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PortCalls

The Philippines' only shipping and transport guide

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BOC issues rules on supervision of foreign carriers at ports

- The Bureau of Customs has laid down new rules on the supervision and control of all vessels and aircraft engaged in foreign trade arriving to and departing from the Philippines
- Customs Administrative Order No. 15-2020 prescribes guidelines for the entrance and clearance of international vessels and aircraft arriving at ports of entry, including those located at Free Zones

in foreign trade arriving to and departing from Philippine territory.

Customs Administrative Order (CAO) No. 15-2020 prescribes guidelines for the entrance and clearance of international vessels and aircraft arriving at ports of entry, including those located at Free Zones.


The new CAO implements Chapter 2 (Carriers, Vessels, and Aircrafts) and other relevant provisions of the Customs Modernization and Tariff Act (CMTA).

According to former BOC deputy commissioner Atty. Agaton Teodoro Uvero's book *Understanding International Trade, Tariff & Customs*, substantial

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THE Bureau of Customs (BOC) has laid down new rules on the supervision and control of all vessels and aircraft engaged

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PH container volume seen to grow up to 8% in 2021

- **Philippine Ports Authority (PPA) forecasts a 6-8% growth in container volumes this year after declining 14.2% in 2020 due to the COVID-19 pandemic**
- **Growth is seen to slow to 1% in 2022 before the pace picks up 3% in 2023**
- **PPA general manager Jay Daniel Santiago earlier said PPA is “optimistically conservative” about cargo volumes for this year until 2023 with the expected easing of COVID-19 restrictions**

PHILIPPINE container volumes will grow 6% to 8% this year after declining 14.2% in 2020 due to the COVID-19 pandemic, according to Philippine Ports Authority (PPA) general manager Jay Daniel Santiago.

For 2022, container growth is anticipated to slow to 1%, while in 2023, it should accelerate to 3%, Santiago told PortCalls.

In 2020, container traffic handled by ports under PPA's jurisdiction reached 6.75 million twenty-foot equivalent units (TEU), lower than the 7.87 million TEUs recorded in 2019.

Santiago noted the forecasts for 2022 and 2023 for containers are the same as those for cargo volumes, which are seen to grow by 1% in 2022 and 3% in 2023. For 2021, PPA expects cargo volumes to improve by 7% after declining 13.5% in 2020.

PPA's forecast for 2021 is slightly lower than that of the Association of International Shipping Lines' (AISL) 10% growth estimate. AISL president Patrick Ronas earlier told PortCalls cargo figures for

the Philippines this year are expected to be better compared to last year as long as no “hard lockdowns” are implemented again.

In a recent virtual press briefing, Santiago said PPA is “optimistically conservative” about cargo volumes for this year until 2023, with expectations for this year and the next hinged on the continued easing of COVID-19 restrictions.

Cargo volume is forecast to rise to 246.7 million metric tons (mt) in 2021 from 230.44 million mt in 2020. For 2022 and 2023, volumes are forecast to hit 249.17 million mt and 256.29 million mt, respectively.

In terms of passenger traffic, PPA projects a 1% to 2% improvement this year after a 70% decline in 2020 to 24.79 million.

For 2021, passenger traffic is seen rising to 25.84 million, which Santiago noted is “way below the pre-COVID-19 traffic of almost 84 million passengers annually.”

For 2022, passenger traffic could hit 26.10 million, and for 2023, 26.79 million.

Santiago said the growth forecasts are consistent with assumptions of the government's economic cluster.

Cargo volume sank 13.5% in 2020, with the biggest contraction recorded in Manila ports, which account for 85% of the country's total volumes.

Santiago noted volumes in South Luzon, the Visayas, and Southern Mindanao posted minimal decreases, while Northern Mindanao recorded a positive deviation.

“This is a very good indication that the economy is doing just fine and can easily rebound to pre-COVID-19 levels once we roll out our vaccination program as such could get back investor confidence in our

Speaker:
Mr. Paul Lazo

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supply chain.”

Santiago is hopeful that with the government's vaccination program having started, movements of people would be eased and consumption would increase.

PPA last year said it expected shipcalls and cargo volumes to decline amid the COVID-19 pandemic, which has significantly affected global and domestic trade, restricted movements of goods and

people, and caused economic slowdowns worldwide. Ports in the Philippines remained operational even during lockdown periods and movement of cargoes was mostly unhampered.

Preliminary data from PPA's website showed foreign and domestic cargoes, container traffic, shipcalls, passenger volume, and roll-on/roll-off traffic all recorded declines last year. — **Roumina Pablo**

Manufacturing contracts for 11th straight month in January

- **The manufacturing sector contracted in both volume and value in the first month of 2021, recording its 11th straight month of decline**
- **The Volume of Production Index dropped 16.7% while the Value of Production Index went down 21.1%, both indices declining faster than in December 2020**

THE Philippine manufacturing sector contracted in both volume and value in the first month of 2021, recording its 11th straight month of decline, according to data from the Philippine Statistics Authority (PSA).

