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PortCalls

The Philippines' only shipping and transport guide

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Pass-through fees in Manila violate DILG rule, says ARTA

- The collection of pass-through fees in Manila contradicts Department of Interior and Local Government Memorandum Circular 2018-133, according to the Anti-Red Tape Authority
 - The circular orders local government units to "refrain from enforcing any existing ordinance authorizing the levy of fees and taxes on their inter-province transport of goods and merchandise, regulatory fees in local ports, and other additional taxes, fees or charges in any form upon the transport of goods and merchandise"
 - The Alliance of Concerned Truck Owners & Organizations (ACTOO) said it hopes the Manila city government will act on the ARTA decision
 - Truckers are required to secure a travel permit, akin to a pass-through fee costing P1,500 from
- Turn to page 12

Global forwarders handle 9.8% more PH cargo in 2020; Jupiter Logistics leads pack

- Philippine cargo lifted by international airfreight forwarders reached 389.116 million kilograms in 2020, up 9.8% from 2019
 - Jupiter Logistics Philippines, Inc. dislodged long-time leader Nippon Express Philippines Corp. as the top international air freight forwarder in 2020
 - Cargo Consolidations and direct shipments increased 8% and 60%, respectively, while break-bulking declined 8%
- CARGO handled by international airfreight forwarders in the Philippines reached 389.116 million kilograms (kg) in 2020, an increase of 9.8% from 354.373 million kg posted in 2019, according to a Civil Aeronautics Board (CAB) preliminary report.
- Only 85.42% of forwarders were able to submit their complete 2020 cargo data reports as of February 7, 2021, CAB noted.
- Jupiter Logistics Philippines, Inc. dislodged Nippon Express Philippines Corp. as the top international air freight
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PH airlines book record P65B loss in 2020, plead for gov't aid

- *Philippine airlines reiterated their appeal for more government support as they reel from an estimated loss of P65 billion in 2020 due to the COVID-19 pandemic*
- *The Air Carriers Association of the Philippines urged the Senate and executive branch to “intervene in terms of loan guarantees which is the easiest way to address the liquidity issue”*
- *Airlines have so far received only about P800 million in waived navigational fees*
- *Flights are also currently only about 20% of their average levels pre-pandemic*

AFTER incurring an estimated record loss of P65 billion in 2020, Philippine airlines are reiterating their appeal for more government support as they try to recover from adverse effects of the COVID-19 pandemic.

Air Carriers Association of the Philippines (ACAP) executive director and vice chairman Roberto Lim, during a Senate hearing on March 17, reiterated the group's request for government help in addressing liquidity issues.

“The Philippine aviation sector [has] been left alone to survive and been able to do so due to the dedication of their effective management and the dedication of their owners,” Lim pointed out.

He added that airlines had made the effort to retain their employees despite revenue losses “but given the fact that they have been left alone, really, it has been unavoidable to extend further the employment of all of their employees.”

For ACAP's member airlines, about 33% or 5,000 of their total employees, have been retrenched or retired since last year.

ACAP members are comprised of AirAsia Philippines, Cebu Pacific, Cebu, Philippine Airlines, and PAL Express.

Flights are also currently only about 20% of their average levels prior to the pandemic. As an example, there were only 3,000 flights in December 2020 as opposed to 13,392 flights in the same month of 2019. He said current Philippine levels are

lower compared to those of neighboring countries where flights have resumed to about 50% to 80%.

Meager support

Lim noted that the industry has so far only received about P800 million in waived navigational fees under Republic Act (RA) No. 11494, or the Bayanihan to Recover as One Act.

In comparison, airline industries in neighboring countries in Asia and in Europe and the United States have been provided by their governments “a lot more cash support, loans and guarantees early on,” Lim said.

Since last year ACAP has been asking Congress for a long-term credit facility, working capital credit lines, credit guarantee arrangements, and temporary relief from navigational and airport charges to help airlines.

Lim urged the Senate and executive branch of government to “intervene in terms of loan guarantees which is the easiest way to address the liquidity issue.”

He said this is relevant to the proposed Government Financial Institutions Unified Initiatives to Distressed Enterprises for Economic Recovery or GUIDE bill, which has already been passed on final reading in the Lower House and is currently being tackled in the Senate.

The GUIDE bill aims to strengthen government financial institutions' capacity to provide needed financial assistance to micro, small, and medium enterprises and other strategically important industries, including transportation and storage.

“I cannot overemphasize the urgency of the plight of the aviation industry and we of course look forward to having this law as soon as possible and an expanded version to address the liquidity concerns of the industry,” Lim said.

Since the proposed law may take months to implement, Lim said another option is for the Department of Finance or state banks to provide airlines with loan guarantees “so that the private banks who are very skittish in lending more money to an injured industry will actually open the credit facility tabs.”



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Survival at stake

Lim noted that the request for help in the airlines' liquidity is for their long-term survival as “we really don't know how long” the pandemic will stay and “recovery requires another set of resources.”

He noted that airlines “still continue to suffer difficult operating conditions,” particularly due to fragmented policies when it comes to domestic travel.

While airlines understand that the local government units have different conditions in their communities, Lim said this “has also led to a proliferation of policies and approaches” with varying documentation requirements and clearances and limits in the number of flights and passengers per week.

With COVID-19 cases surging again recently, the national government also recently limited for one month the number of inbound international passengers to the country's main gateway.

Lim said that instead of artificially cutting down the airlines' capacities, the solution is to apply risk management and provide more accommodation to quarantine passengers.

“Risk management is the game. It cannot just be prohibiting people to come into your country. It is really regulating them through layers of bio-security, from the protocols, health protocols that are strictly adopted by the airports and the airline sector,” Lim pointed out.

Culture of safety

He explained that “the aviation sector is uniquely positioned to deal with these safety issues because it has a strong safety

culture that antedates the COVID because of the inherent risk of flying.”

“The culture of safety is already ingrained in the aviation sector because on a daily basis it deals with that risk, so we believe the aviation sector is in a better position to manage the movement of people,” Lim added.

Moreover, he noted that aircraft used by airlines are equipped with either an Environment Control System that continuously infuses fresh air across the cabin or High Efficiency Particulate Air filters that trap viruses, bacteria and other contaminants with 99.99% efficiency—the same technology used in operating rooms of major tertiary hospitals.

Lim also again noted that the aviation sector “is a catalyst of economic development,” providing about 3% share of the country's gross domestic product (GDP) and has linkages to the travel and tourism industry, which have a 12% share of GDP.

Airlines also provide connectivity for trade and commerce, and have helped in times of crises such as in repatriating overseas Filipino workers and Filipinos stranded in foreign countries amidst the pandemic.

Asked when airlines foresee recovery, Lim said that based on the estimates of the International Air Transport Association, the global aviation industry will recover in 2023 or 2024.

This is, however, subject to various factors such as government policies and restrictions, the confidence of the traveling public, and the rate of success of vaccination programs.

ICTSI launches AI-powered yard management solution

- *International Container Terminal Services, Inc. has conducted the live implementation of an artificial intelligence-powered yard management solution at Manila International Container Terminal*
- *YardSight performs capacity optimization, throughput management, and yard space maximization*
- *The solution manages the entire yard operation by optimizing the terminal operating system and enhancing resources through advanced machine learning/AI technologies*

INTERNATIONAL Container Terminal Services, Inc. (ICTSI) has successfully conducted the live implementation of an artificial intelligence (AI)-powered yard management solution at flagship terminal Manila International Container Terminal (MICT).

