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PortCalls

The Philippines' only shipping and transport guide

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BOC automated management of general warehousing bond starts at Manila port

- Under Customs Memorandum Order 17-2021, the Bureau of Customs implemented on June 15 its automated bonds management system (ABMS) for general warehousing, with the Port of Manila as pilot port
- All surety companies and customs bonded warehouse (CBW) operators must be accredited in the BOC E2M-Client Profile Registration System
- Under CMO 17-2021, the current practice of charging against the general warehousing bond the amount of duties and taxes

due on shipments for transit to CBWs will be discontinued

THE Bureau of Customs (BOC) implemented on June 15 the automated bonds management system (ABMS) for general warehousing, with the Port of Manila as the pilot port.

Customs Memorandum Order (CMO) 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."

ABMS is a BOC-wide system for
Turn to page 4

Exporters seek urgent resolution to burdensome new VAT regulation

- Processes and requirements under Revenue Regulation No. 9-2021 should not unduly burden exporters and MSMEs, according to the Philippine Exporters Confederation
- RR 9-2021, which takes effect on June 27, 2021, slaps 12% VAT on indirect exports
- Until an electronic system for filing is developed, the Bureau of Internal Revenue should

decentralize processing of VAT refunds, said PHILEXPORT chief Sergio R. Ortiz-Luis, Jr.

- To avoid additional paperwork, the Bureau of Internal Revenue should also issue rules on automatic assessment of VAT refunds, Philexport proposed

THE Philippine Exporters Confederation, Inc. (PHILEXPORT) issued an urgent
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IMO body oks draft amendments for mandatory use of maritime single window

- The Facilitation Committee has approved draft amendments to the FAL Convention that make mandatory the use of a maritime single window (MSW) system in ports
- The revised Facilitation Convention will also require governments to allow ships and ports to remain fully operational during an international public health emergency
- The public authorities are also required to designate port workers and ships' crew as key workers, regardless of their nationality or the flag of their ship
- Governments are now required to encourage public authorities to assess the risks of corruption and address them by developing and implementing preventive measures

mittee 45 (FAL 45) approved early this month draft amendments to the annex of the Convention on Facilitation of International Maritime Traffic (FAL Convention) that, among others, update the provisions of the convention on mandatory electronic data exchange in ports for ship clearance.

The newly approved amendments will make it mandatory for public authorities to establish, maintain and use single window systems for the electronic exchange of information required on the arrival, stay and departure of ships in ports.

In addition, public authorities will have to combine or coordinate the electronic transmission of the data so as to ensure that information is submitted or provided only once and re-used to the maximum extent possible.

The amendments will now be circulated with a view to adoption at FAL 46 (to be held next year).

During the session, the Committee approved revised guidelines for setting up an MSW, and agreed to create a new Global Integrated Shipping Information System (GISIS) module to share information on maritime single windows implemented by member states.

The FAL Convention has for its

THE International Maritime Organization (IMO) has taken further steps toward making it mandatory for state authorities to establish and use a maritime single window (MSW) system for ship clearance at ports.

This as the IMO's Facilitation Com-



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main objectives to prevent unnecessary delays in maritime traffic, aid cooperation between governments, and secure the highest practicable degree of uniformity in formalities and other procedures.

Further on digitalization, the Committee approved a new version of the IMO Compendium on Facilitation and Electronic Business (the IMO Compendium). The new version includes a new IMO data set on reporting of stowaways, additional data elements linked to port services timestamps to support the just-in-time approach and an IMO data set on acknowledgement receipts. The revised Compendium is now available from the IMO website.

By harmonizing the definitions and formats of the data elements required during a port call and by standardizing electronic messages, the IMO Compendium facilitates the exchange of information ship to shore and the interoperability of single windows, reducing the administrative burden for ships linked to formalities in ports.

Lessons from pandemic

Moreover, the updated annex to the FAL Convention includes provisions derived from lessons learned during the course of the COVID-19 pandemic.

In a new section addressing a public health emergency of international concern (PHEIC), the revised Facilitation Convention will require contracting governments and their relevant public authorities to allow ships and ports to remain fully operational during a PHEIC, "in order to maintain complete functional-

ity of global supply chains to the greatest extent possible," IMO said.

The public authorities are also required to designate port workers and ships' crew as key workers (or equivalent), regardless of their nationality or the flag of their ship, when in their territory.

The update contains a number of recommendations for contracting governments about best practice to support unhindered transport of maritime cargo and support for global supply chains. In addition to advising national authorities against introducing obstacles to crew movement for repatriation, crew changes and travel, the updated annex also encourages dissemination of information about public health matters and expected protection measures by ship operators.

Addressing corruption issues

The updated text of the Convention takes a systemic approach to addressing the issue of corruption associated with the ship-shore interface in ports. Contracting governments are now required to encourage public authorities to assess the risks of corruption and address them by developing and implementing preventive measures to strengthen integrity, transparency and accountability.

Public authorities are also required to coordinate efforts to detect, investigate and sanction corruption related to ships' calls in the port, including through national and international cooperation.