The Volume of Production Index (VoPI) dropped 16.7% in January 2021, faster than the 12% decline registered in December 2020, according to PSA's latest Monthly Integrated Survey of Selected Industries.

The faster downturn in VoPI was brought about by the annual decreases in 18 industry divisions led by manufacture of wood, bamboo, cane, rattan articles and related products (-53.4%), manufacture of machinery and equipment except electrical (-48.9%), and manufacture of tobacco (-42.6 %).

The Value of Production Index (VaPI) went down 21.1% in January 2021, also faster than the previous month's 15.4% drop.

Contributing to the faster decline of VaPI in January 2021 were the reductions in the indices of 18 out of the 22 industry divisions. These were led by manufacture of wood, bamboo, cane, rattan articles and related products (-53.5%); manufacture of coke and refined petroleum products (-53.1%); and manufacture of machinery and equipment except electrical (-51%).

Based on responding establishments, the average capacity utilization rate of the manufacturing sector in January 2021 was 46.1%, down from 49.1% in December 2020.

Seven of the 22 industry divisions had at least 50% average capacity utilization rate, namely, manufacture of basic pharmaceutical

products and pharmaceutical preparations (67.5%); manufacture of wood, bamboo, cane, rattan articles, and related products (56.6%); printing and reproduction of recorded media (56.1%); manufacture of paper and paper products, (55%); manufacture of computer, electronic, and optical products (52%); manufacture of rubber and plastic products (51.6%); and manufacture of furniture (50%).

The proportion of establishments that operated at full capacity (90% to 100%) was 20.9% of the total number of responding establishments. Meanwhile, 40.5% operated at 70% to 89% capacity, while more than one-third (38.6%) operated below 70%.

Asian Terminals income down 20.4% in 2020

- **Port operator Asian Terminals Inc. (ATI) reported an income of P2.96 billion in 2020, lower by 20.4% than its earnings in 2019**
- **Revenues last year stood at P10.96 billion, 17.8% lower than those of 2019**
- **Total cargo volume handled in the second half of 2020 grew compared to the first half of the year, cushioning the negative impact of COVID-19 on the company's bottom line**
- **ATI closed the year with a volume of nearly 1.3 million TEUs, 19% lower than the record volume of 1.61 million TEUs it handled in 2019**

PORT operator Asian Terminals Inc. (ATI) reported an income of P2.96 billion in 2020, 20.4% lower than the P3.71 billion it earned in 2019.

Revenues last year stood at P10.96 billion, 17.8% lower than the P13.33

billion posted in 2019, the port operator said in a statement.

ATI said revenues from Manila South Harbor's international containerized cargo operations and from Batangas Container Terminal (BCT) decreased by 16.9% and 20.2%, respectively, compared to 2019 on account of lower container volumes resulting from the negative economic impact of the COVID-19 pandemic.

Container volumes at Manila South Harbor and BCT declined by 20.4% and 19.7%, respectively.

The port operator noted that total cargo volume handled in the second half of 2020 grew compared to the first half of the year, cushioning the negative impact of COVID-19 on its bottom line.

From July to December 2020, Manila South Harbor and BCT handled over 700,000 TEUs in consolidated container volume, 25% higher than the first half when volumes were heavily impacted by trade slowdown and economic lockdowns locally and globally due to the pandemic.

ATI closed the year with a volume of nearly 1.3 million twenty-foot equivalent units, 19% lower than the record volume of 1.61 million TEUs it handled in 2019.

“The COVID-19 pandemic has impacted businesses and industries around the world at unprecedented proportions. But with discipline, teamwork, and prudent cost management, ATI has remained resilient, keeping our gateway ports viable and operational 24/7 which in turn kept commodities and cargoes flowing especially during this pandemic,” ATI executive vice president William Khoury said.

“With the roll out of government's inoculation program, the lifting of government restrictions and the calibrated opening up of the economy, we are optimistic for a stronger year this 2021,” Khoury added.

ATI earlier said it has been undertaking prudent cost management, conducting day-to-day operations anchored on safety and efficiency, and

continuing its investment in important port infrastructure projects to “remain resilient amid these challenging times.”

Philippine Ports Authority general manager Jay Daniel Santiago earlier forecast that cargo volumes would grow by 7% and container traffic by 6% to 8% this year.

PortCalls The Philippines' only shipping and transport guide

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BOC lays out new regulations on air express clearance, accreditation of operators

- The rules implementing clearance procedures for air express shipments and the guidelines for accrediting air express cargo operators (AECO) have been released
- Customs Memorandum Order No. 09-2021 implements Customs Administrative Order No. 05-2020, which provides procedures for the transport, documentation, and clearance of express shipments in all Philippine airports
- AECOs need to be accredited with BOC to handle air express shipments

THE Bureau of Customs (BOC) has issued rules implementing clearance procedures for air express shipments and the guidelines for accrediting air express cargo operators (AECO).