The AI solution, called YardSight, performs capacity optimization, throughput management, and yard space maximization. It adapts to the current state and responds back to users with intelligent work directives by leveraging real-time and historical operational data from

internal and external sources.

YardSight is part of a larger AI solution suite, AiCON, developed by AI and digital transformation company Avlino together with container terminal solutions provider IGO Solutions, ICTSI said in a statement.

“The YardSight AI module, in its current form, provides logic for the most efficient stacking positions based on optimal work balancing of our rubber tired gantries (RTGs),” MICT chief executive officer and executive director Anders Dommestrup said.

He said this results in increased productivity for internal and external trucks, reduced traffic clashes, and minimized yard rehandles when stacking import containers.

The group, he added, is working together to “expand the application into dynamic allocation of CHE [container handling equipment] ranges and focusing efficiencies for the export yard cycle for internal/external trucks in the coming months as well.”

Dommestrup noted that there are already signs this new approach can deliver significant efficiencies to equipment utilization and truck turnaround time, further supporting ICTSI's effort to reduce its greenhouse gas emission.

YardSight's ability to adapt to chang-

ing operational metrics has also helped bridge the gap between operational business fundamentals and technology, he said.

Avlino founding CEO Ramana Jampala said the partnership with ICTSI “has been instrumental in shaping YardSight.”

He explained: “Real-time planning that responds to external dynamic conditions is a real game-changer for terminal operators. Adopters of YardSight will find that they are equipped to tackle the challenges of constriction, congestion, and high re-handle counts.”

He said YardSight manages the entire yard operation by optimizing the terminal operating system and enhancing resources through advanced machine learning/AI technologies delivered through smart solution engineering.

“More importantly, the Solution incorporates directly into ICTSI's existing business process, where AI controls workflows to tighten operational expenses while increasing profit margins. It is truly a win-win scenario.”

ICTSI earlier said it has completed a berth expansion

project at MICT, effectively raising the annual capacity of the terminal to over 3.3 million twenty-foot equivalent units (TEU).

Complementing the berth expansion is the extension of the container yard by about another 5.5 hectares, of which 3 hectares are designated for laden containers and 2.5 hectares for empty containers. This redounds to added capacity for the terminal of an estimated 200,000 TEUs for laden containers and 150,000 TEUs for empties.

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PEZA locators with private wharves need staging bond account

- A staging (dummy) bond policy/account is required for Philippine Economic Zone Authority (PEZA)-registered enterprises whose bulk shipments are discharged directly to their private wharves or piers inside PEZA economic zones
- The policy satisfies requirements for implementation of the Automated Bonds Management System
- To create the staging bond policy/account, the PEZA-registered enterprise should write a request to the district collector, sub-port collector, or BOC-PEZA Office officer-in-charge
- The bond amount should be fixed at P500 million and the staging bond policy/account will expire on January 31 of the following year

A staging (dummy) bond policy/account is required for Philippine Economic Zone Authority (PEZA)-registered enterprises whose bulk shipments are discharged directly to their private wharves or piers located inside PEZA economic zones.

The policy satisfies requirements for implementation of the Automated Bonds Management System (ABMS) under Customs Memorandum Order (CMO) No. 30-2020, which requires that the transfer of shipments from the port of discharge to PEZA zones should be covered by a bond policy/account.

Office of the Commissioner (OCOM) Memo No. 44-2021, dated Feb 26, 2021 but signed March 8 by Commissioner Rey Leonardo Guerrero, acknowledged instances when bulk shipments of PEZA-registered enterprises are discharged directly to their own private wharves or piers located in PEZA zones negating the rationale for posting of the required general transport surety bond (GTSB).

OCOM 44-2021 requires creation of a staging bond policy/account to be monitored by the Bureau of Customs' (BOC) Bonds Division or the concerned collection district.

Automated Bonds Management System

The ABMS is a BOC-wide system that handles processing of bond transactions, monitors and manages bond balances, and flags bonds that have matured. The ABMS was established pursuant to CMO 14-2012, which provides procedures for implementing the ABMS in all customs ports.

CMO 30-2020, meanwhile, provides guidelines for implementing the ABMS for the GTSB, a form of security to guarantee payment of duties and taxes and other obligations to BOC. The CMO applies to all transit bond accounts opened under BOC's Electronic-to-Mobile (e2m) System in all collection districts, including sub-ports and other BOC offices.

Under CMO 30-2020, which was implemented last February, all electronically lodged transit goods declarations must have an approved bond policy in the ABMS starting March 1.

To create a staging bond policy/account, OCOM Memo 44-2021 requires the PEZA-registered enterprise to write a request to the district collector, sub-port collector, or BOC-PEZA Office officer-in-charge. The request must include the PEZA-registered enterprise's tax identification number, which will be used to create the staging bond policy/account.

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The bond amount is fixed at P500 million. Consistent with CMO 30-2020, the staging bond policy/account will expire on January 31 of the following year.

The Bonds Division or its equivalent unit in the collection district should tag the staging bond policy/account as examined and approved in accordance with the procedures prescribed in CMO 14-2012.

During processing of the goods declaration, the Office of the Deputy Collector for Operations or its equivalent unit should thoroughly check declarations made in the transit single administrative document (TSAD), making sure the staging bond policy/account under the Terms

of Payment is used only for shipments directly discharged at the PEZA-registered enterprise's private wharf/pier located inside a PEZA zone.

For ports with no arrastre operator to confirm ownership of the shipment and tag it as "Released" in BOC's Online Release System (OLRS), the chief of the Piers and Inspection Division or its equivalent unit will be given access to the OLRs for the tagging.

Once the shipment is fully discharged, its TSAD will be tagged "Arrived." When the shipment is tagged "Arrived," the amount charged will be reverted to the original balance of the staging bond policy. – *Roumina Pablo*

CCBI board of directors for 2021-2023 elected

- Members of the Chamber of Customs Brokers, Inc. elected their new board of directors to steer the accredited professional organization for a period of two years
- The new directors will elect among themselves officers for 2021 to 2023

MEMBERS of the Chamber of Customs Brokers, Inc. (CCBI) on March 12 elected their new board of directors who will lead the accredited professional organization from 2021 to 2023.

The winners are Sunny Aguila, Julius Basas, Wilfredo Caingcoy, Alex Calderon, Adones Carmona, Norberto Castillo, Armando Chan, Anthony Cristobal, Refly Gorre, Dexter Pedrea, Maria Theresa Santos, Florencia Tagle, Jill Tolentino, Henry Villa, and Levy Adrian Zapata. Aguila, Basas, Carmona, Chan, Gorre, Santos, Tagle, and Villa, who were on the 2019-2021 board, were re-elected, while Zapata and Castillo also served on previous boards.

Carmona, the outgoing CCBI president, in a message to members said: "We will work to [uphold] the interest of the members. We will work for the betterment and good of the profession and the organization."

The new directors will elect among themselves officers for the term.

CCBI has around 3,000 practicing members and chapters in Manila, Batangas, Clark, Cebu, Subic, Davao, Cagayan de Oro, General Santos, and Zamboanga.

