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PortCalls

The Philippines' only shipping and transport guide

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Private sector groups back bills curbing shipping charges

- Various groups expressed support for the passage of house bills regulating local charges imposed by foreign shipping lines operating in the Philippines
- International shipping costs to the Philippines are expensive compared to other countries in the region, the groups pointed out
- The groups also support the proposed Philippine Shippers Act designating the Maritime Industry Authority as regulator of local charges imposed by international shipping lines
- The proposed bills are "important safeguards in ensuring reasonable and competitive logistics costs, by putting in place mechanisms that guarantee transparency, visibility and accessibility of these charges"

VARIOUS stakeholder and business groups expressed support for the passage and consolidation of Lower House measures that seek to regulate and standardize the local charges imposed by foreign shipping lines operating in the Philippines.

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BOC issues rules on general warehousing bond under ABMS

- The Bureau of Customs has released guidelines on implementation of the general warehousing bond (GWB) through the Automated Bonds Management System
- Customs Memorandum Order No. 17-2021 aims to "effectively monitor the status of bonds from its posting up to its cancellation and expedite the settlement or collection of due and demandable bonds"
- The current practice of charging the amount of duties and taxes due on shipments for transit to CBWs against the GWB will be discontinued
- The CBW operator must now open a bond account for the transit of the goods from the port

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PH meat products may soon be headed to Japan after HACCP certification

- The Philippines is now eligible to export certified beef, carabeef, pork, chevon, mutton, and their by-products to Japan
- The Philippines was included on May 26, 2021 by the Japanese Ministry of Health, Labour, and Welfare (MHLW) in its list of certified countries that reliably take Hazard Analysis and Critical Control Point (HACCP)-based hygiene management
- Under Japan's Food Sanitation Law, only meat manufactured with HACCP-based hygiene management can be imported into the country
- The MHLW has also notified its quarantine stations about the acceptance of the health certificates for the different meat commodities

THE Philippines is now eligible to export certified beef, carabeef, pork, chevon, mutton, and their by-products to Japan, according to the National Meat Inspection Service (NMIS).

This is after the Philippines was confirmed and included on May 26, 2021 by the Japanese Ministry of Health, Labour, and Welfare (MHLW) in its list of certified countries that reliably take Hazard Analysis and Critical Control Point (HACCP)-based hygiene management.

Under Japan's Food Sanitation Law, only meat manufactured with HACCP-based hygiene management can be imported into the country.

NMIS noted that the Philippines has been exporting chicken meat to Japan, but with this new recognition, the Philippines is now eligible to export beef, carabeef, pork, chevon, mutton, and their by-products to Japan.

The MHLW has also notified its quarantine stations about the acceptance of the health certificates for the different meat commodities.

NMIS officer-in-charge executive director Dr. Jocelyn Salvador said this

move meant that Japan "[relies] upon and trust our systems of certification."

It meant that if the Philippines certifies certain meat establishments and meat products, Japan would automatically accept this certification "without a doubt," Salvador noted. But this does not mean that the Philippines just submitted the requirements to be certified, as Japan also has a verification process, which the Philippines passed, Salvador said.

"It also implies that the systems of certification of the Philippines are at par with the global standards," she added.

Since 2003, NMIS has implemented the mandatory application of the HACCP program in all licensed "AAA" meat establishments. NMIS said the internationally recognized program is a science-based system that identifies hazards and the measures for controlling them to ensure the safety of food.

BOC clears over 3M jabs of Pfizer, Sinovac vaccines

- The Bureau of Customs cleared three shipments of COVID-19 vaccines totaling 3.074 million doses that arrived at Ninoy Aquino International Airport from June 9 to June 10, 2021
- The shipments consist of 111,150 doses of Pfizer-BioNtech vaccines, 1 million doses of Sinovac vaccines, and 1.963 million doses of Pfizer-BioNtech vaccines

THE Bureau of Customs (BOC) has cleared three importations consisting of 3.074 million doses of COVID-19 vaccines that arrived at Ninoy Aquino International Airport (NAIA) from June 9 to June 10, 2021.

ARTA reviewing agencies' regulatory impact statements

THE Anti-Red Tape Authority (ARTA) has partnered with the Development Academy of the Philippines (DAP) in leading a review by a panel of experts of the regulatory impact statements (RIS) of at least eight government agencies.

Submitting their RISs for review during their panel presentations this month included the Bureau of Customs, Philippine Ports Authority, Bureau of Internal Revenue, Social Security System, Securities and Exchange Commission, Land

Transportation Office, Land Transportation Franchising and Regulatory Board, and Department of the Interior and Local Government, ARTA said in a statement.

This is part of advanced regulatory impact assessment (RIA) training provided by ARTA to agencies to better capacitate them in implementing new regulations.

The draft RISs are the government agencies' final output to conclude their RIA training. These are reports on the agencies' proposed regulations, including a

comprehensive summary of the potential costs and benefits, in an effort to further streamline their systems.

Officials from ARTA, the Better Regulations Office under the Office of the Deputy Director General for Operations, and DAP conduct extensive reviews of draft RISs to polish the proposed reforms before these are implemented.

