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# PortCalls

The Philippines' only shipping and transport guide

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## Draft order requires off-dock operators to automate inventory management system

- Under the draft order, all off-dock/off-terminal customs facilities and warehouses (CFW) must implement an automated inventory management system to be provided by an accredited service provider
- An automated inventory system will allow BOC to strictly monitor and generate real-time and accurate information on the status of goods received by, stored in and withdrawn from CFWs
- The draft order is scheduled for virtual public consultation on April 23

A draft customs memorandum order (CMO) requiring mandatory use of an automated inventory management system (IMS) by off-dock and off-terminal customs facilities and warehouses (CFW) will undergo virtual public consultation on April 23.

The proposed order covers goods entered and stored in off-dock and off-terminal accredited CFWs and withdrawn from there for consumption, warehousing, transit, transshipment or export.

An automated inventory system enables BOC to strictly monitor and generate real time and accurate information on the

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## Cebu Pacific raises additional \$250M for recovery plan

- Cebu Pacific has approved a US\$250-million investment in the form of convertible bonds, the second part of its \$500 million fundraising plan
- The convertible bonds from International Finance Corp. (IFC), IFC Emerging Asia Fund, and Indigo Philippines LLC were approved by the Cebu Pacific board in a special meeting on April 16
- Shares for the convertible bonds number 318.750 million and has a P38 conversion price

LOSS-MAKING Cebu Pacific has raised US\$250 million in investment from private investors, the fresh infusion representing the second part of the low-cost carrier's \$500 million fundraising plan to jump start its recovery.

The investment in the form of convertible bonds from the International Finance Corp. (IFC), IFC Emerging Asia Fund, and Indigo Philippines LLC was approved by the Cebu Pacific board in a special meeting on April 16, the carrier said in a regulatory disclosure.

On the same date, Cebu Pacific also signed an agreement with the three investors to receive the \$250 million convertible bonds.

The number of underlying shares for the convertible bonds is 318.750 million common shares with a P38 conversion price.

Transaction closing is subject to post-signing deliverables, which the parties expect to complete over the succeeding weeks.

The IFC, a member of the World Bank Group, is the largest global development institution focused exclusively on the private sector in developing countries. The IFC Emerging Asia Fund, on the other hand, is a \$693 million private equity fund managed by the IFC Asset Management Company.

Indigo Partners, meanwhile, is a US-



based private equity firm that specializes in investing in the aviation sector. Its current airline investments include Frontier Airlines (USA), Volaris (Mexico), Wizz Air (EU) and JetSMART (Chile).

The \$250-million convertible bonds are part of the \$500 million fundraising plan—called the Business Transformation Fundraising Plan—that Cebu Pacific announced last year.

The plan had also included raising additional capital by issuing up to \$250 million in new convertible preferred shares. Last March, the airline's convertible preferred shares were successfully listed on the Philippine Stock Exchange, providing Cebu Pacific with P12.5 billion

in fresh capital.

The fundraising aims to enable Cebu Pacific to “navigate the current environment and thrive in the new normal.”

The carrier said it “saw the urgent need to fast track its transformation” due to the “exceptional change in market conditions and industry dynamics” brought on by the COVID-19 pandemic that is outside the company's control.

It noted that travel restrictions imposed by various governments, both local and abroad, have sharply reduced passenger traffic and cast “uncertainty over the near term prospects of the corporation despite its market leadership.”

The proceeds from the offer will be

used to strengthen the company's balance sheet by providing liquidity to address its financial liabilities. These include P4.805 billion allocation for repayment of an advance by parent company JG Summit Philippines Ltd.; P3.913 billion allocation for aircraft operating lease payments due in 2021; P3.328 billion allocation for principal debt repayments due in 2021; and P0.384 billion allocation for general corporate purposes, which are primarily for passenger refunds.

In addition to the two fundraising programs, Cebu Pacific last March 5 signed a 10-year term loan facility amounting to P16 billion with a syndicate of domestic banks.