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Month-long ban on PH travel lifted for all Filipinos, stays for foreigners

- All Filipino citizens now allowed to return to the Philippines but foreign nationals still temporarily prohibited entry from March 22 to April 21
- National Task Force Against COVID-19 Memorandum Circular No. 6 supersedes MC No. 5, which imposed a temporary suspension on travel into the Philippines of foreigners and returning Filipinos and non-overseas Filipino workers
- The temporary travel suspension was issued amid rising COVID-19 cases and emergence of variants in the country
- During the period, the travel of Filipinos and exempted foreign nationals will be subject to the arrival quota set by the Department of Transportation

FROM March 22 to April 21, all Filipino citizens will now be allowed to return to the Philippines, but entry of foreign nationals will still be suspended, according to a new circular from the National Task Force Against

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Chelsea Logistics sells entire 2GO stake to SM group

- Chelsea Logistics and Infrastructure Holdings Corp. sold its entire stake of 31.73% in affiliate 2GO Group to SM Investments
- Each share was sold at P8.50 and done through CLC's 90%-owned subsidiary KGLI-NM Holdings Inc
- SMIC's shareholding in 2GO will rise from 30.49% to at least a majority of outstanding voting capital stock, making 2GO an SMIC subsidiary
- CLC said the divestment will shield it from 2GO's losses, aiding CLC's recovery from the COVID-19 pandemic

CHELSEA Logistics and Infrastructure Holdings Corp. (CLC) has signed agreements to sell its entire stake of around 31.73% in affiliate 2GO Group, Inc. to SM Investments Corp. (SMIC).

In a statement, CLC said the sale will be at P8.50 per share and will be

done through its 90%-owned subsidiary KGLI-NM Holdings Inc. Sale proceeds will be used to pay the loan obtained to acquire the shares.

CLC said it will complete the sale conditions within the next three months.

"With the divestment, Chelsea will not be impacted by 2GO losses, which will aid the company in recovering from the current COVID-19 pandemic," CLC president and chief executive officer Chrysty Alfonsus Damuy said.

"With our numerous group-wide initiatives currently being undertaken, we are confident that Chelsea will be best prepared and positioned to take advantage of the recovery of the industry as we move forward," he added.

2GO incurred a net loss of P1.04 billion in the first nine months of 2020, 7% higher than the P972-million loss it recorded in the same period of the preceding year. CLC also logged a net loss of P2.602 billion in the first nine months of 2020, a reversal from the P19.951-million net

profit in the same period of 2019.

In a regulatory disclosure, SMIC said its board met on March 18 and approved the acquisition of 2GO's common shares. This will increase SMIC's current shareholding in 2GO from 30.49% to at least a majority of the outstanding voting capital stock of the logistics company, making 2GO a subsidiary of SMIC.

In compliance with the Securities Regulation Code, the Board of Directors of SMIC authorized the conduct of a mandatory tender offer to all remaining stockholders of 2GO, also at an offer price of P8.50 per share.

SMIC will file its tender offer report with the Securities and Exchange Commission by March 22, 2021.

In September 2016, CLC's parent firm Udenna Corp. obtained 21% of the shares of Netherlands-based KGL Investment B.V., which owned about 60% of KGLI-NM. KGLI-NM Holding, Inc. controlled shipping firm Negros Navigation Co. Inc. (NN), which owned 88.31% of 2GO.

that the load port survey report (LSPR) of the bulk shipment was falsified.

The brand-new 2020 model KR165C rotary drilling rig, seized on March 4, would have caused a loss for government of around P1.473 million in customs duties and taxes, BOC said in a statement.

According to the goods declaration, the shipment, consigned to Jlinks Marketing, was worth US\$25,600 and was supported with an LPSR submitted by the representatives of the consignee.

Based on this declared value, the total payable duties and taxes was computed at only P159,390.

An LPSR is required prior to the discharge of bulk and breakbulk shipments under Administrative Order No. 243-A, which created the system for the bulk and break bulk cargo clearance enhancement program of BOC.

In 2017, CLC acquired a 28.15% indirect economic interest in 2GO. In the same year, SMIC acquired shares in 2GO from NN. In 2019, NN was merged with 2GO, with 2GO as the surviving entity.

2GO and its subsidiaries provide shipping, logistics and distribution services to small and medium enterprises, large corporations, and government agencies throughout the Philippines.

Its shipping group operates ocean-going freighters, roll-on/roll-off (Ro-Ro) freight and passenger vessels, and fast ferry passenger vessels.

The logistics group offers transportation, warehousing and distribution, cold chain solutions, domestic and international ocean and air forwarding services, customs brokerage, project logistics, and express and last-mile package and e-commerce delivery.

As of 2019, 2GO and its subsidiaries have a total fleet of 27 operating vessels, consisting of six fast craft and five Ro-Ro/passenger vessels.

Further verification by the assigned examiner and appraiser showed that the LPSR submitted by the consignee's representatives had been falsified. The shipment was actually worth \$247,000, with duties and taxes supposed to reach P1.473 million. BOC noted that the discrepancy in value resulted in a staggering difference of over 89% in customs duties and taxes.

BOC-Cebu acting district collector Atty. Charlito Martin R. Mendoza immediately issued a warrant of seizure and detention against the entire shipment after finding probable cause for violation of Section 1113 (Property Subject to Seizure and Forfeiture) in relation to Section 1400 (Misdeclaration, Misclassification, Undervaluation, in Goods Declaration) of the Customs Modernization and Tariff Act.

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| HAI HUA | 2107N | 25-Mar | 26-Mar | 27-Mar | 28-Mar | 29-Mar |
| HAI HUA | 2108N | 31-Mar | 1-Apr | 2-Apr | 3-Apr | 4-Apr |
| HAI HUA | 2109N | 6-Apr | 7-Apr | 8-Apr | 9-Apr | 10-Apr |
| HAI HUA | 2110N | 12-Apr | 13-Apr | 14-Apr | 15-Apr | 16-Apr |

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| HAI HUA | 2107S | 21-Mar | 22-Mar | 23-Mar | 24-Mar | 25-Mar |
| HAI HUA | 2108S | 27-Mar | 28-Mar | 29-Mar | 30-Mar | 31-Mar |
| HAI HUA | 2109S | 2-Apr | 3-Apr | 4-Apr | 5-Apr | 6-Mar |
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BOC foils attempt to release grossly undervalued drilling rig

- Bureau of Customs stops attempt to release a grossly undervalued rotary drilling rig from China
- The cost of the brand-new rig cost was declared at US\$25,600 with total payable duties and taxes of only P159,390
- The shipment is actually worth \$247,000 with duties and taxes

of P1.473 million

- A warrant of seizure and detention against the entire shipment was issued after finding probable cause for violation of the law

The Bureau of Customs (BOC) Port of Cebu has foiled an attempt to release a grossly undervalued rotary drilling rig from China after the agency discovered

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| NORDLEOPARD | ONC3SE1NC | 23-Mar | 25-Mar | 26-Mar | 29-Mar | 1-Apr | 1-Apr | 5-Apr | 6-Apr | 8-Apr | 10-Apr |
| A FUJI | ONC3WE1NC | 30-Mar | 1-Apr | 2-Apr | 5-Apr | 8-Apr | 8-Apr | 12-Apr | 13-Apr | 15-Apr | 17-Apr |
| MOUNT KELLETT | ONC40E1NC | 6-Apr | 8-Apr | 9-Apr | 12-Apr | 15-Apr | 15-Apr | 19-Apr | 20-Apr | 22-Apr | 24-Apr |