Customs Memorandum Order (CMO) No. 09-2021 implements Customs Administrative Order (CAO) No. 05-2020, which provides procedures for the transport, documentation, and clearance of express shipments in all Philippine airports under Section 439 (Express shipment) and other related provisions of the Customs Modernization and Tariff Act (CMTA).

According to former BOC deputy commissioner Atty. Agaton Teodoro Uvero's book Understanding International Trade, Tariff and Customs, Section 439 is the provision that provides clearer guidance on the customs treatment of express shipments.

AECOs need to be accredited with BOC to avail themselves of the privilege of handling air express shipments. AECOs, according to CMO 09-2021, are companies that provide and arrange fast and rapid transport and delivery of express shipments, by order and in the interest of shippers or consignors. AECOs are either a direct common carrier or an indirect air carrier, and as such issue their own air waybill (AWB) to shippers or consignors of shipments under their solicitation.

Under the new order, BOC will change the current nature of accreditation from freight forwarder to AECO. If the AECO is currently on active status, the change will be done automatically by

BOC's Account Management Office (AMO); the inactive AECO must comply with requirements for accreditation.

BOC will also require all AECOs to be accredited as a customs facility and warehouse (CFW) operator. If an AECO is operating a customs bonded warehouse (CBW) under the old regime, BOC will approve the conversion of accreditation from CBW to CFW.

BOC may allow the AECO to use and operate in an existing CBW facility if it presents proof of an existing contract with the CBW. The existing CBW should also be converted into a CFW.

AECOs are also required to provide an updated accreditation from the Civil Aeronautics Board (CAB). If not accredited, an AECO cannot avail of a simplified clearance procedure until it has secured the CAB accreditation, CMO 09-2021 states.

Affidavit of undertaking required

BOC will also require an affidavit of undertaking signed by the highest officer or authorized officer of the AECO, duly supported with a board resolution, as proof the AECO complies with the following:

- A member of an existing international organization, such as Conference of Asia Pacific Express Carriers
- Has existing global and regional hubs in handling of express shipments
- Has a dedicated air carrier for its use as an air express operator. BOC said it will also recognize other commercial flights being used by the AECO to augment their network to meet time-sensitive delivery commitments, subject to prior approval by the Customs commissioner
- Has an existing integrated end-to-end tracking system that provides real-time update to its clients.

BOC will also require from the AECO an IT system that can interface with the bureau's automated system, provided the AECO follows the requirements to be determined by BOC's Management Information System and Technology Group.

Applications for an AECO should be acted upon by the AMO within seven

UN digital trade pact expected to accelerate PH cross-digital trade

- The Philippines is expected to benefit from the entry into force of a UN treaty that aims to accelerate cross-border digital trade in Asia-Pacific
- The UN Framework Agreement on Facilitation of Cross-border Paperless Trade in Asia and the Pacific entered into force last February 20, 2021
- The framework will provide the Philippines the opportunity to promote and leverage electronic data exchange with both ASEAN

and non-ASEAN trade partners

THE Philippines is set to reap benefits with the entry into force of a United Nations (UN) treaty to accelerate cross-border digital trade in the Asia-Pacific region, according to the Bureau of Customs (BOC).

The treaty—UN Economic and Social Commission for Asia and the Pacific (UNESCAP) Framework Agreement on Facilitation of Cross-border Paperless Trade in Asia and the Pacific—entered into force last February 20, BOC said in



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working days from receipt of complete documentary requirements and after the inspection of the AECO's IT systems.

A customs office will be established in all international airports where AECOs have established offices or hubs. The customs office should be located within the facility of the AECO, and be provided the necessary office and IT equipment, furniture, and other implements.

The AECO should also provide transport service to Customs personnel from the main office of the port to the facility or office of the AECO for the personnel's safety and swift delivery of service. However, transport allowance to the Customs personnel assigned to the customs office may also be provided instead. Operating hours will be determined by the AECO.

Overtime services will be provided by BOC as needed, subject to payment of service fees in accordance with relevant provision of the CMTA.

In case of low-value, dutiable and/or taxable express shipments, the AECO

should deposit and maintain in the accredited agent banks not less than P5 million specifically to guaranty immediate payment by the bank upon demand by BOC. The AECO should increase the security deposit if the duties, taxes, and other charges due on the shipments exceed P5 million. Otherwise, the district collector will not allow shipments not covered by the security deposit to be released.

If the AECO defaults on the payment of the assessed customs duties, taxes, and other charges due on shipments that were released under CMO 09-2021, BOC will deduct these charges from the security deposit.

The security deposit will likewise cover mis-sorted or misrouted shipments being returned to the shipper. If the AECO fails to show proof of landing or evidence of re-exportation or the shipment was not re-exported within 24 hours from arrival, the amount of duties, taxes, and other charges which should have been collected

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PEZA in talks with DoF for more integration of processes

- Officials of the Philippine Economic Zone Authority officials, Bureau of Internal Revenue and Department of Finance will meet this week to ensure greater integration of processes among the agencies
- Two PEZA locators manufacturing cigarettes, GB-BEM and GB Global, are being investigated for supposed deficiency in complying with BIR requirements

(PEZA) director-general Charito Plaza said she will hold talks this week with Bureau of Internal Revenue (BIR) commissioner Caesar Dulay and Finance undersecretary Antonette Tionko to ensure greater integration of processes among the agencies.