## Maersk: Strong Asia cargo demand thru Q2 to amplify congestion, shortage

- Sustained box shipping demand from Asia to East Coast and West Coast of North America to continue in second quarter
- Port congestion and delays—especially in the Los Angeles and Long Beach ports—won't ease up anytime soon
- Vessel estimated arrival times into Asia being delayed by more than a week
- Equipment shortage will remain an industry-wide challenge in Asia, especially from April 19 until early May
- More than 10 missed sailings might not be covered in the coming weeks due to schedule delays and lack of available additional

### vessels to fill the gaps

STRONG demand for Asia exports will continue in the second quarter of the year, prolonging equipment shortage in the region as well as congestion and delays in US ports, according to a new Maersk forecast.

“We expect the strong demand from Asia to both the East Coast and the West Coast of North America to continue in Q2. The sustained surge in demand means that port congestion and delays—especially in the Los Angeles and Long Beach ports—will most likely not ease up any time soon,” the integrated logistics giant said in an April 16 Asia-Pacific market update.

It added that the congestion is also delaying vessel estimated arrival times into Asia by more than a week.

Maersk noted, too, that equipment shortage remains an industry-wide challenge in Asia.

“We will see the largest impact in the following week, starting on 19th April until the beginning of May, as both empty containers coming back to Asia are delayed and import returns are lower. During those two weeks, we will see a tight equipment situation across a wider range of China ports, as well as Busan in Korea.”

From May 3, the situation will be improving, and Maersk expects the empty container supply to normalize for the week of May 10, adding it continues to purchase and charter additional equipment.

### Container equipment outlook

The carrier also gave its Asia-Pacific regional equipment outlook based on

the supply in the past weeks and demand forecasts.

**20-foot dry containers:** Regional stock is enough to cover demand forecasts

**40-foot high cube dry containers:** Regional stock is currently not sufficient to cover demand forecasts.

“From this week onwards, equipment supply may be delayed due to port congestion and the Suez incident. Shanghai and Ningbo ports are majorly impacted as they provide the main bulk of supply to Europe. Furthermore, with all these delays, coastal re-positioning might be impacted,” it said.

**45-foot high cube dry containers and 40-foot non-operating reefers:** Regional stock is not enough to cover demand forecasts

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## e-commerce logistics up 27.3% in 2020, to hit \$660B in 2025

- Global e-commerce logistics market posted strong 27.3% growth in 2020 and is forecast to grow at a CAGR of 8.6% from 2020-2025
- Retailers' online sales volumes grew rapidly last year but their logistics costs also increased
- Logistics providers growing in importance in helping e-retailers meet consumer demands
- Last mile is one of the major constraints of e-retailing, now one of the most important sectors

### in logistics and likely to undergo major restructuring

THE global e-commerce logistics market grew by 27.3% in 2020, the exceptional growth spurred by COVID-19's tremendous impact on the retail landscape, according to a new Transport Intelligence (Ti) report.

Ti's Global e-commerce Logistics 2021 highlights the rapid growth of the e-commerce logistics market as online retail demand soars and consumer requirements for same or next-day last mile

delivery options rise sharply.

While the e-commerce logistics market is experiencing rapid growth during the pandemic, growth is expected to moderate to a still strong compound annual growth rate or CAGR of 8.6%, hitting EUR557 billion (US\$666 billion) by 2025.

The moderation is largely because of frontloading of e-commerce adoption with the pandemic accelerating online retail adoption through 2020.

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## Informal entries for low-value dutiable express shipments now under e2m

- The Bureau of Customs is now processing low-value air express shipments via the electronic-to-mobile system informal entry system
- An April 13 memo from Commissioner Rey Leonardo Guerrero said the system only covers low-value dutiable shipments (goods of commercial nature with Free on Board or Free Carrier value of more than P10,000 but less than P50,000)
- Excluded from the system are other procedures (correspondence and documents; de minimis or low-value, non-dutiable shipments; and high-value shipments)

THE informal entry system for low-value dutiable air express shipments is now being implemented by the Bureau of Customs via the Electronic-to-Mobile (E2M) System. The system specifically covers goods of commercial nature with Free on Board (FOB) or Free Carrier (FCA) value of more than P10,000 but less than P50,000, Customs commissioner Rey Leonardo Guerrero said in a memo dated April 13.

Implementation began on April 19.

Procedures other than low-value dutiable express shipments are not yet included in the system, the memo added. These other procedures are correspondence and documents; de minimis or low-value, non-dutiable shipments; and high-value shipments.

