
11/08-11/23, Ela 018 (OOCL San Francisco 153), OOCL
11/08-11/23, Wan Hai 211 454 (OOCL Vancouver 120), OOCL
WELLINGTON, New Zealand
09/13-10/09, ALS Fauna 083 (Tianjin Bridge 143), OOCL
09/20-10/16, Seaspan New York 005 (Kota Lacing 133), OOCL
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11/15-12/11, Seaspan New York 009 (Seasmile 035), OOCL
11/22-12/18, ALS Fauna 088 (OEL Badnath 729), OOCL
XINGANG, China
09/06-09/20, Wan Hai 211 445 (Teng Yun He 280), OOCL
09/13-09/27, Ela 010 (Qing Yun He 492), OOCL
09/13-09/27, Wan Hai 211 446 (Qing Yun He 492), OOCL
09/20-10/04, Ela 011 (Teng Yun He 281), OOCL
09/20-10/04, Wan Hai 211 447 (Teng Yun He 281), OOCL
09/27-10/11, Ela 012 (Qing Yun He 493), OOCL
09/27-10/11, Wan Hai 211 448 (Qing Yun He 493), OOCL
YOKAICHI, Japan
09/13-09/23, Ela 010 (OOCL Australia 200), OOCL
10/01-10/14, TBA (OOCL Australia 200), OOCL
09/20-09/30, Ela 011 (OOCL Guangzhou 127), OOCL
10/01-10/15, TBA (OOCL Le Havre 133), OOCL
09/27-10/07, Ela 012 (OOCL New Zealand 093), OOCL
09/27-10/07, Wan Hai 211 448 (OOCL New Zealand 093), OOCL
TORONTO, Canada
09/13-10/03, Ela 010 (OOCL New York 072), OOCL
09/13-10/03, Wan Hai 211 446 (OOCL Oakland 096), OOCL
09/20-10/10, Ela 011 (OOCL Oakland 096), OOCL
09/20-10/10, Wan Hai 211 447 (OOCL San Francisco 152), OOCL
09/27-10/17, Ela 012 (OOCL San Francisco 152), OOCL
09/27-10/17, Wan Hai 211 448 (OOCL Vancouver 119), OOCL
10/04-10/24, Ela 013 (OOCL Vancouver 119), OOCL
10/04-10/24, Wan Hai 211 449 (OOCL Kaohsiung 112), OOCL
10/11-10/31, Ela 014 (OOCL Kaohsiung 112), OOCL
10/11-10/31, Wan Hai 211 450 (OOCL Antwerp 114), OOCL
10/18-11/07, Ela 015 (OOCL Antwerp 114), OOCL
10/18-11/07, Wan Hai 211 451 (OOCL New York 073), OOCL
10/25-11/14, Ela 016 (OOCL New York 073), OOCL
08/14-08/25, San Lorenzo 134N (Singapore 0905), OOCL
08/21-08/30, Fila T 009N (Singapore 0915), OOCL
08/21-09/01, Fila T 009N (Singapore 0915), OOCL
11/01-11/21, Ela 017 (OOCL Oakland 097), OOCL
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09/18-09/27, Olivia 130N (Singapore 0955), OOCL
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09/25-10/04, San Lorenzo 136N (Singapore 0965), OOCL
09/25-10/06, San Lorenzo 136N (Singapore 0965), OOCL
10/02-10/11, Fila T 011N (Singapore 0975), OOCL
10/02-10/13, Fila T 011N (Singapore 0975), OOCL
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DPWH signs P3B design contract for Bataan-Cavite mega bridge

- 32- km mega-bridge connects Bataan and Cavite provinces
- Project will cut travel time from five hours to only 30 minutes
- The Bataan-Cavite Interlink Bridge Project involves construction of four-lane (two lanes each direction) bridge from Barangay Alas-asin in Mariveles, Bataan, crossing Manila Bay, and terminating in Barangay Timalan, Naic, Cavite.
- Bridge will become the largest and longest in the Philippines

THE detailed engineering design (DED) for a 32-kilometer (km) mega-bridge connecting Bataan and Cavite provinces will be carried out in the next 15 months following the signing of a P3.03-billion consultancy contract, according to the Department of Public Works and Highways.