Earlier, BOC and the Department of Health (DOH) convened several virtual meetings to discuss the final preparations for the anticipated influx of vaccine importations, particularly of Pfizer vaccines, through Davao

International Airport and Mactan-Cebu International Airport. Contingency plans discussed during the meeting centered on natural calamities and emergencies, including logistics and security issues and possible scenarios that may be encountered once the Pfizer vaccines arrive in Cebu and Davao.

The DOH also encouraged BOC ports to adopt the customs procedure observed and implemented by BOC-NAIA to facilitate COVID-19 vaccines to ensure expeditious release and distribution of vaccines in the Visayas and Mindanao.



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PH trade doubles in April on strong imports, exports

- The Philippines' total merchandise trade grew 107.5% in April 2021, its third consecutive month of improvement
- Imports grew for the third straight month by 140.9% while exports jumped 72.1% in April 2021
- Trade deficit, however, increased 1,361.5% to \$2.73 billion
- Electronic products remained the country's top import and export commodity group, while top import type of good is still raw materials and top export type is intermediate goods and manufactured goods

THE Philippines' merchandise trade grew 107.5% in April 2021, the country's third consecutive month of improvement as both imports and exports posted significant increases, data from the Philippine Statistics Authority showed.

Trade in April 2021 amounted to US\$14.16 billion, up from \$6.827 billion in April 2020. This marks the third month in a row of improvement, after the February 2021 modest growth broke 12 straight months of decline since February 2020. Trade in March 2020 and the succeeding months had been affected by the restrictions in both production supply chains and global trade flow due to the coronavirus disease pandemic.

Of the total external trade in April 2021, about 59.7% were imported goods, while the rest were exported goods.

Trade deficit in April 2021, however, increased 1,361.5% to \$2.73 billion.

Imports recorded a 140.9% increase to \$8.45 billion in April 2021 from \$3.507 billion in the same month last year. This is likewise the third consecutive month of growth for imports after registering a downward trend from May 2019 to January 2021.

All of the top 10 major commodity groups for imports showed increases, led by transport equipment (547.4%) and followed by mineral fuels, lubricants, and related materials (387.9%) and other food and live animals (283.1%).

For the period January to April 2021, imports rose 21.9% to \$34.46 billion from \$28.27 billion in the same period of 2020.

Exports also saw continuous growth, recording a 72.1% jump to \$5.71 billion in April 2021 from \$3.32 billion year-on-year. Exports so far have posted increments in January and March for this year.

All the top 10 major commodity groups for exports recorded annual increases, led by ignition wiring set and other wiring sets used in vehicles, aircrafts, and ships (1,237.6%). This was followed by metal components (345.2%) and miscellaneous manufactured articles (256.1%).

From January to April, exports grew 19% to \$23.37 billion compared with the export value earned from January to April 2020.

By commodity group, electronic products continued to be the country's top export in April 2021 with total earnings of \$3.22 billion or 56.4% of the total. It is also the most imported good with a value of \$2.41 billion or a 28.5% share.

Clark airport's new terminal operational by July

- The new passenger terminal building (PTB) of Clark International Airport (CRK) will be open for domestic flights by July and for international services by September

- The new PTB can accommodate up to 8 million passengers annually, in addition to the 4.2 million passengers that the existing terminal can handle
- Located 1.5 kilometers from the existing passenger terminal, the new facility has four floor levels, 18 aero bridges, and a floor area of 110,000 square meters

THE new passenger terminal building (PTB) of Clark International Airport (CRK) will be open for domestic flights by July, and will start providing international services in September, according to the Department of Transportation.

The newly constructed second PTB is slated for a July opening, six months after it was formally turned over last January 22 to Luzon International Premier Airport Development Corp. (LIPAD), the private operator formally awarded a 25-year concession to operate and maintain the CRK in August 2019.

The PTB is envisioned to help spur economic progress and development in Central Luzon, and ease congestion at the country's main gateway, Ninoy Aquino International Airport.

With a floor area of 110,000 square meters, the terminal will be able to accommodate up to 8 million passengers annually, in addition to the 4.2 million passengers that the existing terminal can handle.

The new terminal building, located 1.5 kilometers from the existing passenger terminal, has four floor levels and 18 aero bridges or passenger boarding bridges.

LIPAD had appointed global design firm Populous as lead interior designer of the PTB.

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By major type of goods, exports of manufactured goods had the highest share with \$4.71 billion or 82.3%, while raw materials and intermediate goods still accounted for the largest share of imports with \$3.40 billion or a 40.2% share of the total.

Imports of personal protective equipment (PPE) and medical supplies including COVID-19 vaccines increased to \$45.70 million in April 2021, indicating an annual increment of 98.6%. Of the total, COVID-19 vaccines were valued at \$14 million.

Exports of PPE and medical supplies, however, dropped 86.9% to \$2.74 million, with surgical face masks and other face masks largely contributing to the decrease.

In terms of exports, those to China comprised the highest value, followed by the US, Japan, Hong Kong, and Singapore.

In terms of imports, China remained as the Philippines' biggest supplier, while Japan, US, Indonesia, and South Korea are the other major import trading partners.