Guerrero said the order is in compliance with Customs Memorandum Order (CMO) No. 09-2021, which executes Customs Administrative Order (CAO) No. 05-2020.

CMO 05-2020 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.

Under CMO 09-2021, air express cargo operators (AECO) should electronically submit 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 is 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.

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



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## Alabang Viaduct steel ramp now for southbound traffic only

- Starting April 19, the two-lane steel ramp connecting the Alabang Viaduct to the elevated Skyway system is for southbound traffic only
- Motorists coming from the south can use it to directly access the elevated Skyway system
- This will be part of the new traffic rerouting scheme to accelerate construction of the southbound Skyway Extension project
- The southbound section of the Skyway extension eyes completion by the third quarter of this year

STARTING April 19, the two-lane steel ramp connecting the Alabang Viaduct to the elevated Skyway system will be used for southbound traffic only, concessionaire

San Miguel Corp. (SMC) announced.

SMC said this will be part of the new traffic rerouting scheme to accelerate construction of the southbound Skyway Extension project.

With the recent opening of the northbound Skyway Extension, motorists coming from the south can now use it to directly access the elevated Skyway system, without having to go to the Alabang viaduct, SMC noted.

This means the steel ramp at the Alabang viaduct can now be devoted to southbound vehicles only, as the company had earlier announced the permanent closure of the southbound Hillsborough Skyway off-ramp.

"We'd like to remind our motorists of our earlier announced traffic rerouting, which will begin on Monday, April 19, due to the closing of the Hillsborough off-ramp.

We are asking for your kind understanding and cooperation as we make these necessary adjustments in order to complete the southbound Skyway extension," SMC president Ramon Ang said in a statement.

"We're targeting completion by the third quarter of this year, so we hope you can bear with us. This project will greatly benefit motorists from the south and solve the long-standing problem of traffic in the area."

With the steel ramp now fully dedicated to southbound traffic heading to Cavite, Laguna, and Batangas, northbound motorists looking to take the elevated Skyway can take the following routes:

Class 1 vehicles from South Luzon Expressway (SLEX) bound for Pasay, Makati, Manila, and Quezon City should take the new northbound ramp of the Skyway Extension Project near Soldiers' Hills.

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 air express cargo operator or 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 existing customs clear-

Class 1 vehicles from Alabang bound for Pasay, Makati, Manila, and Quezon City should enter at SLEX Filinvest southbound entry, exit at Susana Heights, make a U-turn, then enter at Susana Heights northbound entry to access the Skyway Extension ramp at Soldiers' Hills.

SMC said it is eyeing the completion of the southbound section of the Skyway extension by the third quarter of this year. This section has two lanes and a total distance of four kilometers (km), and runs from the Skyway Main Toll Plaza to Soldiers' Hills in Muntinlupa.

The Skyway Extension project is part of the 38-km elevated Skyway System, which includes the newly opened Skyway Stage 3, that reduces traffic congestion along major thoroughfares including EDSA and provides a seamless link from SLEX to North Luzon Expressway.

## e-commerce logistics up 27.3% in 2020...

Continued from previous page

Covid-19 continues to change the retail landscape. Logistics costs are increasing for retail as sales move to more logistics-intensive online channels and consumer demand for expensive same or next-day last mile services rises sharply. This is raising e-commerce logistics volumes and overall expenditure on last mile services.

Ti's latest report showed that for many retailers, their logistics costs as a percentage of sales are steadily rising over time; for instance, Amazon's have increased from 17.8% in 2011 to 31.0% in 2020. This increase in costs was partly driven

by investment in networks to build long-term reach and efficiency and partly as a result of the intensifying logistics requirements of online retail to meet consumer expectations.

### Rising costs

Rising costs have made the management of inventory even more important for online retailers and underlined the need for efficiency. But costs appear to have been rising more on the last mile side.

Ti's latest estimates show that for pureplay online retailers expense on last mile services represents 53% of logistics

costs, with fulfilment accounting for the other 47% in 2020.

The report also outlines how last mile provision has been a key constraint on growth since the outbreak of Covid-19. Some retailers have had to suspend orders or remove options for next day delivery as the capacity of last-mile providers has become stretched.

The report also identifies the key trends in e-commerce logistics, exploring how logistics service providers (LSPs) are helping retailers to cater to the latest demands of consumers. LSPs are helping facilitate the fulfillment of

orders from social commerce, manage returns effectively, and set in place the logistics to allow omni channel retailers to reimagine their bricks and mortar stores for the post-pandemic world.