The Committee also discussed setting up a new GISIS module to report cases of alleged maritime corruption.

Man posing as BOC employee, port operator exec collared

- The Bureau of Customs and the Manila Police District arrested a certain Macario Samson for allegedly posing as a Customs employee in order to swindle unsuspecting victims
- Samson posed as an employee of BOC under the name Emmanuel T. Dizon and as a director of port operator International Container Terminal Services, Inc., using the name Steven So Chan
- The suspect allegedly swindled a victim out of P230,000 in an online transaction involving the sale of a motorcycle supposedly under BOC's custody
- Samson is facing possible charges of estafa, falsification of public document, and usurpation of authority under the Revised Penal Code




THE Bureau of Customs (BOC) and the Manila Police District (MPD) have arrested an individual allegedly posing as a Customs employee in order to swindle money from unsuspecting victims.

In an operation, Customs Intelligence and Investigation Service-Port of Manila, in coordination with the MPD, arrested a certain Macario Samson for allegedly pretending to be an employee

Turn to page 6

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Webinars for July 2021

How to Import	How to Compute Philippine Duties and Taxes (Outports)	Essentials of Efficient Warehousing Operations
<p>July 15, 2021; 10-11.30am Investment cost: P1,500</p> <p>Looking to import into the Philippines or want a refresher course on importing? This 1.5-hour webinar is for you. Learn about documentary requirements and key customs rules governing the importing business.</p>	<p>July 22, 2021; 10-11.30am Investment cost: P2,000</p> <p>This 1.5-hour webinar will educate participants what elements go into the calculation of Philippine customs duties and taxes (specifically for outports). The exercise will help importers and logistics professionals better come up with an accurate model for computing logistics costs.</p>	<p>July 30, 2021; 1-5pm Investment cost: P3,000</p> <p>Unlock secrets to efficient warehouse management in this 4-hour webinar. Best practices that will help optimize production and distribution processes as well as assist in cost reduction and service enhancement will be the focus of this webinar. Participants will get familiar with various warehousing operating systems in the design and layout, space utilization, acquisition, stock identification and location options, storage systems and material handling operations.</p>
 Dexter Pedreza International Trade & Customs Consultant	 Dexter Pedreza International Trade & Customs Consultant	 Ramon Guevara, CPM, DSM President, Foundation of the Society of Fellows in Supply Management

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HE YUAN	2125N	8-Jul	10-Jul	13-Jul	14-Jul
HE YUAN	2126N	18-Jul	20-Jul	23-Jul	24-Jul

LCT DOCS: THU 1200H / Cargo: 1400H THU (Above schedule is subject to change without prior notice)

PHF2 Service (MNL NH - MNL SH - HONGKONG HIT)

VESSEL	VOY	ETA/ETD NORTH	ETA/ETD SOUTH	ETA HONGKONG
HANSA WOLFSBURG	030S/030N	30-Jun / 1-Jul	1-Jul / 2-Jul	4-Jul
HANSA WOLFSBURG	031S/031N	7-Jul / 8-Jul	8-Jul / 9-Jul	11-Jul
HANSA WOLFSBURG	032S/032N	14-Jul / 15-Jul	15-Jul / 16-Jul	18-Jul

NH LCT DOCS: 1700H TUE / LCT CARGO: 0600H WED / PRE ADVISE 1700H TUE | SH LCT DOCS: 1000H WED / LCT CARGO: 1200H WED / PRE ADVISE 1000H WED

TPE Service (MNL NH - KAOHSIUNG)

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YM CREDEBILITY	021N	11-Jun	13-Jun	15-Jun
YM CREDEBILITY	022N	18-Jun	20-Jun	22-Jun

LCT SI/DOCS: 0900H THU / LCT CARGO: 0900H THU (Above schedule is subject to change without prior notice)

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Cebu airport's cargo volume slips 19% in 1Q

- Cargo volume handled by Mactan-Cebu International Airport (MCIA) dropped 19% in the first quarter of 2021, with domestic cargoes posting a 36.4% decline
- International cargo was the only one to register an increase, expanding by 29%
- Flights decreased 84.6% while passenger traffic fell 91.5%

CARGO volume handled by Mactan-Cebu International Airport (MCIA) dropped 19% in the first quarter of 2021 to 13.034 million kilograms (kg) from 16.185 million kg in the same period last year, data from the Mactan-Cebu International Airport Authority (MCIAA) showed.

Of the total, domestic cargoes accounted for 58% while the remaining 42% were foreign cargoes.

Domestic cargoes declined 36.4% in the first three months of the year to 7.613 million kg from 11.979 million kg in the same period in 2020.

Registering the only increase for the period were international cargoes, which grew 29% to 5.421 million kg from 4.206 million kg.

According to data from MCIA, cargoes handled by one of the country's busiest gateways declined sharply in April and May 2020 after the community quarantines were imposed nationwide starting mid-March last year. Volumes started to pick up by June when quarantines were relaxed and more flights were allowed, and volumes have continued to maintain a certain level since then. For domestic cargoes, though, volumes are still below pre-pandemic levels.