The talks aim to strengthen PEZA's assistance to BIR by further integrating into PEZA systems BIR requirements that are not yet part of PEZA's processes. These include those pertaining to PEZA-registered export enterprises manufacturing cigarettes and tobacco products that are exporting 100% of their

production, PEZA said in a press statement.

The talks come after PEZA said it is investigating two locators manufacturing cigarettes for 100% export after they were found to be supposedly deficient in complying with BIR requirements.

GB-BEM and GB Global, both PEZA-registered enterprises, were recently the subject of raids by the BIR for allegedly operating without the requisite BIR registration and other permits required in cigarette manufacturing, the authority said in a statement.

The matter is also the subject of parallel investigations by the BIR as well as the

House Committee on Ways and Means.

PEZA had earlier withheld the import shipments of the two enterprises until a writ of preliminary injunction could be issued by the courts. PEZA said it will apply its own rules and regulations in imposing penalties on the two enterprises based on the results of its own investigation. It noted that this is distinct and different from whatever penalties BIR may impose.

At present, PEZA already assists BIR in ensuring that all PEZA registered enterprises file their Income Tax Returns

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TBN		20-Mar	22-Mar	OMIT	24-Mar	25-Mar	26-Mar

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Jack London	OKRI6N	18-Mar	20-Mar	27-Mar	22-Apr

PH3 - Manila - Ningbo - Shanghai LCT CARGO: NORTH SAT 0500H / SOUTH FRI 1000H

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Seaspan Guayaquil	112W	23-Mar	24-Mar	29-Mar	30-Mar

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PH, Indonesia collaborate to get Filipino exporters Halal-ready

- The Philippines and Indonesia are working on a memorandum of understanding (MOU) to help Philippine exporters comply with Indonesia's law on Halal products
- The MoU will facilitate trading of Halal-certified goods through a government-to-government arrangement
- Indonesia's Law 33/2014 on Halal Product Assurance, issued in 2014 and now in effect, requires all Halal products for export to Indonesia to be registered with the Halal Products Certification Agency

THE Philippines and Indonesia are working on a memorandum of understanding to help Filipino exporters comply with Indonesia's law on Halal products.

The MoU, now in its final stages, will facilitate trading of Halal-certified goods through a government-to-government arrangement, the Department of Trade and Industry said in a statement.

Indonesia with its more than 200 million Muslim consumers is regarded as a huge market for Philippine Halal products.

Indonesia's Law 33/2014 on Halal Product Assurance, issued in 2014 and now in effect, requires all Halal products for export to Indonesia to be registered with the Halal Products Certification Agency (BPJPH), a new government agency under the Ministry of Religious Affairs. The Indonesian House of Representatives last year passed a bill revising

and simplifying the certification process under Law 33/2014.

To get a BPJPH certification, products must first be certified by a Halal certification body from the country of origin acknowledged by the BPJPH.

Once the MoU is signed, a mutual recognition agreement will allow Halal accreditation bodies in the two countries to recognize each other and eliminate the need for repeated conformity assessments.

BOC lays out new regulations on air...

Continued from previous page

will be deducted from the security deposit as penalty.

Express shipments will be cleared based on their category, which are:

- Correspondence and documents
- De minimis or low-value, non-dutiable shipments
- Low-value, dutiable and/or taxable shipments
- High-value shipments
- Cargo manifest submission

The AECO should electronically submitted in advance the true and complete copy of the electronic inward foreign cargo manifest (e-IFCM) at least one hour before arrival of aircraft coming from Asia and at least four hours before arrival of aircraft coming from other continents.

The electronic consolidated inward foreign cargo manifest (e-CIFCM), on the other hand, should be submitted one hour after arrival of the aircraft if the e-IFCM was submitted within the prescribed period.

If the e-IFCM was submitted late, the e-CIFCM will be accepted without penalty if submitted in the customs systems not exceeding 24 hours after the e-CIFCM is registered with the Office of the Deputy Collector for Operations. This same privilege will apply in case the e-IFCMs are not validated on time, such as due to system errors, CAO 05-2020 states.

Cargoes not listed in the IFCM will be duly covered by a supplemental manifest which will be submitted within six hours upon arrival of the aircraft.

Supplemental IFCM will be submitted in hard copies and electronic form within the prescribed period under CAO 05-2020. Otherwise, the shipments listed in the supplemental IFCM will be considered as unmanifested and subject to seizure proceedings.

Unmanifested goods will be subject to penalties under the applicable customs order.

All shipments should undergo non-intrusive scanning prior to clearance.

In all cases, the rules and regulations for regulated, restricted, and prohibited goods will apply.

All export shipments, meanwhile, should be covered by an export declaration electronically lodged in BOC's automated system. All export manifests must be submitted to BOC within 24 hours after the actual departure of the aircraft.