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|---------------|-----------|--------------|--------------|-----------|---------|---------|---------|---------|------------|------------|
| AS ROMINA | OJV4YN1NC | 21-Mar | 23-Mar | 25-Mar | 27-Mar | OMIT | 29-Mar | 30-Mar | 30-Mar | 31-Mar |
| AS ROMINA | OJV52N1NC | 4-Apr | 6-Apr | 8-Apr | 10-Apr | OMIT | 12-Apr | 13-Apr | 13-Apr | 14-Apr |
| AS ROMINA | OJV56N1NC | 18-Apr | 20-Apr | 22-Apr | 24-Apr | OMIT | 26-Apr | 27-Apr | 27-Apr | 28-Apr |

(CSECP2 - WB) DIRECT SERVICE TO CHINA

| MOTHER VESSEL | VOY. NO. | MNL (NH) ETD | HONGKONG ETA | SHEKOU ETA |
|-----------------|-----------|--------------|--------------|------------|
| A FUJI | ONC3UN1NC | 25-Mar | 26-Mar | 27-Mar |
| MOUNT KELLETT | ONC3YN1NC | 1-Apr | 2-Apr | 3-Apr |
| MOUNT NICHOLSON | ONC42N1NC | 8-Apr | 9-Apr | 10-Apr |

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| TRF PESCARA | OIZ7XN1NC | - | 22-Mar | 29-Mar | 29-Mar | 31-Mar | 1-Apr | 2-Apr |
| NEWARK | OIZ7ZN1NC | - | 29-Mar | 5-Apr | 5-Apr | 7-Apr | 8-Apr | 9-Apr |
| TR ARAMIS | OIZ81N1NC | - | 5-Apr | 12-Apr | 12-Apr | 14-Apr | 15-Apr | 16-Apr |

(PHX) DIRECT SERVICE TO SINGAPORE

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|------------------|----------|-----------|--------------|---------------|
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| SEASpan NEW YORK | 017S | 27-Mar | 29-Mar | 3-Apr |
| ALS FAUNA | 096S | 5-Apr | 7-Apr | 12-Apr |

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

| MOTHER VESSEL | VOY. NO. | MNL (NH) ETD | MNL (SH) ETD | LIANYUNGANG ETD | QINGDAO ETA | NANSHA ETA |
|-------------------|-----------|--------------|--------------|-----------------|-------------|------------|
| MORGANA | OKRIAN1NC | 25-Mar | 27-Mar | 1-Apr | 3-Apr | 7-Apr |
| DERBY D | OKRIEN1NC | 1-Apr | 3-Apr | 8-Apr | 10-Apr | 14-Apr |
| NAVIOS DEDICATION | OKRIJN1NC | 8-Apr | 10-Apr | 15-Apr | 17-Apr | 21-Apr |

(CHINA 1 NB) DIRECT SERVICE TO CHINA

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|---------------|-----------|--------------|--------------|--------------|------------|-------------|------------|
| CMA CGM AMBER | OQA88N1NC | 21-Mar | 24-Mar | 27-Mar | 28-Mar | 30-Mar | 31-Mar |
| SEATTLE C | OQA8AN1NC | 28-Mar | 31-Mar | 3-Apr | 4-Apr | 6-Apr | 7-Apr |
| NAVIOS DOMINO | OQA8CN1NC | 4-Apr | 7-Apr | 10-Apr | 11-Apr | 13-Apr | 14-Mar |

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DA to probe syndicate in meat import allocation program

- The Department of Agriculture (DA) has created a special committee to look into allegations of corruption in the allocation of meat import certificates under the in-quota minimum access volume (MAV) scheme
- The creation of the special committee comes after allegations by a lawmaker that a syndicate in the DA is engaged in a payoff scheme
- The committee is headed by DA's legal service chief and

will base its inquiry on the initial findings of DA's MAV Secretariat

- According to the MAV Secretariat, there are no disparities between the allocations of the current MAV licensees and those given prior to the current DA administration

THE Department of Agriculture (DA) has created a special committee to look into allegations of corruption in the allocation of meat import certificates under

the in-quota minimum access volume (MAV) scheme.

"While we stand firm that the issuance of MAV in-quota allocation is above-board and non-discretionary, we have created a special committee to look into allegations made by a lawmaker that there is a syndicate in the DA engaged in a payoff scheme," Agriculture Secretary William Dar said in a statement.

The MAV refers to the volume of quantity of a specific agricultural commodity that may be imported with a lower tariff.

The committee is headed by DA's legal

service chief and will base its inquiry on the initial findings of DA's MAV Secretariat.

According to the secretariat, corruption in relation to getting a MAV import certificate is remote as the existing licensees are the same ones every year and had previously been accredited by the past DA administrations.

Further, there are no disparities between the allocations of the current MAV licensees and those given prior to the current DA administration, the MAV Secretariat said in its report to Dar.

"We would like to emphasize that our objective in increasing the MAV and reducing tariff is to stabilize supply and price of pork," the DA chief said.

MAV import certificate

Under the MAV scheme, DA issues a MAV Import Certificate to licensees that may avail of part of the annual in-quota allocation of 54,000 metric tons (MT) and pay a tariff of 30%. Firms wanting to import beyond the MAV volume, called as out-quota, will have to pay a higher tariff of 40%.


The MAV Secretariat imposes penalties on licensees that were not able to utilize 70% of their allocation for the year. The unused volume is recalled and deducted from the licensee and will be raffled off to qualified applicants.

In addition to securing a MAV import certificate, licensees need to seek sanitary and phytosanitary import clearance from the DA's Bureau of Animal Industry to ensure that the pork or other meat products are safe, hygienic, and disease-free and do not compromise public health and safety.

DA said it does not allow imports of meat and processed meat products from countries with existing major animal diseases.

Senator Panfilo Lacson earlier pushed for a Senate investigation into the activities of an alleged syndicate within the DA that stands to gain billions of pesos in "tong-pats" (padded costs) from the recommendation to increase the MAV and lower tariff rates on imported pork. The MAV hike and tariff reduction were suggested to address the severe impact of African Swine Fever (ASF) on the local

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| Vega Kappa | 21008N | | 24-Mar | | 25-Mar | | | | 2-Apr | | 3-Apr | | 4-Apr |
| TS Laemchabang | 21006N | | 31-Mar | | 1-Apr | | | | 9-Apr | | 10-Apr | | 11-Apr |

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|--|--------|-----|-----------|-----|-----------|-----|------|-----|--------|-----|--------|-----|--------|
| LCT CARGO: NORTH / FRI 0900H * SOUTH / SAT 0900H | | | | | | | | | | | | | |
| FEEDER VESSEL | VOY. | ETD | MNL (NTH) | ETD | MNL (STH) | ETA | XIA | ETA | NAN | ETA | HKG | ETA | SKU |
| A ROKU | 21005N | | 27-Mar | | 29-Mar | | OMIT | | 6-Apr | | 7-Apr | | 7-Apr |
| TBN | 21003N | | 3-Apr | | 5-Apr | | OMIT | | 13-Apr | | 14-Apr | | 14-Apr |