"e-commerce has been one of the key growth sectors for logistics over the course of the pandemic with the rise in demand creating opportunities for LSPs and last mile providers to grow rapidly, as long as they can help retailers react to the changes in consumer demands and manage wildly changing trading conditions," said Ti's head of commercial development, Michael Clover.





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FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA LYG	ETA TAO
Navios Delight	OKRIQN	24-Apr	26-Apr	1-May	27-May
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## Traders face smuggling raps over P4.2M cigarette, fishery imports

- The Bureau of Customs filed criminal cases against two traders for allegedly smuggling into the country cigarettes and agricultural products totaling P4.177 million
- A case was filed against the registered owner of Bianmintina Store and the Storage in Pasay City for alleged unlawful importation and sale of cigarettes amounting to P1.571 million
- Another case was filed against Hightower Inc. and its customs broker for the alleged misdeclaration and unlawful importation of prohibited agricultural fish products valued at P2.607 million
- BOC has to date filed 26 criminal cases against erring importers and customs brokers

THE Bureau of Customs (BOC) has filed criminal cases against two traders over the alleged unlawful importation of cigarettes and agricultural products worth a total P4.177 million.

The Bureau's Action Team Against Smugglers (BATAS) on April 16, 2021 filed the first criminal case before the Department of Justice (DOJ) against the registered owner of Bianmintina Store and the Storage in Pasay City for the alleged unlawful importation and sale of various assorted cigarettes amounting to P1.571 million last December 16, 2020.

BOC in a statement said the store owner purportedly violated relevant sections of the Customs Modernization and Tariff Act; Customs Memorandum Order No. 20-2006 (Implementing Certain Provisions of RA 9334 or An Act Increasing the Specific Tax Rates imposed on Alcohol and Tobacco Products); Tax Reform for

Acceleration and Inclusion Act; and Section 10 of National Tobacco Administration Board Resolution 079-2005.

The second smuggling case was filed against Hightower Inc. and its customs broker for the alleged misdeclaration and unlawful importation of prohibited agricultural fish products such as round scad and mackerel with a total value of P2.607 million.

Under the Department of Agriculture (DA) Special Order No. 705 series of 2020, importation of round scad, bonito, mackerel, and moonfish for processing and/or for institutional buyers is temporarily suspended. The violation was committed November 22, 2020 at the Manila International Container Port, BOC noted.

The importer and its customs broker allegedly violated relevant provisions of the CMTA; the Philippine Fisheries Code of 1998, as amended; DA Special Order No 705; Anti-Agricultural Smuggling Act of 2016; and the Revised Penal Code, as amended.

To date, BOC has filed 26 criminal cases against erring importers and customs brokers.

## Bicol international airport 80% complete

- Construction of the Bicol International Airport (BIA), touted to become the country's most scenic gateway, is 79.74% complete and is expected to be finished in June or July
- As of April 19, landside facilities are 93.71% complete while the passenger terminal building, runway extension, taxiway, drainage, and other site development works are 64.61% complete
- The airport will serve a total of two million passengers annually and boost air traffic and tourism in the Bicol region

Sunwest Construction and Development Corp.

Package 2B, covering the construction of the passenger terminal building, runway extension, taxiway, drainage, and other site development works, is 64.61% complete and handled by E.M. Cuervo, Inc.

Transportation Secretary Arthur Tu-gade earlier said the agency eyes airport operations to start before the end of the year.

DOTr noted that the airport is almost 13 years delayed, with the original pre-feasibility study predating back to 1996 and the notice to proceed with construction given in 2003. Actual construction began in 2016.

Once completed, the airport is set to serve a total of two million passengers annually and is seen to boost air traffic and tourism in the region, greatly benefiting Bicolanos with more job and entrepreneurial opportunities, the agency said.

CONSTRUCTION of the Bicol International Airport (BIA), touted to become the country's most scenic gateway, is now 79.74% complete and expected to be fully finished in June or July, according to the Department of Transportation (DOTr).