For transshipment, the transfer from aircraft to the designated CFW and from the CFW to the aircraft for loading of all express shipments destined for other countries will be supervised by a customs officer, as will be other safeguard measures meant to prevent diversion of goods to the domestic market or commingling with other goods destined to the Philippines.

Mis-sorted or misrouted shipments may be returned to the shipper without payment of duties, taxes, and other charges under certain circumstances enumerated in CMO 09-2021.

Until it can establish a facility and implement an information and communications technology-enabled system for advance lodgment and clearance, and clearance and monitoring, the AECO should implement an automated system that will monitor the movement of shipments and can receive and process e-IFM, electronic transshipment foreign cargo manifest, e-CIFCM, and electronic outward foreign cargo manifest.

And until BOC develops and implements a new customs processing system, the agency will allow, in the meantime, the AECO to lodge and clear the express shipments using the existing customs clearance procedure. — **Roumina Pablo**

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SEASpan NEW YORK	016N	MAR 11	MAR 13	016S	MAR 17	MAR 18	MAR 18	MAR 20	MAR 25	MAR 27
ALS FAUNA	096N	MAR 20	MAR 22	096S	MAR 26	MAR 27	MAR 27	MAR 29	APR 1	APR 3
SEASpan NEW YORK	017N	MAR 25	MAR 27	017S	MAR 31	APR 1	APR 1	APR 3	APR 8	APR 10
ALS FAUNA	096N	APR 1	APR 3	096S	APR 7	APR 8	APR 8	APR 10	APR 16	APR 18

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		ETA	ETD		ETA	ETD	ETA	ETD	ETA	ETD
ELEFTERIA EXPRESS	0005E	MAR 6	MAR 6	0005W	MAR 11	MAR 12	MAR 13	MAR 14	MAR 18	MAR 19
MIA SCHULTE	0CS25R1NC	MAR 11	MAR 12	0CS25R1NC	MAR 17	MAR 19	MAR 19	MAR 21	MAR 25	MAR 26
ELEFTERIA EXPRESS	0006E	MAR 18	MAR 19	0006W	MAR 24	MAR 25	MAR 26	MAR 28	APR 1	APR 2
MIA SCHULTE	0CS27R1NC	MAR 25	MAR 26	0CS27R1NC	MAR 31	APR 2	APR 2	APR 4	APR 8	APR 9
ELEFTERIA EXPRESS	0007E	APR 1	APR 2	0007W	APR 7	APR 8	APR 9	APR 11	APR 15	APR 16

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BOC issues rules on supervision...

Continued from page 1

changes under CMTA Chapter 2 cover the advance submission in electronic format of cargo manifest and submission of electronic copies of the manifest to the Commission on Audit chairperson.

Under CAO 15-2020, BOC should exercise supervision and control over the entrance and clearance of vessels and aircraft engaged in foreign commerce and over all import and export cargoes, landed or stored in piers, airports, wharves, and customs facilities and warehouses (CFW).

CAO 15-2020 noted this is to protect government revenue and prevent the entry of contraband, taking into consideration the Philippines' commitment under the Revised Kyoto Convention (RKC) to simplify and harmonize customs procedures to facilitate the movement of goods in international trade.

To implement CAO 15-2020, customs officers exercising police authority should be provided by port and airport authorities in all ports of entry with unhampered access to all premises within their administrative jurisdiction.

Once any vessel or aircraft engaged in foreign trade arrives at port, no person, except the master of the vessel or pilot-in-command, consul, quarantine officers, customs officers, or other duly authorized persons, may board or leave the vessel or aircraft without the permission of the customs officer concerned.

Vessels and aircraft engaged in foreign trade should visit only the designated ports of entry, except if allowed by law, provided no existing and valid government contract covering the handling of import and export cargo should be diminished or impaired.

Every vessel or aircraft arriving within a customs district of the Philippines from a foreign port should dock at the designated port of entry and be under the authority of the district collector of the port while within its jurisdiction.

Allocean-going vessels or international aircraft from foreign seaports or airports calling at any seaport or airports in the Philippines to disembark passengers or discharge cargo or other purposes must secure a quarantine clearance/compliance with health regulations. This quarantine certificate/clearance, also known as pratique, will be a prerequisite customs clearance.

An outgoing clearance should also be secured as a prerequisite to customs clearance of an outgoing vessel or aircraft.

Manifest submission rules

A true and complete copy of the cargo manifest, consolidated cargo manifest (CCM), and stowage plan should be electronically sent in advance by the shipping company, non-vessel operating common carrier (NVOCC), freight forwarder, cargo consolidator, or their authorized agents within the following cut-off period before the carrying vessel arrives at the port of entry:

- If the transit time is more than 72 hours, the shipping line must submit the cargo manifest electronically to BOC at least 48 hours before arrival of the vessel. In case of the CCM, it must be submitted at least 24 hours before arrival of the vessel.
- If the transit time is less than 72 hours, the shipping line must submit the cargo manifest electronically to BOC at least 24 hours before arrival of the vessel. In case of CCM, it must be submitted 12 hours before arrival of the vessel.