The P3-billion contract agreement on the provision of consulting services

for the DED of the Bataan-Cavite Interlink Project was signed on October 20 by DPWH Undersecretary for Unified Management Office Operations (UPMO) Emil K. Sadain and the winning consultants procured by Asian Development Bank (ADB).

Other parties to the contract agreement are T.Y. Lin International; Pyunghwa Engineering; Renardet S.A.; DCCD Engineering Corp.; and project director Sharif Madsmo H. Hasim of the implementing office DPWH UPMO Roads Management Cluster 2.

According to Sadain, the DED is scheduled from November 2020 to January 2022 and will be funded by an additional financing for the Infrastructure Preparation and Innovation Facility under a signed loan agreement on December 2019 between ADB and Department of Finance.

The Bataan-Cavite Interlink Bridge Project involves the construction of a

32.15-km, four-lane (two lanes each direction) bridge starting from Barangay Alas-asin in Mariveles, Bataan, crossing Manila Bay, and terminating in Barangay Timalan, Naic, Cavite.

It involves construction of two navigation bridges: the North Channel Bridge and South Channel Bridge with main span of 400 meters and 900 meters, respectively.

The proposed bridge project is composed of the following: Package 1 – Bataan Land Viaduct (5.04 km), Package 2 – Northern Marine Viaduct (8.0 km), Package 3 – Southern Marine Viaduct (12.6 km), Package 4 – Approach Viaducts to Northern and Southern Navigation Channel Bridges (2.6 km), Package 5 – Navigation Channel Bridges (2.6 km), Package 6 – Cavite Land Viaduct (1.31 km), and Package 7 – Ancillary Buildings.

“This Bataan-Cavite Interlink Bridge Project will provide a permanent road

linkage between the two provinces in Central Luzon and Southern Tagalog Region in order to reduce the journey time and ease traffic congestion through Metro Manila,” DPWH secretary Mark Villar said.

Aside from cutting travel time and vehicle operating costs, the project aims to provide opportunities for economic growth and expansion outside Metro Manila, as well as to support the development of the seaports in Cavite and Bataan as premier international shipping gateways to the country, Villar said.

Sadain said the iconic bridge, which will become the largest and longest in the country, will be the faster way by land from Cavite all the way to Bataan and vice versa, with motorists directly travelling between Central Luzon and Southern Tagalog.

Once completed, the project will cut the present five hours of travel time to only 20 to 30 minutes.

BOC tags 60 rice importers...

The audit also found that undervaluation of the declared customs value remains to be the primary risk in revenue collection for rice imports, accounting for P497 million or 36.08% of the total deficiency assessment.

Customs Administrative Order (CAO) No. 01-2019—which implements BOC’s post-clearance audit function—states that within three years from the date of final payment of duties and taxes

or from customs clearance, BOC may conduct an audit examination, inspect, verify, and investigate records pertaining to any goods declaration, which includes statements, declarations, documents, and electronically generated or machine-readable data.

Such audit intends to ascertain the correctness of the goods valuation and determine the possible liability of the importer for duties, taxes, and other charges,

including any fine or penalty.

To prevent rice smuggling, BOC in addition to audit has also intensified intelligence and enforcement measures, verifying reports from concerned citizens and stakeholders, such as local farmer federations.

BOC said it remains committed to its mandate to protect government revenue by suppressing all forms of smuggling of agricultural goods through intensified

Continued from page 3

border control and post-clearance audit.

It added: “These efforts are also intended to protect the interests of our local federation of farmers and other producers of agricultural products directly affected by the RTL. Thus, strict legal measures and penalties will be imposed on those importers that will be found involved in the smuggling of agricultural products and other commodities into the country.”

BOC commits to trade facilitation under WCO...

pandemic is becoming a challenge and opportunity to keep the role of Customs relevant and consistent on innovating to secure the concrete actions being under-

taken,” WCO said.

For its part, WCO expressed continuous support for BOC’s 2019 Mercator Implementation Plan, carried out under

the UK government-supported Trade Facilitation in Middle Income Countries Programme.

The virtual meeting was joined by

WCO deputy secretary-general Ricardo Treviño and his delegation, BOC officials led by Guerrero, and other guests and experts.

Continued from page 5

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