As of April 19, the construction of landside facilities (Package 2A) such as the administration building, air traffic control building, crash fire rescue building, and the maintenance building, is 93.71% complete. This is being handled by the



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SEASpan NEW YORK	018N	APR 12	APR 14	018S	APR 18	APR 18	APR 19	APR 21	APR 25	APR 27
ALS FAUNA	097N	APR 19	APR 22	097S	APR 25	APR 26	APR 26	APR 28	MAY 1	MAY 3
SEASpan NEW YORK	019N	APR 25	APR 27	019S	APR 30	MAY 1	MAY 1	MAY 3	MAY 8	MAY 10
ALS FAUNA	098N	MAY 1	MAY 3	098S	MAY 7	MAY 8	MAY 8	MAY 10	MAY 16	MAY 18
SEASpan NEW YORK	020N	MAY 8	MAY 10	020S	MAY 15	MAY 15	MAY 15	MAY 17	MAY 23	MAY 25

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		ETA	ETD		ETA	ETD	ETA	ETD	ETA	ETD
ELEFTERIA EXPRESS	0008E	APR 15	APR 17	0008W	APR 21	APR 23	APR 23	APR 24	APR 29	APR 30
MIA SCHULTE	DCS2BRINC	APR 24	APR 25	DCS2BRINC	APR 28	APR 30	APR 30	MAY 2	MAY 6	MAY 7
ELEFTERIA EXPRESS	0009E	APR 29	APR 30	0009W	MAY 5	MAY 7	MAY 7	MAY 9	MAY 13	MAY 14
MIA SCHULTE	DCS2DRINC	MAY 6	MAY 7	DCS2DRINC	MAY 12	MAY 14	MAY 14	MAY 16	MAY 20	MAY 21
ELEFTERIA EXPRESS	0010E	MAY 13	MAY 14	0010W	MAY 19	MAY 21	MAY 21	MAY 23	MAY 27	MAY 28

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# Supply chain leaders not equipped to diversify, optimize their supply chains—report

- The COVID-19 pandemic and the Suez Canal saga have illustrated the need for supply chains to be resilient, agile, collaborative and visible
- While respondents said they prioritize spend analytics and have a strategy to optimize costs, 63% lack the data, platforms and technology needed to make critical cost-saving decisions
- As regulations increasingly underline third-party risk management and sustainability, firms must assume higher accountability not only for their own actions, but also for their suppliers'
- The reluctance to invest in third-party risk and ESG could easily wipe out a firm's cost-optimization gains, as penalties for oversights or breaches can be severe

supply chain leaders across 60 countries and 33 industries.

The outcome showed that majority of the respondents (239) had spend analytics as their top priority, followed by category management (173), supply risk management (128), logistics (126), supplier performance (90), sourcing management (89), ESG (69), contract management (55), and supplier management (51).

While respondents noted prioritizing spend analytics and reported having a strategy in place to optimize costs, 63% lacked the necessary data, platforms and technology needed to make critical cost-saving decisions, IHS Markit found.

"The results represent a clear misalignment between strategic intent and capability and send a signal that significant investment is needed in technology, platforms and data to enable and deliver overall supply chain objectives."

Surprisingly, supplier risk management and ESG (environmental, social, and governance) were among the least important priorities, at nine and seven, respectively. Only 51% of supply chain leaders surveyed reporting having a strategy in place to combat ESG issues.

This can have dire consequences for companies, said the global industry and market information, analytics and solutions provider.

"Increasing legislation and regulation will continue to drive the importance of third-party risk management and ESG considerations, as companies increasingly become accountable not only for their own actions, but also for that of their suppliers," said Greyling.

"The reluctance in investment into the areas of third-party risk and ESG could easily wipe out a firm's cost-optimization gains, as the penalties for oversights or breaches can be severe," he warned.

The report said the survey results signaled that "one



missing link can have drastic cost and reputational benefits" for companies in today's world of complex supply chains.

"Successful supply chains of the future will need to balance precise cost optimization strategies with a proactive approach to risk management and ESG considerations," it advised.

AMID the unprecedented challenges buffeting the fragile and complex international supply chain since last year, supply chain professionals often lack the tools, data, and platforms needed to diversify their supply chains and optimize their processes, a new IHS Markit survey showed.

"Supply chains can no longer operate as siloed, disconnected functions; recent events such as the COVID-19 pandemic and the Suez Canal saga, have illustrated the need for supply chains to be resilient and agile," said Wilhelm Greyling, executive director of supply chain solutions at IHS Markit.