Cargo description in the cargo manifest should be precise to enable BOC to identify goods for discharge at the port and take pre-emptive action, if needed.

Generic description such as freight

all kinds, general cargo and/or similar terminologies stated in the cargo manifest of the carrying vessel will not be allowed and will be penalized under CAO 15-2020.

In addition to the mandatory information required, the electronic cargo manifest (e-cargo manifest) and electronic CCM (e-CCM) submitted to BOC must also include information on freight charges.

Cargoes or containers not listed in the cargo manifest but are recorded in the stowage plan should be covered by a supplemental manifest, which should be submitted not later than 48 hours from date of discharge of the last package of the vessel.

Cargoes or containers not listed in both the cargo manifest and stowage plan will be considered as unmanifested and subject to seizure and forfeiture.

No bulk and breakbulk cargoes will be discharged unless duly covered by a load port survey report in accordance with the procedure for bulk and breakbulk cargo clearance under Administrative Order No. 243-A.

Air cargo manifest

For aircraft, a true and complete copy of the cargo manifest should be electronically sent in advance by the airline, air express operator, air freight forwarder, and deconsolidator within the following period prior to the arrival of the aircraft at the port of entry:

- If the port of loading is in Asia, the electronic cargo manifest must be submitted one hour before arrival of the aircraft
- If the port of loading is other than Asia, the electronic cargo manifest must be submitted four hours before the aircraft's arrival
- For the e-CCM, cut-off times for submission are as follows:
- If the airline submits the electronic cargo manifest on time, the cut-off time for e-CCM submission will be one hour after the aircraft's arrival
- If the e-cargo manifest is submitted late, the e-CCM will be accepted without penalty provided that the submission in the customs system will not exceed 24 hours after the e-cargo manifest is registered by the Office of the Deputy Collector for Operations. This same privilege will apply in case the e-cargo manifest is not validated in time due to system errors, late encoding of date of last discharge, force majeure, and other similar circumstances that are not the fault of the airline.

Cargoes not listed in the cargo manifest should be duly covered by a supplemental manifest to be submitted six hours upon arrival of the aircraft.

Any vessel, seacraft, or aircraft arriving within the limits of a customs district from a foreign port which departs before undergoing customs formalities, without being compelled to do so by stress of weather, pursuit or duress of enemies, or other necessity, will be liable for the following fines:

- First offense – P100,000
- Second offense – P200,000
- Third offense – P300,000

The same schedule of fines will be imposed for obstructing a boarding officer; unlawfully boarding or disembarking from the vessel or aircraft; unloading cargo at improper time or place after arrival; failing to exhibit or deposit documents; failing to supply advance and requisite manifests; breaking the seal placed by customs officers; disappearance of manifested goods; discrepancy with the master of the vessel's or pilot-in-command's report; and false statement of vessel or aircraft's destination.

Unloading of cargo before arrival at the port of entry will be subjected to fines of:

- First offense – P500,000
- Second offense – P1 million
- Third offense – P2 million

Bringing of unmanifested arms, explosives, or war equipment is penalized with:

- First offense – P500,000
- Second offense – P750,000
- Third offense – P1 million

If the actual weight of the goods or package exceeds the declared weight in the manifest or bill of lading by more than 10% due to the negligence of the master of the vessel or pilot-in-command, then the owner, employee, operator or agent of the importing vessel or aircraft will be liable for a fine of not more than 20% of the value of the package or goods in which the deficiency exists.

Until a comprehensive cargo manifest and vessel and aircraft control system that will admit electronic copies of documents required is fully implemented, BOC will implement provisions of CAO 15-2020.

– Roumina Pablo

HMME HYUNDAI MERCHANT MARINE PHILIPPINES CO. INC.

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PACIFIC SOUTHWEST 8 SERVICE via BUSAN

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ETA LAX	ETA OAK
CALLAO BRIDGE	189N	03/13	03/17	HYUNDAI JUPITER	0017E	03/23	04/03	04/10
MOL SUCCESS	119N	03/20	03/24	HYUNDAI PLUTO	0017E	03/29	04/09	04/16
NORDMARSH	2042N	03/27	03/31	HYUNDAI NEPTUNE	0017E	04/03	04/14	04/21

PACIFIC NORTHWEST 3 (PN3) via BUSAN

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KRPU	MOTHER VESSEL	VOY. NO.	ETD KRPU	ETA VAN	ETA SEA
CALLAO BRIDGE	189N	03/13	03/17	NAVIOS CONSTELLATION	0015E	03/24	04/04	04/08
MOL SUCCESS	119N	03/20	03/24	HMM PROMISE	0020E	03/29	04/09	04/13
NORDMARSH	2042N	03/27	03/31	SEASPAN GANGES	0022E	04/05	04/16	04/20