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| LCT CARGO: NORTH / MON 0400H • SOUTH / TUE 1700H | | | | | | | | | |
| FEEDER VESSEL | VOY. | ETD | MNL (NTH) | ETD | MNL (STH) | ETA | LYG | ETA | TAO |
| Morgana | OKRIAN | | 26-Mar | | 27-Mar | | 3-Apr | | 29-Apr |
| Derby D | OKRIEN | | 2-Apr | | 3-Apr | | 10-Apr | | 6-May |

| PH3 - Manila - Ningbo - Shanghai | | | | | | | | | | |
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| FEEDER VESSEL | VOY. | ETD | MNL (STH) | ETD | MNL (NTH) | ETA | SHA | WGG4 | ETA | NBO |
| Seaspan Guayaquil | 110E | | 23-Mar | | 24-Mar | | OMIT | | | OMIT |
| Vivaldi | 111E | | 30-Mar | | 31-Mar | | OMIT | | | OMIT |

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| FEEDER VESSEL | VOY. | ETD | MNL (NTH) | ETA | TAICHUNG | ETA | XIAMEN | ETA | NANSHA |
| Navios Lapis | 110N | | 23-Mar | | 27-Mar | | 29-Mar | | 31-Mar |
| ALS Jupiter | 111N | | 30-Mar | | 3-Apr | | 5-Apr | | 7-Apr |

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PEZA oks P13B in investments, partners with Army on defense ecozone

- Philippine Economic Zone Authority has approved 33 projects worth about P13.2 billion
- For 30 of these projects, 12 projects will be engaged in exports, 11 in information technology, five in facilities, one in logistics, and one in utilities
- PEZA is partnering with the Armed Forces of the Philippines and Philippine Army to develop the first-ever defense industrial complexes in economic zones

THE Philippine Economic Zone Authority (PEZA) Board approved on March 11 a total of 33 projects, which will bring in about P13.19 billion in investments and generate 2,447 jobs.

Among the approved projects, 29 will be located in Luzon while the remaining four will be located in Visayas and Mindanao, PEZA said in a statement.

For 30 of these projects, 12 will be

engaged in exports, 11 in information technology, five in facilities, one in logistics, and one in utilities. The three other projects are classified as economic zone development or operation projects.

The 33 projects cover applications to PEZA from February to March 2021 for approval by the Board.

“The approval of new projects and investments is the agency’s positive action to continuously support the Philippine economy in our endeavor to maintain our competitiveness for investments despite the impact of COVID-19,” PEZA director-general Charito Plaza said.

“We at PEZA are doing our best to become part of the solution during these trying times. We will continue to turn the threats into opportunities and help the Philippines achieve its goal of becoming an investment haven in Asia and around the globe,” Plaza added.

Aside from the approved projects, PEZA is partnering with the Armed Forces

of the Philippines (AFP) and its largest branch, the Philippine Army (PA), on the creation of the first-ever defense industrial complexes to be located in economic zones.

The proposed defense industrial complex is a tract of land with defined boundaries located physically and/or administratively outside the customs territory and predominantly oriented toward export production.

PEZA said the defense complex will produce world-class defense products to meet domestic and international requirements.

“At present, we are currently exploring the idea of establishing defense industrial complexes in selected military reservation [areas] across the country. We really need to produce locally our defense requirements and reduce our dependency [on] foreign suppliers,” AFP chief of staff Lt Gen Cirilito Sobejana earlier said.

Plaza noted that PEZA aims to establish different types of economic zones based on the land potential of a region so as to spread

development to the countryside, and these include defense industrial complexes.

PA commanding general Lt. Gen Jose C. Faustino, Jr. said creating the proposed defense industrial complexes in economic zones is in line with the Philippine Army’s transformation roadmap to pursue genuine transformation founded on good governance.

Plaza said the PA is currently managing almost 20,000 hectares of military reservation areas, which the Army is now planning to turn into the first defense industrial complexes in the country.

Plaza hopes to invite investors and defense industries to come and manufacture military equipment, software, hardware, uniforms and other supplies for the Philippine military and police.

In 2020, PEZA approved 326 projects worth P95.03 billion in investments, which are lower than the 540 new and expansion projects worth P117.5 billion registered in 2019.

BOC donates gadgets, school supplies to education department

- The Bureau of Customs donated abandoned and seized educational gadgets and school supplies to the Department of Education to support blended or distance learning
- The donation included flash drives, cell phones, computer monitors, printers, laptops, routers, pocket Wi-Fi units, tablets, school bags, educational books, and children’s

school shoes

THE Bureau of Customs (BOC) has donated various abandoned and seized educational gadgets and school supplies to the Department of Education (DepEd) in support of the blended or distance learning program amid the coronavirus pandemic.

BOC conducted the turnover of the donation on March 16 at BOC-Ninoy Aquino International Airport. Donated

were flash drives, cell phones, computer monitors, 50 multifunction printers, laptops, routers, 14 pocket Wi-Fi units, tablets, school bags, educational books, and children’s school shoes.

“We understand the need of the students especially during this time that education is hindered by the threat of COVID-19. We will continue to support DepEd’s programs to provide quality education to our students,” Customs Commissioner Rey Leonardo Guerrero

said in a statement.

In thanking BOC, Education Secretary Leonor Briones shared that the bureau’s earlier donation of mobile phones and laptops last January are already being distributed to schools in far-flung areas.

Last January 29, BOC formally turned over to DepEd 198 laptops and 4,840 smartphones it seized in a joint operation with personnel of the Clark Development Corp.

DA to probe syndicate in meat import allocation...

hog industry.

Lacson on March 17 recommended convening the Senate into the Committee of the Whole and has also filed a resolution seeking the investigation in aid of legislation to revisit Republic Act No. 10611, or the Food Security Act of 2013, to address possible loopholes that are being exploited.

DA earlier said the President has “in principle” approved the increase in MAV for pork to allow more imports of the commodity and help address supply and

price issues in the Philippines.

The National Economic and Development Authority (NEDA) Board Committee on Tariff and Related Matters has also endorsed the proposed increase in MAV for pork and the temporary decrease in the most favored nation (MFN) tariff rates of pork and rice.

The Philippine Association of Meat Processors, Inc. also earlier suggested zero tariff for pork imports to help stabilize prices.

Samahang Industriya ng Agrikultura

executive director Jayson Cainglet, however, said reducing tariff on pork imports would only help importers.

The Agricultural Sector Alliance of the Philippines (AGAP) party list also expressed concern that DA’s proposal to increase pork meat importation by expanding the MAV while imposing a reduced tariff may kill the local industry.

AGAP president Nicanor Briones said that while they are not against importation, 400,000 MT in meat imports is too much and may cause an oversupply

Continued from previous page

nationwide, while cutting tariff rates may cost the government some P13.95 billion in revenues. This, he said, was “unnecessary and unacceptable.”

ASF, which first broke out in the country in 2019, has disrupted the operations of hog growers in Luzon, prompting the need for supply to be shipped in from Visayas and Mindanao.

The Philippine government earlier placed a 60-day price cap on pork and chicken products in Metro Manila to contain rising prices.