"Supply chains can only truly be optimized via end-to-end collaboration and visibility. As the old saying goes, you can't manage what you can't see; an integrated approach is not only a nice to have, it's essential."

Conducted earlier this year, the 2021 Supply Chain Insights Global Survey asked respondents to identify their priorities and capabilities in three key industry capabilities: strategy and process, platforms and technology and intelligence, and insight and expertise across nine functional elements.

Responses were compiled from 340

## Maersk: Strong Asia cargo demand...

Continued from page 2

With the sustained surge in demand affecting port congestion and container supply, Maersk said "missed sailings are occurring where we don't have spare vessels to serve the proforma schedule."

In its forecast, it said "there will be more than 10 missed sailings that might not be covered in the coming weeks due to schedule delays. Additional vessels to fill the gaps are unlikely to be available. However, we are working hard to secure more capacity."

To mitigate container shipping disruptions, Maersk said it is taking the following actions:

- Launching a new weekly trans-pacific East Coast service - TP23 - to replace the significant number of extra loaders and ad-hoc routing solutions deployed in past months
- Optimizing cargo transfer plans and rotations to recover the schedule
- Deploying available vessels in our fleet and chartering available capacity

## Asia air capacity outlook

On air freight, the Danish supply chain group said air capacity of Indonesia and Philippines has been limited for a few weeks due to high export demand to the US and Europe, a situation expected to continue into May and lead to longer lead times.

"For Indonesia, plan for an extra 3-4 days on top of the current lead time of 5-6 days to the US and for an extra 2-3 days on top of the current lead time of 4-5 days to Europe," it advises.

"For Philippines, the current transit time to the US is around 5-10 days, while the transit time to Europe is around 4-6 days."

Vietnam and Cambodia air demand has increased significantly, especially to the US, Maersk said. Carriers reduced flight frequency due to several reasons including high demand from the hubs and charter orders.

"The expectation is that space will remain limited until the end of April and beginning of May for both Vietnam and Cambodia, as these countries are about to enter long holidays."

Meanwhile China air demand is still increasing. "There is a growing market capacity from East and North China to the US, and high demand from South and North China to Europe."

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LCT DOCS: WED 1700HRS / LCT CNTR: THU 0100HRS									
PACIFIC SOUTHWEST 8 SERVICE via KAOHSIUNG									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ETA LAX	ETA OAK	
MOL SUCCESS	0121N	05/01	05/05	HYUNDAI MARS	0028E	05/17	05/31	06/11	
NYK CLARA	0090N	05/08	05/12	HYUNDAI JUPITER	0018E	05/31	06/14	06/25	
CALLAO BRIDGE	0192N	05/15	05/19	HYUNDAI JUPITER	0018E	05/31	06/14	06/25	

LCT DOCS: FRI 1700HRS / LCT CNTR: SAT 0700HRS									
PACIFIC NORTHWEST 3 (PN3) via BUSAN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KRPUS	MOTHER VESSEL	VOY. NO.	ETD KRPUS	ETA VAN	ETA SEA	
MOL SUCCESS	0121N	05/01	05/05	SEASPAN THAMES	0021E	05/17	05/28	06/01	
NYK CLARA	0090N	05/08	05/12	SEASPAN YANGTZE	0016E	05/22	06/02	06/06	
CALLAO BRIDGE	0192N	05/15	05/19	NAVIOS CONSTELLATION	0016E	06/03	06/14	06/18	

LCT DOCS: WED 1700HRS / LCT CNTR: THU 0100HRS									
PACIFIC SOUTHWEST 4 SERVICE via KAOHSIUNG									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KAO	MOTHER VESSEL	VOY. NO.	ETD KAO	ETA LAX	ETA OAK	
YM CREDIBILITY	014	04/28	04/30	YM UNIFORM	0218E	05/04	05/18	05/23	
YM CREDIBILITY	015	05/05	05/07	YM MOBILITY	0057E	05/11	05/25	05/31	
YM CREDIBILITY	016	05/12	05/14	HYUNDAI SINGAPORE	0122E	05/18	06/01	06/07	