EAST COAST SERVICE 4 (EC4) SERVICE via SINGAPORE

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	NYC	ORF	SAV	CST
SEASPAN NEW YORK	016S	03/14	03/19	YM WIDTH	0022E	03/22	04/15	04/18	04/21	04/23
ALS FAUNA	095S	03/23	03/28	YM WARMTH	0027E	04/11	04/29	05/02	05/05	05/07
SEASPAN NEW YORK	017S	03/27	04/01	TBA		04/12	05/16	05/09	05/12	05/14

EAST COAST SERVICE 5 (EC5) SERVICE via SINGAPORE

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	USNYC	SAV	JAX	ORF
SEASPAN NEW YORK	016S	03/14	03/19	DALIAN EXPRESS	0115E	03/25	04/19	04/22	04/24	04/26
ALS FAUNA	095S	03/23	03/28	ONE MAXIM	0054E	04/03	04/26	04/29	05/01	05/03
SEASPAN NEW YORK	017S	03/27	04/01	YANTIAN EXPRESS	0117E	04/08	05/03	05/06	05/08	05/10

FAR EAST PENDULUM 1 (FP1) VIA SGSIN

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	LEH
SEASPAN NEW YORK	016S	03/14	03/19	TBA		03/29	04/18	04/21	04/24
ALS FAUNA	095S	03/23	03/28	TBA		04/05	04/25	04/28	05/01
SEASPAN NEW YORK	017S	03/27	04/01	TBA		04/12	05/02	05/05	05/08

FAR EAST PENDULUM 2 (FP2) VIA SGSIN

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	ANR	SOU
SEASPAN NEW YORK	016S	03/14	03/19	YM WELLNESS	0027W	03/21	04/13	04/15	04/18	04/21
ALS FAUNA	095S	03/23	03/28	ONE GRUS	0099W	04/09	05/02	05/04	05/07	05/10
SEASPAN NEW YORK	017S	03/27	04/01	ONE GRUS	0099W	04/09	05/02	05/04	05/07	05/10

MED1 (MD1) SERVICE via SINGAPORE

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	BCN	VLC	GOA
ALS FAUNA	089S	12/13	12/18	ESSEN EXPRESS	036W	12/24	01/13	01/16	01/23
SEASPAN NEW YORK	011S	12/20	12/25	ONE MANCHESTER	026W	12/31	01/20	01/23	01/30
ALS FAUNA	090S	12/27	01/01	BASIE EXPRESS	038W	01/07	01/27	01/30	02/06

MED2 (MD2) SERVICE via SINGAPORE

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	SPE	GOA	FOS
ALS FAUNA	089S	12/13	12/18	ULSAN EXPRESS	034W	12/23	01/10	01/12	01/16
SEASPAN NEW YORK	011S	12/20	12/25	AL DHAIL	016W	12/30	01/17	01/19	01/23
ALS FAUNA	090S	12/27	01/01	TBA	022W	01/06	02/24	01/26	01/30

NEW WEST LATIN SERVICE 2 (NW2) SERVICE via BUSAN

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ZLO	LAZ	PTY	BUN	CLL	SAI	LQN
APLENGLAND OFDIEIEMA	12/12	12/16	12/16	MSC LAUREN	027E	12/21	01/05	01/07	01/11	01/13	01/16	01/21	01/25
KMTC MUNDRA 2005E	12/13	12/17	12/17	MSC JEWEL	028E	12/28	01/12	01/14	01/18	01/20	01/23	01/28	02/01
XIN CHI WAN	055E	12/20	12/24	MSC ELISA	855E	01/04	01/19	01/21	01/25	01/27	01/30	02/04	02/08

KPX (KOREA PHILIPPINES EXPRESS)

FEEDER VESSEL	VOY. NO.	ETA PHMNL	ETA VNNGN	ETA HKHKG	ETA CNSHK	ETA KRINC
KMTC GWANGYANG	026S	11/12	11/12	11/15	11/18	11/23
KMTC PUSAN	121S	11/19	11/22	11/25	11/26	11/30
KMTC SHANGHAI	163S	11/26	11/29	12/02	12/03	12/07

CHINA SOUTH EAST 2

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA HKHKG	ETA CNSHK
MOUNT BUTLER	042N	11/13	11/14	11/15
NORDAMSTEL	007N	11/19	11/20	11/21
CNC MARS	003N	11/26	11/27	11/28

TTP SERVICE (TIANJIN TO PHILIPPINES)

FEEDER VESSEL	VOY. NO.	ETD MNL SH-NH	ETA CNLYG	ETA CNTAO	ETA KRPU	ETA CNSHA
HYUNDAI VOYAGER	099N	11/15 - 11/17	11/22	11/23	11/25	11/28
HYUNDAI DYNASTY	084N	11/22 - 11/24	11/29	11/30	12/02	12/05
HYUNDAI GRACE	103N	11/29 - 12/01	12/06	12/07	12/09	12/12

FME (FAR EAST MADRAS SERVICE)

FEEDER VESSEL	VOY. NO.	ETD MNL NH	ETA BUS
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SUEZ CANAL	2007E	11/23	12/03
ZANTE	082E	12/04	12/10

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UN digital trade pact expected to accelerate...