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| MOTHER VESSEL | VOY. NO. | ETD BTG | ETD MNL(NH) | ETD SUBIC | ETA NAN | ETA SHE | ETA QZD | ETA HAI | ETA DAN | ETA LCH | | MOTHER VESSEL | VOY. NO. | ETD MNL(NH) | ETD MNL(SH) | ETA SHA | ETA NBO | | | | | | | |
| SINAR BITUNG | 2110W | 25-Mar | 27-Mar | SKIP | 31-Mar | 31-Mar | 2-Apr | 3-Apr | 5-Apr | 9-Apr | | ZHONG WAI YUN XIN GANG2106N | 2108N | 26-Mar | 27-Mar | 31-Mar | 3-Apr | | | | | | | |
| WISDOM GRACE | 2110W | 1-Apr | 3-Apr | SKIP | 7-Apr | 7-Apr | 9-Apr | 10-Apr | 12-Apr | 16-Apr | | SITC GENSAN | 2108N | 2-Apr | 3-Apr | 7-Apr | 10-Apr | | | | | | | |
| LCT (CARGO): BATANGAS/TUE 2359H (THU SAILING) * MNL NH/WED 2359H (SAT SAILING) * SUBIC/THU CARGO 1200H/DOCS 1000H (SUN SAILING) | | | | | | | | | | | | LCT (CARGO): MNL NH/ THU 1200H (FRI SAILING) * MNL SH/ FRI 1200H (SAT SAILING) | | | | | | | | | | | | |
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| MOTHER VESSEL | VOY. NO. | ETD BTG | ETA SHA | ETA NBO | ETA XIA | ETA SHE | ETA NAN | ETA BIN | ETA JKT | ETA SEM | ETA SUR | ETA MNL | MOTHER VESSEL | VOY. NO. | ETD MNL(NH) | ETD BATANGAS | ETA LCH | | | | | | | |
| SITC ULSAN | 2107N | 27-Mar | 31-Mar | 2-Apr | 3-Apr | 4-Apr | | 11-Apr | 13-Apr | 15-Apr | 17-Apr | 19-Apr | MOL SEABREEZE | 161W | 29-Mar | 30-Mar | 4-Apr | | | | | | | |
| SITC SHEKOU | 2107N | 3-Apr | 7-Apr | 9-Apr | 10-Apr | 11-Apr | | 18-Apr | 20-Apr | 22-Apr | 24-Apr | 26-Apr | LOS ANDES BRIDGE | 163W | 5-Apr | 6-Apr | 11-Apr | | | | | | | |
| LCT (CARGO): BATANGAS/THU 2359H (SAT SAILING) | | | | | | | | | | | | LCT (CARGO): MNL NH/ MON SAT 1100H (MON SAILING) | | | | | | | | | | | | |
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| SITC BATANGAS | 2107N | 29-Mar | SKIP | 30-Mar | 1-Apr | 5-Apr | 7-Apr | 10-Apr | 12-Apr | 14-Apr | 16-Apr | 18-Apr | HAIAN LINK | 2106N | 24-Mar | SKIP | 27-Mar | 27-Mar | 28-Mar | | | | | |
| SITC CAGAYAN | 2107N | 5-Apr | SKIP | 6-Apr | SKIP | 12-Apr | SKIP | 17-Apr | 19-Apr | 21-Apr | 23-Apr | 25-Apr | HAIAN LINK | 2107N | 31-Mar | SKIP | 3-Apr | 3-Apr | 4-Apr | | | | | |
| LCT (CARGO): MNL SH/ THU 1200H (SAT SAILING) * BATANGAS/SAT 0600H (MON SAILING) * CEB/SUN 0600H (TUE SAILING) | | | | | | | | | | | | LCT (CARGO): MNL NH/MON 2359H (WED SAILING) | | | | | | | | | | | | |
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| PACIFIC GRACE | 2118W | 24-Mar | | | 26-Mar | SKIP | 28-Mar | SKIP | SKIP | | | | | | | | | | | | | | | |
| PACIFIC GRACE | 2120W | 31-Mar | | | 2-Apr | SKIP | 4-Apr | SKIP | SKIP | | | | | | | | | | | | | | | |
| LCT (CARGO): MNL NH/ SUN 2359H (WED SAILING) | | | | | | | | | | | | | | | | | | | | | | | | |
| SES SERVICE (SUBIC - BATANGAS - CEBU - HONGKONG - SHEKOU) | | | | | | | | | | | | | | | | | | | | | | | | |
| MOTHER VESSEL | VOY. NO. | ETD SUBIC | ETD MNL SH | ETD BTG | ETD CEB | ETA HNG | ETA SHE | | | | | | | | | | | | | | | | | |
| WAN HAI 225 | N364 | 29-Mar | - | 30-Mar | 31-Mar | 6-Apr | 7-Apr | | | | | | | | | | | | | | | | | |
| WAN HAI 213 | N395 | 5-Apr | - | 6-Apr | 7-Apr | 13-Apr | 14-Apr | | | | | | | | | | | | | | | | | |
| CPX6 SERVICE (MNL NH-MNL SH-DAVAO (SASA)-DAVAO (DICT)-GEN SAN-SHANGHAI-QINGDAO) | | | | | | | | | | | | | | | | | | | | | | | | |
| MOTHER VESSEL | VOY. NO. | ETD SUBIC | ETD MNL(NH) | ETD MNL SH | ETD CEB | ETD GEN | ETD DVO | ETD SHA | ETD QIN | | | | | | | | | | | | | | | |
| SITC SINGAPORE | 2109N | 28-Mar | SKIP | 31-Mar | | 3-Apr | 5-Apr | 10-Apr | 12-Apr | | | | | | | | | | | | | | | |
| SITC PENANG | 2111N | 4-Apr | SKIP | 7-Apr | | SKIP | SKIP | 17-Apr | 19-Apr | | | | | | | | | | | | | | | |
| LCT (CARGO): SASA-FRI 1900H (SUN SAILING) / DICT-SAT 1200H (MON SAILING) / GEN SAN-SUN 2400H (TUE SAILING) | | | | | | | | | | | | | | | | | | | | | | | | |
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Cebu Pacific cancels NAI A flights to Tokyo and Nagoya

- Cebu Pacific is cancelling flights between Manila and Japan's Tokyo and Nagoya from March 18 to April 18
- The decision complies with the Civil Aeronautics Board (CAB) directive to limit international inbound passengers at Ninoy Aquino International Airport (NAIA) to a maximum of 1,500 per day for the period
- The cancelled flights are for the Manila – Narita (Tokyo) – Manila and Manila – Nagoya – Manila service
- Affected passengers will be informed and may select their preferred option, which may be to rebook, use the travel fund, or refund
- Philippine Airlines flights on March 19 from Dammam and Riyadh in Saudi Arabia will be re-routed to Mactan-Cebu International Airport instead of landing at NAIA to avoid the full cancellation of flights

from March 18 to April 18 in compliance with the Civil Aeronautics Board (CAB) directive to limit international inbound passengers at Ninoy Aquino International Airport (NAIA) to a maximum number of 1,500 per day for the period.

The cancelled flights are for the Manila – Narita (Tokyo) – Manila and Manila – Nagoya – Manila service, Cebu Pacific said in an advisory.

Affected passengers will be informed and may select their preferred option to rebook, use the travel fund, or refund.