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KMTC Shanghai	2108S	06/28	07/01	07/04	07/05	07/09	07/12	07/13	07/06	07/14	07/22
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April air cargo demand up 12% from pre-COVID levels: IATA

- Demand in April 2021 was higher by 12% compared to April 2019 and was 7.8% higher compared to March 2021
- International capacity from dedicated freighters rose 26.2% in April 2021 compared to the same month in 2019, while belly-cargo capacity dropped by 38.5%
- Rising global trade, stabilized rates compared to sea shipping prices and a speed advantage as supply chain disruptions cause delivery delays are supporting air cargo
- North American carriers posted the strongest performance, reflecting the strong appetite of US consumers for Asian-manufactured products

GLOBAL air cargo volumes continue to outperform pre-COVID levels, as demand in April 2021 expanded 12% compared to April 2019, according to new data released by the International Air Transport Association (IATA).

Demand, measured in cargo tonne kilometers, was also up 7.8% compared to March 2021, as IATA eschewed comparisons with April 2020 because of distorted results owing to the the extraordinary impact of COVID-19.

The strong performance was led by North American carriers, which contributed 7.5 percentage points to the 12% growth rate in April. Air-

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HAI HUA	2115N	21-Jun	22-Jun	23-Jun	24-Jun	25-Jun
HAI HUA	2116N	27-Jun	28-Jun	29-Jun	30-Jun	1-Jul
HAI HUA	2117N	3-Jul	4-Jul	5-Jul	6-Jul	7-Jul
LCT MIP: MON 0900 HRS / SH: TUE 1700 HRS						
IMPORT SCHEDULE	VOY NO.	XIAMEN	WEITOU	SHIHU	MANILA NH	MANILA SH
VESSEL		ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD
HAI HUA	2114S	12-Jun	13-Jun	14-Jun	15-Jun	16-Jun
HAI HUA	2115S	18-Jun	19-Jun	20-Jun	21-Jun	22-Jun
HAI HUA	2116S	24-Jun	25-Jun	26-Jun	27-Jun	28-Jun
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Private sector groups back bills curbing...

Continued from page 1

The groups also showed support for the Department of Trade and Industry's (DTI)-proposed Philippine Shippers Act (PSA), which will designate the Maritime Industry Authority (MARINA) as regulator of local charges imposed by international shipping lines.

Support for the consolidation of the two measures—House Bill No. 4316 and HB 4462—was contained in a joint position paper submitted to Lower House Committee on Transportation (COTr) chair Edgar Mary Sarmiento on June 8.

Signatories were the Supply Chain Management Association of the Philippines, Philippine Chamber of Commerce and Industry, Philippine Exporters Confederation, Inc., and Export Development Council's (EDC) Networking Committee on Transport and Logistics.

HB 4316, filed by Bagong Henerasyon Partylist representative Bernadette Herrera-Dy, aims to regulate and standardize local charges imposed at both origin and destination by foreign shipping lines. The bill is meant to comply with laws and obligations and contracts and International Commercial Terms (Incoterms).

HB 4462, filed by Ang Probinsyano Partylist representative Ronnie Ong, mandates the Maritime Industry Authority (MARINA) to promote fair and transparent destination and other

shipping charges among freight forwarders and agents of international shipping lines.

During the April 30 hearing on the two bills, COTr approved the creation of a technical working group (TWG) composed of the concerned government agencies and stakeholder organizations to consolidate HBs 4316 and 4462.

The groups in their paper reiterated points raised during the April 30 COTr that "international shipping costs for shipments made to the Philippines are expensive compared to other countries in the region."

They said local charges cost on average US\$592 per 20-foot full container load (FCL) compared to an average of \$202 in other countries. Citing a report prepared by the National Competitiveness Council and the EDC in 2017, the groups said a majority of these charges are destination charges, which cost between \$1,176 and \$2,096 per 40-foot FCL.

No overseer

"We believe that these high charges are caused by a lack of regulatory oversight as there is no agency assigned to oversee local charges imposed by international shipping lines," the groups said.

They pointed out that similarly, no regulations exist that will scrutinize whether the charges imposed are arbitrary or based on globally accepted terminology and regulations; are reasonable or not; and

are subject to taxes, as these are charged at a local level.

The groups said the issue of high shipping costs "will continue to impact the ability of shippers to sustain their operations, particularly during the pandemic and the resulting uncertainty."

The cost issue is also seen to affect Philippine competitiveness as a whole, "with high shipping costs leading to high logistics costs, which will lead to higher product costs for customers." The groups noted that logistics costs account for roughly 27% of total sales costs, based on the Logistics Efficiency Indicators survey conducted by DTI in 2018.

Bills to enhance transparency

With these issues, the groups said the proposed bills are "important safeguards in ensuring reasonable and competitive logistics costs, by putting in place mechanisms that guarantee transparency, visibility and accessibility of these charges."

They said they "believe the implementation of standardized charges—particularly ones based on Incoterms... would allow businesses to better assess their costs, and also allow shipping lines to be more competitive, by competing on service levels rather than price."

They added the proposed bills will also impact other charges that are usually outside the purview of shipping lines—and are therefore charged based on market rates—but are offered as added services, such as warehouse storage, drayage from source to port/port to consignee.

In addition, the groups said the bills will have an effect on other logistics players. They noted, for instance, that standardizing charges will provide relevant authorities with the means to gauge and assess petitions for rate increases, such as cargo handling rate increases in the case

of port operators.