LCT DOCS: FRI 0800H / LCT CNTR: FRI 0800H										
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
ALS FAUNA	097S	04/29	05/04	ONE MAGNIFICENCE	0061E	05/09	06/03	06/06	06/08	06/10
SEASPAN NEW YORK	019S	05/03	05/08	HYUNDAI FAITH	0095E	05/13	06/09	06/13	06/15	06/18
ALS FAUNA	098S	05/11	05/16	ONE HOUSTON	0045E	05/20	06/16	06/20	06/22	06/25

LCT DOCS: FRI 0800HRS DELIVERY: MICP / LCT CNTR: FRI 0800HRS										
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
ALS FAUNA	097S	04/26	05/01	ONE MAGNIFICENCE	0004E	05/06	05/31	06/03	06/05	06/07
SEASPAN NEW YORK	019S	05/02	05/07	TBA		05/13	06/07	06/10	06/12	06/14
ALS FAUNA	098S	05/09	05/14	ONE HOUSTON	0045E	05/20	06/14	06/17	06/19	06/21

LCT DOCS: FRI 0800H * LCT CNTR: FRI 0800H									
FAR EAST PENDULUM 1 (FP1) VIA SGSIN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	LEH
ALS FAUNA	097S	04/29	05/04	ONE HUMBER	0086W	05/12	06/01	06/04	06/07
SEASPAN NEW YORK	019S	05/03	05/08	ONE HARBOUR	0087W	05/18	06/08	06/11	06/14
ALS FAUNA	098S	05/11	05/16	ONE HANNOVER	0084W	05/31	06/22	06/25	06/28

LCT DOCS: FRI 0800HRS * LCT CNTR: FRI 0800HRS DELIVERY: MICP										
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
ALS FAUNA	097S	04/29	05/04	ONE EAGLE	0020W	05/10	06/02	06/04	06/07	06/10
SEASPAN NEW YORK	019S	05/03	05/08	YM WREATH	0017W	05/21	06/13	06/15	06/18	06/21
ALS FAUNA	098S	05/11	05/16	ONE BLUE JAY	0022W	05/23	06/15	06/17	06/20	06/23

LCT DOC: FRI 0800H * CNTR: FRI 0800H											
MED1 (MD1) SERVICE via SINGAPORE											
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	BCN	VLC	MAPT	GOA	DAM
ALS FAUNA	097S	04/29	05/04	SHANGHAI EXPRESS	0038W	05/09	06/02	06/05	06/09	06/12	06/17
SEASPAN NEW YORK	019S	05/03	05/08	ONE MACKINAC	0027W	05/16	06/09	06/12	06/16	06/19	06/24
ALS FAUNA	098S	05/11	05/16	UMM SALAL	0024W	06/27	06/17	06/19	SKIP	06/23	06/30

LCT DOC: FRI 0800H * CNTR: FRI 0800H										
MED2 (MD2) SERVICE via SINGAPORE										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	SPE	GOA	SPE	FOS
ALS FAUNA	097S	04/29	05/04	SALAHUDDIN	0017W	05/07	05/24	05/25	N/A	05/30
SEASPAN NEW YORK	019S	05/03	05/08	LINAH	0018W	05/14	05/30	06/01	N/A	06/04
ALS FAUNA	098S	05/11	05/16	AL MURABBA	0017W	05/27	N/A	06/11	06/14	06/16

LCT: DOCS/FSI: TUE 1200H / CARGO: TUE 1700H									
KPX (KOREA PHILIPPINES EXPRESS)									
FEEDER VESSEL	VOY. NO.	ETA PHMNL	ETA VNSGN	ETA HKHKG	ETA CNSHK	ETA KRINC			
VOID SAILING									
KMTC GWANGYANG	0033S	05/03	05/06	05/09	05/10	05/14			
KMTC SHANGHAI	0170S	05/08	05/11	05/14	05/15	05/19			

LCT DOCS/FSI: TUE 1200H LCT CARGO: TUE 1900H									
CHINA SOUTH EAST 2									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA HKHKG	ETA CNSHK					
CNC MARS	0006N	04/23	04/24						
NORDLEOPARD	0015N	04/30	05/01						
A FUJI	0003N	05/06	05/07						