Domestic flights, meanwhile, will continue to operate as scheduled, subject to travel requirements and safety protocols.

CAB issued the order in a March 15 advisory, along with an advice to airlines to comply with the directives of the Bureau of Immigration (BI) on the kind of essential inbound travelers to be allowed entry into the country.

Airlines operating in NAIA that will exceed the allowed capacity “will be meted with the appropriate penalty” pursuant to Joint Memorandum Circular (JMC) No. 2021-01, CAB said.

JMC 2021-01 issued last January provides the guidelines on the imposition of

sanctions for air transport operators that will violate COVID-19-related directives and protocols. It was signed on January 8, 2021 by CAB, Civil Aviation Authority of the Philippines, Manila International Airport Authority, and Clark International Airport Corp.

Flag carrier Philippine Airlines (PAL) had earlier announced it will have to cancel a number of international flights to and from Manila during the covered period.

PAL said it will operate its full international schedule for March 18 but will be announcing in due course any flight cancellations on other days for the rest of the period.

The flag carrier said airlines will likewise comply with any directives from BI and concerned authorities on the type of travelers that will be allowed to enter the Philippines.

In an advisory on March 17, PAL said flights from Dammam and Riyadh in Saudi Arabia on March 19 will be re-routed to

Mactan-Cebu International Airport instead of landing at NAIA to avoid the full cancellation of flights. Passengers will be required to follow quarantine protocols once they land in Cebu.

Other agencies attached to the Department of Transportation have recently issued advisories to strictly implement health and safety protocols in ports and airports amidst the surge of COVID-19 cases in the country and the discovery of new variants of the virus.

As of March 17, the Department of Health has recorded 635,698 COVID-19 cases in the country.



CEBU Pacific is cancelling flights between Manila and Japan's Tokyo and Nagoya

Global forwarders handle 9.8% more PH cargo in 2020...

forwarder for 2020, a title Nippon had kept for 11 years straight.

Consolidations, which accounted for 40% of the total volume, rose 8% to 154.045 million kg from 142.528 million kg in 2019.

Direct shipments, representing 31% of the total, improved the most with a 60% increase to 120.306 million kg from 75.209 million kg recorded in 2019.

Breakbulking posted a 16% decline to 114.765 million kg last year from 136.635 million kg in 2019.

Cargo volume handled by international airfreight forwarders showed improvement despite numerous flight cancellations globally, which were undertaken due to travel restrictions imposed, especially in the early months of 2020, to contain the COVID-19 pandemic.

The Association of Asia Pacific Air-

lines earlier said global economic activity has been on the rebound in the second half of 2020, buoyed by the increase in export orders and the rising demand for the speedy delivery of merchandise by air.

Jupiter Logistics handled 59.64 million kg or 15.33% of the total, placing it first in CAB's preliminary list of top 30 international air freight forwarders for 2020.

Nippon Express Philippines ranked second with 42.579 million kg or 10.94% of the total, followed by top 10 newcomer NRU Cargo Forwarder with 32.943 million kg or an 8.47% share.

U-Freight Philippines, Inc. jumped from 16th place to fourth with 18.843 million kg (4.84% of the total), while Yusen Logistics Philippines, Inc. fell one spot to fifth with 15.968 million kg (4.10%).

Schenker Philippines, Inc. likewise declined, sliding three places to sixth

with 13.698 million kg (3.52%) while UPS Delbros Transport, Inc. went one rank up to seventh with 11.969 million kg (3.08%).

Down one place to eighth was Kintetsu WorldExpress Phil., Inc. with 11.365 million kg (2.92%), followed by DHL Express (Philippines) Corp., which jumped three spots to ninth with 10.623 million kg (2.73%).

Completing the top 10 was Transglobal Consolidators, Inc., previously in second place, with 10.387 million kg or 2.67% of the total.

In 11th to 20th places were DHL Global Forwarding (Philippines), Inc. (9.435 million kg); Federal Express Pacific Ltd. (9.369 million kg); Expeditors Philippines, Inc. (9.116 million kg); Kuehne + Nagel, Inc. (7.941 million kg); DSV Air & Sear, Inc. (7.783 million kg); ATR International Freight, Inc. (7.617 mil-

lion kg); Morrison Express Philippines, Inc. (7.240 million kg); TYCS Logistics International, Inc. (5.651 million kg); CEVA Logistics Philippines, Inc. (5.447 million kg); and Polaris Express Logistics Corp. (5.147 million kg).

Completing the top 30 list were NNR Global Logistics (Phils), Inc. (4.630 million kg); Agility International Logistics, Inc. (3.450 million kg); Dimerco Express Philippines, Inc. (3.406 million kg); World Alliance Freight, Inc. (3.299 million kg); UPS SCS (Philippines), Inc. (2.778 million kg); AAI Worldwide Logistics, Inc. (2.546 million kg); Bollore Logistics Philippines, Inc. (2.247 million kg); Hankyu Hanshin Express Philippines, Inc. (2.021 million kg); CNT Air Express, Inc. (1.972 million kg); and Panalpina World Transport (Phils), Inc. (1.893 million kg). - **Roumina Pablo**

Continued from page 1



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|---|-----|--------------------|--------------------|----------------------|----------------|----------------|----------------|--|
| VESSEL | VOY | MNS ETD/TUE/WED | MNN ETD/WED/THU | SUBIC ETD/THU/FRI | SHA ETA/TUE | NBO ETA/THU | JGY ETA/SAT | |
| HONG PROSPERITY 2105N | | MAR 17 | MAR 18 | MAR 19 | MAR 24 | MAR 25 | MAR 27 | |
| EASLINE QINGDAO N008 | | MAR 24 | MAR 25 | MAR 26 | MAR 31 | APR 1 | APR 3 | |
| HONG PROSPERITY 2106N | | MAR 31 | APR 1 | APR 2 | APR 7 | APR 8 | APR 10 | |
| EASLINE QINGDAO N009 | | APR 7 | APR 8 | APR 9 | APR 14 | APR 15 | APR 17 | |
| LCT: (SOUTH) MON/1200H: (MIP) TUE/1200H: (SUBIC) THU/1200H • FRI SAILING FOR PERISHABLE GOODS: (SOUTH) TUE/1200H: (MIP) WED/1200H: (SUBIC) FRI/1200H | | | | | | | | |

| WM1 SERVICE DIRECT MANILA - SHANTOU(2) - QUANZHOU(2-3) - XIAMEN(3-4) | | | | | | |
|--|-------|----------------|----------------|----------------|----------------|----------------|
| VESSEL | VOY | MIP ETD/MON | MNS ETD/TUE | SWA ETA/THU | QUA ETA/FRI | XMN ETA/SAT |
| SINOTRANS TIANJIN | 2111N | 9-Mar | 10-Mar | 12-Mar | 13-Mar | 14-Mar |
| SINOTRANS TIANJIN | 2112N | 10-Mar | 11-Mar | 13-Mar | 14-Mar | 15-Mar |
| SINOTRANS TIANJIN | 2113N | 11-Mar | 12-Mar | 14-Mar | 15-Mar | 16-Mar |
| SINOTRANS TIANJIN | 2114N | 12-Mar | 13-Mar | 15-Mar | 16-Mar | 17-Mar |
| LCT: (NORTH) MON 0600H & (SOUTH) TUE 0100H • TUE SAILING | | | | | | |