"These increases can no longer be done unilaterally, i.e., as cost recovery measures, but instead be based on quantitative pricing mechanisms that are accessible to all stakeholders. Any differences in costs—which would hopefully be minimal—will be dependent on other factors, such as differences in port infrastructure," the groups explained.

Moreover, while primarily concerned with international shipping, the proposed bills may provide a framework to address issues on domestic shipping costs, "which continue to be a problem among businesses in the country and a hindrance to their competitiveness," the groups said.





The groups also support the proposed PSA, as it is seen to "further bolster the two HBs being discussed and will allow for greater transparency and more avenue for addressing possible concerns."

Trade assistant secretary Mary Jean Pacheco during the April 30 hearing said the trade department will submit to COTr for consideration a draft bill for the proposed PSA, which is aligned with HB 4462 and supports the expansion of MARINA's powers and functions to include authority and jurisdiction over maritime enterprises such as international shipping lines and international freight forwarders.

DTI also seeks the creation of an oversight committee to be called the Philippine Shippers' Board, which will be a policy-making body acting on all issues and concerns on international shipping and transport logistics.

The draft bill has already been submitted by DTI to COTr. - **Roumina Pablo**

No counterpart bill on foreign shipping line charges, however, has been filed in the Senate. - **Roumina Pablo**

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CNC MARS	0NC50E1NC	8-Jun	10-Jun	11-Jun	14-Jun	17-Jun	17-Jun	21-Jun	22-Jun	24-Jun	26-Jun
NORDLEOPARD	0NC54E1NC	15-Jun	17-Jun	18-Jun	21-Jun	24-Jun	24-Jun	28-Jun	29-Jun	1-Jul	3-Jul
A FUJI	0NC58E1NC	22-Jun	24-Jun	25-Jun	28-Jun	1-Jul	1-Jul	5-Jul	6-Jul	8-Jul	10-Jul

(NCX3CP8-(CNC)) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	SHA ETA	NBO ETA
OLYMPIA	0KDOCE1NC	13-Jun	14-Jun	18-Jun	22-Jun
MOUNT BUTLER	0KDOKE1NC	20-Jun	21-Jun	25-Jun	29-Jun
HANSA FRESBURG	0KDOOE1NC	27-Jun	28-Jun	2-Jul	6-Jul

(CSECP2 - WB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	HONGKONG ETA	SHEKOU ETA
NORDLEOPARD	0NC52N1NC	10-Jun	11-Jun	12-Jun
A FUJI	0NC56N1NC	17-Jun	18-Jun	19-Jun
MOUNT KELLET	0NCSAN1NC	24-Jun	25-Jun	26-Jun

(JPX) DIRECT SERVICE TO JAPAN

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	TOKYO ETD	YOKOHAMA ETD	OMAEZAKI ETA	NAGOYA ETA	KOBE ETA
TRF PESCARA	0IZ8LN1NC	-	14-Jun	21-Jun	21-Jun	-	23-Jun	24-Jun
GH TRAMONTANE	0IZ8NN1NC	-	21-Jun	28-Jun	28-Jun	-	30-Jun	1-Jul
SPIEL CITRA	0IZ8PN1NC	-	28-Jun	5-Jul	5-Jul	-	7-Jul	8-Jul

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ALS FAUNA	101S	18-Jun	20-Jun	25-Jun
SAESPAN NEW YORK	023S	24-Jun	26-Jun	1-Jul

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

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	LIANYUNGANG ETA	QINGDAO ETA	NANSHA ETA
CMA CGM CAIMEP	0KRJMN1NC	17-Jun	19-Jun	24-Jun	26-Jun	30-Jun
JACK LONDON	0KRJQN1NC	24-Jun	26-Jun	1-Jul	3-Jul	7-Jul
SPIRIT OF HONG KONG	0KRJUN1NC	1-Jul	3-Jul	8-Jul	10-Jul	14-Jul

(CHINA 1 NB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	SHANGHAI ETD	NINGBO ETA	SHANTOU ETA	SHEKOU ETA
SEATTLE C	0QA8YN1NC	20-Jun	23-Jun	26-Jun	27-Jun	29-Jun	30-Jun
BALTIC NORTH	0QA90N1NC	27-Jun	30-Jun	3-Jul	4-Jul	6-Jul	7-Jul
HENG HUI 5	0QA92N1NC	4-Jul	7-Jul	10-Jul	11-Jul	13-Jul	14-Jul

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

MOTHER VESSEL	VOY. NO.	MNL (SH) ETD	MNL (NH) ETD	LIANYUNGANG ETA	QINGDAO ETA	PUSAN (HYUT) ETA	PUSAN (HBTC) ETA	SHANGHAI ETA
HYUNDAI INTEGRAL	0CB4WN1NC	20-Jun	22-Jun	26-Jun	27-Jun	30-Jun	30-Jun	3-Jul
HYUNDAI GRACE	0CB4YN1NC	27-Jun	29-Jun	3-Jul	4-Jul	7-Jul	7-Jul	10-Jul
TBA	0CB50N1NC	4-Jul	6-Jul	10-Jul	11-Jul	14-Jul	14-Jul	17-Jul

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Tarlac to Cabanatuan in 20 minutes with July opening of CLLEX segment