LCT MNL SH: DOCS FSI THU 1700H CARGO FRI 1200H / LCT MNL NH: DOCS FSI SAT 1700H CARGO SUN 1200H									
TTP SERVICE (TIANJIN TO PHILIPPINES)									
FEEDER VESSEL	VOY. NO.	ETD MNL SH-NH	ETA CNLYG	ETA CNTAO	ETA KRPUS	ETA CNSHA			
HYUNDAI INTEGRAL	0108N	04/21 - 04/23	04/28	04/29	05/01	05/04			
HYUNDAI GRACE	0110N	04/29 - 05/01	05/06	05/07	05/09	05/12			
HENG HUI 5	0001N	05/02 - 05/04	05/08	05/09		05/14			

LCT: DOCS/FSI FRI 1700HRS / CARGO TUE 0400H									
CTI SERVICE									
FEEDER VESSEL	VOY. NO.	ETD PHDVO	ETA KHH	ETA SHA	ETA NGB	ETA SHK	ETA JKT	ETA SUB	
ZARNATA EXPRESS	0002N	04/24	04/27	05/03					
YM EFFICIENCY	0145N	04/27	05/01	05/04	05/06				
COSCO HOUSTON	0079N	05/04	05/08	05/11	05/13	05/17	05/24	05/27	

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## Draft order requires off-dock operators...

Continued from page 1

status of goods received by, stored in and withdrawn from off-dock and off-terminal accredited CFWs. This ensures correct payment of duties, taxes and other charges due on loose cargoes.

Released by the Department of Finance (DOF) and Bureau of Customs (BOC), the order, once approved, will implement Customs Administrative Order (CAO) No. 09-2019, which provides guidelines for the establishment, maintenance and operations of CFWs. It will also execute CAO 14-2020, which covers accreditation and regulation of value-added service providers (VASP).

Under the draft CMO, all off-dock/off-terminal CFWs licensed to operate by BOC must implement an automated IMS to be provided by an accredited service provider.

Facilities for the temporary storage of goods, CFWs are established and authorized by BOC pursuant to Title VIII (Tax and Duty Deferment, Preference and Exemption), Chapter 2 (Customs Warehouses) of the Customs Modernization

and Tariff Act.

### What are CFWs?

These facilities include container yards (CY), container freight stations (CFS), seaport temporary storage warehouses, airport temporary storage warehouses, and other premises for customs purposes. Other types of CFWs are terminal facilities, off-dock CFWs, off-terminal CFWs, and inland container depots.

CFWs also extend to examination areas, cold storages, wharves, infrastructure and other premises where goods subject to customs clearance may be stored, examined, or disposed of. This is intended to protect government revenues, prevent the entry of contraband, and curtail customs fraud.

The deputy commissioner for BOC's Assessment and Operations Coordinating Group (AOCG) will oversee implementation of the IMS, while actual operations of the system will be supervised by the deputy collector for operations of the port.

Wharfingers assigned at CFWs and

other authorized customs personnel will have access to the IMS to monitor the actual status of transfer of containers from port of discharge to the off-dock/off-terminal CFW, as well as the status of the cargo from receipt, storage and release of goods from there.

The transfer of containers from the port of discharge to an off-dock/off-terminal CFW must be covered with BOC's Electronic-to-Mobile System's Transit Permit Single Administrative Document (P-SAD) together with other documentary requirements. The P-SAD will replace the current manual hard copy Permit to Transfer to Outside CY-CFS.

### Enrollment in E-TRACC

Each container must also be enrolled in BOC's Electronic Tracking of Containerized Cargo (E-TRACC) System before full completion of customs cargo clearance.

Containers transferred from the port of discharge to an off-dock/off-terminal CFW without being secured with an E-TRACC seal will not be allowed to be

opened by any customs officer without the approval of the district collector of the port of discharge. BOC may also impose any penalty or sanctions that apply under the circumstances.

The IMS service provider will collect a fee for the use of the web and device applications, cloud database, and support services. The proposed fee structure is as follows:

P200, excluding value-added tax, for every released house bill of lading

P125,000, excluding VAT – one-time setup fee for each CFW location for the application configuration, database and reports setup, project management, training sessions, one mobile device, and one Bluetooth printer

The IMS Accreditation Committee will review the fee structure each year and may recommend changes to the Customs commissioner.

Any CFW that obstructs or violates any provisions of the proposed order will be imposed penalties under CAO 09-2019.

– **Roumina Pablo**

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