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by requiring them to submit to PEZA annually copies of their annual Income Tax Returns and Audited Financial Statements, with proof of receipt by the BIR and proof of payment of applicable taxes to the BIR.

If certain enterprises fail to submit these documents within the period prescribed by PEZA, the authority will withhold issuance of the non-compliant enterprises' Annual Certification of Entitlement to Incentives and their entitlement to value-added tax zero-rating on their local purchases.

This is on top of PEZA imposing

penalties of a fine per day of delay in submitting these documents. And in case of continued failure to submit these documents to PEZA, it will withhold the issuance of import permits and export declaration to the erring PEZA enterprise.

PEZA has also been collaborating with the BIR on the VAT zero-rating entitlement of PEZA enterprises on their local purchases related to their registered activities, and also submits to BIR all PEZA approvals and evaluation reports on income tax holiday extension years granted to qualified PEZA enterprises,

in accordance with criteria prescribed in the Omnibus Investments Code of 1987.

In addition, PEZA has been religiously submitting to BIR an annual report on PEZA enterprises' availment of tax incentives since 2015 when Republic Act No. 10708, or the Tax Incentives Management and Transparency Act, was enacted.

PEZA said it has also initiated talks with Bureau of Customs (BOC) commissioner Rey Leonardo Guerrero on stronger collaboration between the two agencies and on resolving other concerns over the movement of goods of PEZA

enterprises and other BOC requirements.

Plaza noted that PEZA already has existing systems in place in collaboration with both BIR and BOC, which it said have proved effective in regulating other locators.

Nevertheless, she said the agency will further look into plugging remaining gaps in the system.

Plaza added that to enhance PEZA's smuggling prevention efforts, the authority will continue to strengthen its intelligence capability and coordinate and collaborate with BOC and BIR to protect government revenues.

PEZA in talks with DoF for more integration...

Continued from page 3

the electronic exchange of border documents among the 10 ASEAN member states.

BOC noted that even before the COVID-19 pandemic "brought digital solutions into the limelight," the agency has prioritized and implemented the automation of its operations and processes to facilitate trade and minimize physical interaction.

"Through the framework agreement, the paperless trade will provide more seamless, inclusive and resilient trade connectivity for Asia and the Pacific, thereby contributing to building back economy better," BOC noted.

Designed as an inclusive instrument for developing countries to increase their capacity for cross-border paperless trade, the final treaty text was adopted by UNESCAP in May 2016 and is deposited with the secretary general of the UN in New York.

Gains from the treaty

The framework is expected to provide countries in Asia and the Pacific with a new tool and "digital" complement to better implement the World Trade

Organization (WTO) Trade Facilitation Agreement (TFA) and develop cross-border e-commerce.

Full implementation of cross-border paperless trade is expected to reduce existing transactions costs by about 10% to 30%, depending on the current state of paperless trade in the participating countries. Significant benefits in terms of trade compliance are also expected.

In the case of the Philippines, implementing cross-border paperless trade is expected to help cut its trade costs by at least 10%, boosting its competitiveness, according to the UNESCAP report titled "Digital and Sustainable Trade Facilitation in ASEAN." Trade cost savings could increase further should the Philippines' trade partners join in the initiative.

Other benefits from the framework agreement include ready access to potential counterpart countries with whom the Philippines can negotiate on cross-border data exchange. This will avoid having to take numerous bilateral approaches and reduce the work involved in preparing bilateral or sub-regional arrangements.

The pact will also improve the

country's paperless trade readiness at the national level and make paperless trade practices interoperable. It can also better prepare the country to engage in cross-border trade data exchange, in particular through structured and regular sharing of lessons.

Another benefit is direct participation in developing pragmatic solutions for the cross-border exchange of trade documents, which can increase the possibility of becoming an early adopter/implementer and boost trade competitiveness.

The framework agreement can also reduce overall investment costs and trade transaction time, while improving levels of compliance by traders to regulatory requirements in international trade.

Going paperless takes time

Asked if, with the framework entering into force, BOC would move into a completely paperless environment without the need for hard copies of documents, Customs Commissioner Rey Leonardo Guerrero told PortCalls, "The direction is for BOC to go paperless."

"However, this will take some time to accomplish," Guerrero acknowledged.

He noted that paperless trade would be realized when the Philippine Customs Modernization Project and the national single window (NSW) are fully implemented. The customs modernization project, which got a loan approval from the World Bank last year, is expected to improve the country's customs administration through streamlining, automation, and development of a world-class customs processing system.

The NSW, on the other hand, is a requisite to join the ASW. The government is currently working on implementing TradeNet, the country's new NSW and an online platform for processing applications for import and export permits.

The Philippines acceded to the UN framework on December 23, 2019 in New York, the first Southeast Asian nation to make the accession.

Other countries that have acceded include Azerbaijan in March 2018, while Iran, Bangladesh, and China ratified in 2020. In addition, Armenia and Cambodia signed it in 2017. Several other ESCAP member states are currently completing their domestic processes for accession.

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