- The first 18-kilometer segment of the Central Luzon Link Expressway (CLLEX)—from the Subic-Clark-Tarlac Expressway/Tarlac-Pangasinan-La Union Expressway connection in Tarlac City up to the Aliaga-Guimba Road intersection in Aliaga, Nueva Ecija—will be opened in July
- Once fully complete, the 30-km CLLEX will shorten travel time between Tarlac City and Cabanatuan City to

20 minutes from 70 minutes

THE first 18 kilometers of the 30-km Central Luzon Link Expressway (CLLEX) from Tarlac City up to Aliaga, Nueva Ecija will be opened to motorists this July 2021. The 18-kilometer segment starts from the Subic-Clark-Tarlac Expressway (SCTEX)/Tarlac-Pangasinan-La Union Expressway (TPLEX) connection in Tarlac City and ends at the intersection of Aliaga-Guimba Road in Aliaga, Nueva Ecija. The contract packages 1 and 2 cover-

ing Tarlac Section and Rio Chico River Bridge Section and with a combined length of 10.5 km are already completed, while construction of the 9.2-km contract package 3-Aliaga Section is 87% finished, said Public Works and Highways Secretary Mark Villar.

Overall, the 18-kilometer segment is already 94% complete. Construction of the P11.811-billion road project is funded by a loan from the Japan International Cooperation Agency.



Public Works undersecretary Emil Sadain said the delivery of right-of-way (ROW) requirements is being fast-tracked, assisted by the Office of the Solicitor General on expropriation complaints and other ROW-related cases.

"We are hopeful that we will finally secure full site possession of the remaining required ROW to allow our construction activities to go on full throttle," Sadain added.

Expropriation proceedings with the appropriate court were initiated for properties whose owners were unable to grant the request to donate or accept the price offer for negotiated sale within a given timeframe.

The Department of Public Works said more available ROW and favorable weather condition will enable it to catch up and finish the 10.3-km contract package 4-Cabanatuan Section, which is now 88% completed.

Meanwhile, the Zaragoza Interchange Section under contract package 5 is at 26% completion and involves construction of the 113-meter Zaragoza Interchange Bridge, 4.88-km access road, two prestressed concrete deck girder bridges totaling 19.4 meters long, five reinforced concrete box culverts for equalizer and farm passage, and seven irrigation canals.

Once fully completed, the 30-km CLLEX will shorten the usual travel time of 70 minutes between Tarlac City and Cabanatuan City to just 20 minutes.

This new expressway will also form an important east-west link for the expressway network of Central Luzon to ensure a continuous seamless traffic flow for the motoring public from Metro Manila and vice versa passing through North Luzon Expressway, SCTEX, and TPLEX.

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TS Haiphong	21008N	19-Jun	21-Jun	25-Jun	26-Jun	27-Jun	27-Jun
TS Laemchabang	21016N	26-Jun	28-Jun	2-Jul	3-Jul	4-Jul	4-Jul
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FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA SHA WGO4	ETA NBO (CMICT)	
Mount Butler	0KDOKE	20-Jun	21-Jun	25-Jun	26-Jun	26-Jun	
Hansa Fresenburg	21008E	27-Jun	28-Jun	2-Jul	3-Jul	3-Jul	
SPX - Manila - Shanghai - Ningbo LCT: CARGO: NORTH FRI 0900H / SOUTH SAT 0900H							
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA SHA WGO1	ETA NBO (CMICT)	
Hansa Augsburg	21011N	21-Jun	22-Jun	26-Jun	27-Jun	28-Jun	
Green Earth	24N	28-Jun	29-Jun	3-Jul	4-Jul	5-Jul	
IA3 - Manila North - Taichung LCT: CARGO: NH SUN 1700H							
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETA TAICHUNG	ETA XIAMEN	ETA NANSHA	
Androusa	123N	23-Jun	26-Jun	28-Jun	29-Jun	30-Jun	
Seaspan Lumaco	124N	30-Jun	3-Jul	5-Jul	6-Jul	7-Jul	

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Landmark G7 tax accord could impact logistics, shipping

- The landmark deal made by the G-7 advanced economies will attempt to tax multinational companies a minimum global tax rate of 15%
- The agreement paves the way for levies on multinationals in countries where they operate, instead of just where they are headquartered
- The aim is reportedly to close cross-border tax loopholes used by some of the world's biggest companies
- The mechanics and implementation of the agreement are still unclear, but the deal could have implications for the logistics sector, especially shipping

THE historic agreement among the Group of Seven (G-7) rich nations to implement a minimum corporate tax rate could have implications for the logistics sector, particularly the shipping industry, according to a Transport Intelligence (Ti) analysis.

The G-7 advanced economies secured on June 5 a landmark deal on taxing multinational companies a minimum global tax rate of at least 15%. The informal grouping of seven of the world's advanced

economies has for its members Canada, France, Germany, Italy, Japan, the United Kingdom, and the United States.

The agreement by the finance ministers of these countries paves the way for levies on multinationals in countries where they operate, instead of just where they are headquartered.

Such a deal aims to end what US Treasury Secretary Janet Yellen has called a "30-year race to the bottom on corporate tax rates" as countries compete to lure multinationals.

If enacted, the global minimum tax would require that companies pay at least a 15% tax on income, regardless of where they are based, making it less advantageous to relocate operations to countries with lower tax rates.