| CPS SERVICE DIRECT MANILA - SHANGHAI(4) - NINGBO(5) | | | | | | |
|---|-------|----------------|----------------|-----|----------------|----------------|
| VESSEL | VOY | MNN ETD/THU | MNS ETD/FRI | SFS | SHA ETA/SAT | NBO ETA/SUN |
| SITC GENSAN | 2107N | MAR 18 | MAR 12 | | MAR 26 | MAR 27 |
| ZHONG WAI YUN XIN GANG 2106N | | MAR 25 | MAR 19 | - | APR 2 | APR 3 |
| SITC GENSAN | 2108N | APR 1 | MAR 26 | - | APR 9 | APR 10 |
| ZHONG WAI YUN XIN GANG 2107N | | APR 8 | APR 9 | - | APR 16 | APR 17 |
| LCT: (MIP) TUE/1800H: (SOUTH) WED/1800H • FRI SAILING FOR PERISHABLE GOODS: (MIP) WED/1800H: (SOUTH) THU/1800H | | | | | | |

| CNP2 SERVICE DIRECT MANILA NH - MANILA SH - SUBIC - QINGDAO - NINGBO - QUANZHOU | | | | | | | |
|---|------|------------------|----------------|------------------|----------------|----------------|----------------|
| VESSEL | VOY | MNN ETD/WED | MNS ETD/THU | SUBIC ETD/FRI | TAO ETA/WED | NBO ETA/THU | QZJ ETA/SAT |
| NO VESSEL | | CANCELLED VOYAGE | | | | | |
| TBN | | 24-Mar | 25-Mar | 26-Mar | 7-Apr | 9-Apr | 11-Apr |
| XIN LONG YUN 22 | 122N | 31-Mar | 1-Apr | 2-Apr | 14-Apr | 16-Apr | 18-Apr |
| NO VESSEL | | CANCELLED VOYAGE | | | | | |
| LCT: (NORTH) MON/1200H: (SOUTH) TUE/1200H: (SUBIC) THU/1200H • FRI SAILING FOR PERISHABLE GOODS: (NORTH) TUE/1200H: (SOUTH) WED/1200H: (SUBIC) FRI/1200H | | | | | | | |

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Pass-through fees in Manila...

the MTPB. ACTOO said the travel permit costs from P2,200 to P2,500 and official receipts are sometimes not issued

THE imposition of travel permits and pass-through fees by the Manila Traffic & Parking Bureau (MTPB) violates a Department of Interior and Local Government (DILG) directive prohibiting such activities, according to the Anti-Red Tape Authority (ARTA).

ARTA deputy director general for operations Atty. Ernesto Perez in a March 18 letter told Manila City mayor Francisco Domagoso that implementing pass-through fees through the issuance of travel permit contradicts provisions of DILG Memorandum Circular (MC) 2018-133, which took effect in August 2018.

MC 2018-133—or the Omnibus Guidelines on the Suspension of Local Government Unit (LGU) Imposition and Collection of Illegal Fees and Taxes Relative to the Transport of Goods and Products—directs LGUs to “refrain from enforcing any existing ordinance authorizing the levy of fees and taxes on their

inter-province transport of goods and merchandise, regulatory fees in local ports, and other additional taxes, fees or charges in any form upon the transport of goods and merchandise.”

ARTA added that Section 133 of the Local Government Code (LGC) of 1991 “provides for common limitations on the taxing powers of LGUs, which include, among others, various fees, taxes and other charges on goods carried into or out, or passing through, their respective territorial jurisdictions.”

LGC’s Section 133 is the legal basis for MC 2018-133.

Truckers’ complaint

The Alliance of Concerned Truck Owners & Organizations (ACTOO) during a February meeting with ARTA, MTPB, and Metropolitan Manila Development Authority complained about the implementation of travel permit and pass-through fees.

ACTOO vice president Rina Papa during the meeting said truckers were being required to secure a travel permit, akin to a pass-through fee costing P1,500 from the MTPB, in compliance with a

Continued from page 1

Manila city ordinance. According to ACTOO, the travel permit costs from P2,200 to P2,500 and official receipts were sometimes not issued.

Moreover, MTPB was allegedly imposing an estimated P20,000 fee per month, depending on the size of the truck, to be exempted from the One Truck Lane Policy being implemented in Manila City. This, according to ACTOO, “can supposedly be a form of ‘corruption.’”

ARTA said the issue of travel permit and pass-through fees being imposed by the MTPB “may be referred already to the DILG in relation to the alleged violation of the provisions of the subject DILG MC.”

“However, we thought it wise to refer these issues first to your good office for a more appropriate and speedy action and to find an amicable resolution,” ARTA added.

Papa, in a phone interview with PortCalls, said they welcome ARTA’s initiative, which she noted was the result of a series of meetings regarding issues that have been hounding the trucking sector for years.

Papa said, however, she “honestly

doesn’t know” what to expect after ARTA’s letter because the Manila City government has been “adamant” on its stand when facing truckers in a dialogue regarding their issues.

She noted truckers had been raising the issue for years with various government agencies, including the city government of Manila, to no avail.

Still, she hopes the Manila City government will act on ARTA’s letter.

Stakeholders, especially truckers, have been complaining about the collection of pass-through fees from trucks by every LGU, especially in Metro Manila, that they pass on the way to their delivery destination.

DILG Bureau of Local Government Development director Anna Liza Bonagua in a logistics summit in 2018 had explained that in the 27 years of implementing the Local Government Code, LGUs had been “creative and innovative” in charging fees, and pass-through fees were one such scheme.

Bonagua, however, noted that since 2006, DILG has been reiterating that the collection of pass-through fees is illegal, and has thus issued eight memorandum circulars on the matter, with the latest issuance being MC 2018-133. —Roumina Pablo

Continued from page 4

by the NTF chairperson or the chair’s authorized representative

During the covered period, the travel of Filipinos and exempted foreign nationals will be subject to the arrival quota set by the Department of Transportation.

Civil Aeronautics Board on March 15 issued an advisory limiting the number of international inbound arrivals at Ninoy Aquino International Airport to a maximum of 1,500 passengers per day from March 18 to April 18.

Month-long ban on PH travel lifted for all Filipinos...

COVID-19 (NTF).

NTF Memorandum Circular (MC) No. 6 series of 2021 dated March 18 supersedes MC No. 5 issued two days previously. MC No. 5, issued March 16, imposed a temporary suspension of travel into the Philippines on foreigners and returning Filipinos and non-overseas Filipino workers from March 20 to April 19.

The temporary travel suspension was issued in view of the rising number of coronavirus disease (COVID-19) cases and the emergence of COVID-19 variants

in the country.

Under MC No. 6, all Filipino citizens, whether returning overseas Filipinos or overseas Filipino workers, are allowed to return to the Philippines.

Entry of foreign nationals is still temporarily suspended, except for the following:

- Diplomats and members of international organizations and their dependents
- Foreign nationals involved in medical repatriation duly en-

dorsed by the Department of Foreign Affairs-Office of the Undersecretary for Migrant Workers Affairs and Overseas Workers Welfare Administration

- Foreign seafarers under the “Green Lanes” program for crew change
- Foreign spouses and children of Filipino citizens travelling with them
- Emergency, humanitarian, and other analogous cases approved

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