However, the finance ministers left much still to be decided in the wider global negotiations, which are being conducted among 139 countries at the Organisation for Economic Co-operation and Development in Paris. The first hurdle the G-7 agreement faces is winning the support of the G-20 group of nations, which will meet in Venice next month.

Analysts said the pact was motivated largely by concern about the tax policies of predominantly US tech and pharmaceutical companies, with the aim to close

cross-border tax loopholes.

This comes as, increasingly, income from intangible sources such as drug patents, software and royalties on intellectual property has reportedly migrated to these jurisdictions, allowing companies to avoid paying higher taxes in their traditional home countries.

Ti said the mechanics and implementation of the agreement are still unclear; however, it does have possible implications for the logistics sector in general and the shipping industry in particular.

"The concept of being domiciled 'off-shore' has been attractive to the shipping sector for many years typified by the concept of 'flags of convenience'. The driver for this was both regulatory as well for tax reduction purposes," said Ti analyst Thomas Cullen.

The London law firm Watson Farley & Williams said that "if applied to shipping, the plans would cut through close to a hundred years of tax policy."

The firm said profits would no longer be subject to tax only in the place of effective manage-

ment of a shipping company. Furthermore countries could no longer use their tax systems to support their ambitions to be "maritime nations," develop their own maritime clusters, bolster their ship registries, build up maritime expertise across a range of services and train a steady stream of new recruits for their maritime industry.

Cullen said it may be that shipping will negotiate opt-outs to the policy as it has done in the past over competition law or fuel regulations. Or it could represent an opportunity for major economies with a taste for regulation and economic control to assert themselves more strongly over the sector; alternatively, it could trigger restructuring as subsidies are phased out.

Either way, a change in the approach towards global tax structures is likely to pose a threat to the status quo in shipping, he concluded.



BOC issues rules on general warehousing bond...

- of discharge to the CBW
- Approved bond policies filed in the current year will expire on December 31 of the calendar year

THE Bureau of Customs (BOC) has released implementing guidelines on the general warehousing bond (GWB) through the Automated Bonds Management System (ABMS), a new project scheduled to be implemented this month.

Customs Memorandum Order No. 17-2021 provides detailed instructions to stakeholders and BOC personnel on the process to be observed under the ABMS for GWB.

The order aims to "effectively monitor the status of bonds from its posting up to

its cancellation and expedite the settlement or collection of due and demandable bonds."

Last June 2, BOC said one of the new Electronic-to-Mobile (E2M) System features to be implemented in June is its ABMS for GWB. Earlier this year, BOC also implemented its ABMS for transit cargoes.

CMO 17-2021 applies to all warehousing bond accounts opened under the E2M System in all collection districts, including sub-ports and other offices.

All warehousing bond accounts will be covered by the ABMS, a BOC-wide system for processing bond transactions.

ABMS was established pursuant to CMO 14-2012. It monitors and manages bond balances and flags those that have

matured.

CMO 17-2021 noted that only customs bonded warehouse (CBW) operators registered with BOC's Client Profile Registration System will be allowed to avail of the ABMS in the E2M System.

The GWB will be exclusively used to secure duties and taxes reflected in the warehousing single administrative document (WSAD). A GWB is a form of security to guarantee that obligations to BOC have been satisfied.

Approved bond policies filed in the current year will expire on the 31st day of December of the calendar year.

With implementation of CMO 17-2021, the current practice of charging the amount of duties and taxes due on

Continued from page 1

shipments for transit to CBWs against the GWB will be discontinued. Instead, the CBW operator must open a bond account for the transit of the goods from the port of discharge to the CBW.

The CBW operator should create a bond account by submitting the bond policy electronically to BOC through an accredited value-added service provider. The CBW operator can add more bond policies in their account.

Once the goods declaration for warehousing is lodged, the Warehousing Entry System sends a request to the ABMS to charge against a particular bond account. If the goods declaration is cancelled, the ABMS cancels the amount charged and reverts to the previous bond balance. – **Roumina Pablo**

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WISDOM GRACE	2118W	17-Jun	19-Jun	SKIP	23-Jun	23-Jun	25-Jun	26-Jun	SKIP	2-Jul	SITC GENSAN	2113N	18-Jun	19-Jun	23-Jun	26-Jun						
SITC RIZHAO	2120W	24-Jun	26-Jun	SKIP	30-Jun	30-Jun	2-Jul	3-Jul	SKIP	9-Jul	ZHONG WAI YUN XIN GANG	2112N	25-Jun	26-Jun	30-Jun	3-Jul						
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)									
CMI SERVICE (BATANGAS - SHANGHAI - XIAMEN - SHEKOU - NANSHA - HO CHI MINH - JAKARTA - SEMARANG - MAKASSAR)													(NEW ROTATION) CPX5 SERVICE (MANILA NH - MNL SH - SHEKOU - HONGKONG - NANSHA)									
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 MAK	MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA MNL (SH)	ETA SHE	ETA HNG	ETA NAN	ETA SHIU	ETA WEI	ETA XMM
SITC ULSAN	2113N	19-Jun	23-Jun	25-Jun	27-Jun	SKIP		SKIP	6-Jul	8-Jul	10-Jul	12-Jul	SITC INCHON	2121N	16-Jun	SKIP				18-Jun	19-Jun	20-Jun
SITC SHEKOU	2113N	26-Jun	30-Jun	2-Jul	4-Jul	5-Jul		SKIP	13-Jul	15-Jul	17-Jul	19-Jul	SITC INCHON	2123N	23-Jun	SKIP				25-Jun	26-Jun	27-Jun
LCT (CARGO): BATANGAS/THU 2359H (SAT SAILING)													LCT (CARGO): MNL NH/MON 2359H (WED SAILING)									
CPX1 SERVICE (MNL SH - BATANGAS - CEBU - CAGAYAN - DAVAO - DALIAN - TIANJIN - QINGDAO - SHANGHAI)													NEW SERVICE CPX3 SERVICE (MNL NH - MNL SH - QUANZHOU (SHIHU) - QUANZHOU (WEITOU) - XIAMEN)									
MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETD MNL SH	ETD BTG	ETD CEB	ETD DICT	ETD CDO	ETA SHA	ETA DLC	ETA TNG	ETA TAO	ETA SHA	MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA MNL (SH)	ETA SHIHU	ETA WEI	ETA SHE	ETA HNG	ETA NAN	ETA XMM
SITC BATANGAS	2113N	SKIP	21-Jun	22-Jun	SKIP	28-Jun	SKIP	3-Jul	5-Jul	7-Jul	9-Jul	11-Jul	HAIAN LINK	2119N	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP	SKIP
SITC CAGAYAN	2113N	SKIP	28-Jun	29-Jun	1-Jul	5-Jul	7-Jul	10-Jul	12-Jul	14-Jul	16-Jul	18-Jul	SITC HAIPHONG	2129N	SKIP	23-Jun				25-Jun		26-Jun
LCT (CARGO): MNL SH/ THU 1200H (SAT SAILING) * BATANGAS/SAT 0600H (MON SAILING) * CEB/SUN 0600H (TUE SAILING)													LCT (CARGO): MNL NH/TUE 1700H (WED SAILING) MNL SH/FRI 1700H									
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SITC PENANG	2119N	27-Jun	30-Jun	SKIP	3-Jul	5-Jul	10-Jul	12-Jul	CTC: Ms. Reynalyn Navidad													
LCT (CARGO): SASA-FRI 1900H (SUN SAILING) / DICT-SAT 1200H (MON SAILING) / GEN SAN-SUN 2400H (TUE SAILING)													Cagayan de Oro Office									
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													CTC: Ms. Ranelyn Acharon									

ICTSI's Croatian terminal sets container handling milestone

- *Adriatic Gate Container Terminal handled a cumulative throughput of two million TEUs on its tenth year*
- *The terminal's rail operations have grown significantly, with its intermodal share increasing to 42% and rail volume by more than 50% over the last two years*
- *Terminal volume has more than doubled in the last decade, with around 70% of AGCT's volume now coming from outside Croatia, mostly from Central and Southeast Europe*
- *ICTSI has invested more than US\$50 million to modernize the terminal*

ADRIATIC Gate Container Terminal (AGCT), the Croatian subsidiary of International Container Terminal Services, Inc. (ICTSI), has handled a cumulative throughput of two million twenty-foot equivalent units (TEUs) on its tenth year.

ICTSI in a statement said the milestone highlights AGCT's successful public-private partnership with Luka Rijeka, Rijeka Port Authority, and the government of Croatia since the company started operations at the Port of Rijeka in April 2011.


In March 2011, ICTSI forged a 30-year strategic partnership with Luka Rijeka D.D. to operate, manage, and develop AGCT at the Port of Rijeka, Croatia's main seaport.

"Two million TEUs in 10 years is a remarkable feat for AGCT. We have been able and continue to attract new services and handle the largest vessels currently calling the Adriatic," AGCT chief executive officer Emmanuel Papagiannakis said. Papagiannakis said AGCT's rail operations have grown significantly, with its intermodal share increasing to 42% and rail volume by more than 50% over the last two years. Terminal volume has also more than doubled in the last decade.

ICTSI has since invested more than US\$50 million to modernize the terminal. The company has acquired new equipment including quay cranes and rubber-tired and rail-mounted gantries, and has expanded the berth and yard, doubling the terminal's total annual capacity.

Last year, AGCT's rail capacity grew threefold with the completion of the new intermodal yard. These developments, along with adopting industry best practices, have allowed AGCT to improve its overall operational efficiency, safety, and processes, ICTSI noted.


Papagiannakis said "AGCT has been able to consolidate its position as the



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Ramon Guevara,
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country's main container terminal and expand further into the hinterlands."

He added that around 70% of AGCT's

volume now comes from outside Croatia, mostly from Central and Southeast Europe.

BOC foils entry of luxury cars worth P16M

- *The Bureau of Customs thwarted an alleged attempt to smuggle into the country three luxury vehicles worth an estimated P16 million via the Manila International Container on June 9*
- *Based on information gathered, a pre-lodgment control order was issued against the shipment*
- *A 100% examination of the container revealed a brand-new Land Cruiser, a 2016 Nissan GTR, and a 2020 Chevrolet Camaro ZL1*
- *A warrant of seizure and detention was issued against the shipment while investigation and*

filing of charges are underway

THE Bureau of Customs (BOC) has foiled an alleged attempt to smuggle into the Philippines three luxury vehicles worth an estimated P16 million through the Manila International Container Port (MICP) on June 9.

Based on information gathered, BOC-MICP district collector Romeo Allan Rosales issued a pre-lodgment control order against the shipment consigned to ADFINEST Marketing Corp.

A 100% examination of the container revealed one brand-new Land Cruiser, one 2016 Nissan GTR, and one 2020 Chevrolet Camaro ZL1.

A warrant of seizure and detention was issued against the shipment while investigation and filing of charges are underway for possible violation of Section 1113 (Property Subject to Seizure and Forfeiture) of Republic Act No. 10863, or the Customs Modernization and Tariff Act, as well as for the lack of authority to import from the Department of Trade and Industry.

Recently, BOC-MICP also seized three suspected smuggled vehicles worth an estimated P20 million on

June 2 and apprehended four sports cars on May 26. BOC said the latest apprehensions are part of BOC-MICP's Customs Intelligence and Investigation Service's Coplan Tsekot aimed at curbing smuggling of vehicles through MICP.





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HONG PROSPERITY2111N		JUN 16	JUN 17	JUN 18	JUN 23	JUN 24	JUN 26	
EASLINE QINGDAO N014		JUN 23	JUN 24	JUN 25	JUN 30	JUL 1	JUL 3	
HONG PROSPERITY2112N		JUN 30	JUL 1	JUL 2	JUL 7	JUL 8	JUL 10	
EASLINE QINGDAO N015		JUL 7	JUL 8	JUL 9	JUL 14	JUL 15	JUL 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								

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	2113N	JUN 17	JUN 18	-	JUN 25	JUN 26
ZHONGWAIYUNXINGANG 2112N		JUN 24	JUN 25	-	JUL 2	JUL 3
SITC GENSAN	2114N	JUL 1	JUL 2	-	JUL 9	JUL 10
ZHONGWAIYUNXINGANG 2113N		JUL 8	JUL 9	-	JUL 16	JUL 17
LCT: (MIP) TUE/1800H: (SOUTH) WED/1800H • FRI SAILING FOR PERISHABLE GOODS: (MIP) WED/1800H: (SOUTH) THU/1800H						

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	2124N	CANCELLED VOYAGE					
SINOTRANS TIANJIN	2125N	21-Jun	22-Jun	24-Jun	25-Jun	26-Jun	
SINOTRANS TIANJIN	2126N	28-Jun	29-Jun	1-Jul	2-Jul	3-Jul	
SINOTRANS TIANJIN	2127N	5-Jul	6-Jul	8-Jul	9-Jul	10-Jul	
LCT: (NORTH) MON 0600H & (SOUTH) TUE 0100H • TUE SAILING							

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					
AS FENJA	016N	23-Jun	24-Jun	25-Jun	7-Jul	9-Jul	11-Jul
ISEACO FORTUNE	043N	30-Jun	1-Jul	2-Jul	14-Jul	16-Jul	18-Jul
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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April air cargo demand up 12% from pre-COVID levels...

Continued from page 4

lines in all other regions except for Latin America also supported the growth, IATA said in its latest media release.

Capacity remains 9.7% below pre-COVID-19 levels (April 2019) due to the ongoing grounding of passenger aircraft. Airlines continue to use dedicated freighters to plug the lack of available belly capacity. International capacity from dedicated freighters rose 26.2% in April 2021 compared to the same month in 2019, while belly-cargo capacity dropped by 38.5%.

Underlying economic conditions and favorable supply chain dynamics remain supportive for air cargo, said IATA, noting that global trade rose 4.2% in March.

Moreover, competitiveness against sea shipping has improved as air cargo rates have stabilized since reaching a peak in April 2020, while shipping container rates have remain relatively high in comparison.

Meanwhile, longer supplier delivery times as economic activity ramps up make the speed of air cargo an advantage by recovering some of the time lost in the production process.

"Air cargo continues to be the good news story for the air transport sector. Demand is up 12% on pre-crisis levels and yields are solid. Some regions are outperforming the global trend, most notably carriers in North America, the Middle East and Africa," said Willie Walsh, IATA's director general.

Asia-Pacific airlines saw demand for international air cargo increase 9.2% in April 2021 compared to the same month in 2019, a significant improvement compared to the previous month. International capacity remained constrained in the region, down 18.7% versus April 2019. The region's airlines reported the

highest international load factor at 77.5%.

North American carriers posted a 25.6% increase in international demand in April 2021 compared to April 2019, reflecting the strong appetite of US consumers for products manufactured in Asia. International capacity grew by 5.5% compared with April 2019.

European carriers posted an 11.4% increase in demand in April 2021 compared to the same month in 2019, also a

significant improvement compared to the previous month. International capacity decreased by 17.5% in April 2021 versus April 2019, remaining unchanged from the previous month.

Middle Eastern carriers posted a 15.3% rise in international cargo volumes in April 2021 versus April 2019. This was a significant improvement compared to the previous month. International capacity in April was down 17.5% compared to the

same month in 2019.

Latin American carriers reported a decline of 32.7% in international cargo volumes in April compared to the 2019 period. Drivers of air cargo demand in Latin America remain relatively less supportive than in the other regions, and airlines in the region have lost market share to other carriers due to financial restructuring. International capacity decreased 52.5% compared with April 2019.

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