Flights in the first quarter were still below pre-pandemic levels, posting an 84.6% drop to 3,543 flights from 23,019 flights in the first quarter of last year.

Domestic flights fell 83% to 3,006 flights from 17,631 flights, while international flights decreased 90% to just 537 flights from 5,388 flights.

Passenger traffic was still low due to continuing travel restrictions, registering a 91.5% decline to 207,045 from 2.430 million in the first quarter of 2020.

The number of domestic passengers was 88.8% lower at 188,686 from 1.681 million, while international passenger traffic was down 97.5% to 18,359 from 749,262.

Since November last year, all passenger and aircraft operations at MCIA have been consolidated at Terminal 1 (T1) except for international arrivals which remain at Terminal 2 (T2).

MCIA terminal operator GMR Megawide Cebu Airport Corp. earlier said the consolidation was meant to streamline operations and maximize terminal efficiencies while aircraft movement and passenger traffic remained slow.

T1 had been dedicated to domestic airlines since the second half of 2018 when T2 was inaugurated and designated the terminal for international flights.

Ex PH president passes away

FORMER Philippine President Benigno Aquino III has passed away this morning, June 24. He was 61 years old. Aquino, the son of the late former

senator Benigno Aquino, Jr. and the late former President Corazon Aquino, "died

peacefully in his sleep" at 6:30 a.m. due to renal disease secondary to diabetes, according to a family statement read by his sister Aurora Corazon Aquino-Abellada.

He was rushed this morning to Capitol Medical Center in Quezon City.

A known smoker, Aquino has been battling various illnesses since 2019 and went through dialysis for his ailment. He recently underwent a heart operation.

Aquino was elected as the 15th President of the Philippines and was sworn into office on June 30, 2010. He campaigned with a slogan of "Daang Matuwid", a platform of good governance and anti-corruption in government.

Prior to his term as the country's chief, Aquino had served as a Tarlac's representative in the Lower House from 1998 to 2007, and as a senator from 2007 to 2010.

During Aquino's term as president, the Philippine economy saw improvement, growing an average of 6.2% yearly. Various infrastructure projects, particularly under the public-private partnership scheme, were launched during his term, some of which were completed during the term of his successor.

It was also under his administration when the Philippines initiated the filing of case against China's excessive claims in the West Philippine Sea before the Permanent Court of Arbitration. The court handed a ruling in favor of the Philippines in July 2016.

He also, however, faced controversies during his term, such as the handling of the Manila hostage crisis in 2010, the onslaught of typhoon Yolanda in 2011, and the death of 44 Special Action Force operatives in a failed operation in Mamasapano in 2015.

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Recently, MCIA's taxiway has been expanded, raising the airport's maximum aircraft movement capacity to 40 aircraft per hour from the previous 35 aircraft per hour. The expanded taxiway, which was inaugurated last May 5, also raised the airport's maximum aircraft parking capacity to 50 aircraft slots from the previous 40.

A new CAAP administration building located within the MCIA complex was also completed and inaugurated.

Eyed for inauguration in July 2021 is the MCIAA corporate building, which will

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Xiumei Shanghai	2116N	07/06	07/13	07/18	07/20	07/16	07/20	07/20	07/17	07/22	07/22	07/20
KMTC Ulsan	2115N	07/15	07/22	07/27	07/29	07/25	07/29	07/29	07/26	07/31	07/31	07/29
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Hyundai Grace	0113N	07/10	07/11	07/16	07/20	07/24	07/24	07/25	07/24	07/24	07/25	07/25
Hyundai Integral	0112N	07/25	07/26	07/31	08/04	08/08	08/08	08/09	08/08	08/09	08/09	
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KMTC Falkenburg	2110S	07/07	07/10	07/13	07/14	07/18	07/21	07/22	07/15	07/23	07/31	
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Vessel queue at Yantian port shortens but not waiting time: Maersk

- The Port of Yantian is gradually increasing productivity as more workers return and more berths reopen
- The current average waiting time in Shekou, Nansha, and Hong Kong is between two and four days, but as more carriers omit Yantian, this number is expected to rise
- Yantian yard density has been reduced to 60% from 69% previously, but vessel delays at Yantian port remain at upwards of four days
- At Nansha port, yard density has reached 100% with continued vessel delays at the port seen upwards of four to five days

THE queue of vessels waiting to berth at the Port of Yantian in southern China is diminishing but vessels' schedule reliability remains 'compromised', according to the latest updates from Maersk.

"After a six-day stop on export containers, the Port of Yantian is gradually increasing productivity as more workers return and more berths reopen. We

welcome the diminishing queue, but schedule reliability remains compromised," the container shipping liner said in its June 21 advisories on the operations of the ports of Yantian, Shekou and Nansha in the southern province of Guangdong.

Maersk said that as vessels continue to be diverted from Yantian, it is closely monitoring the situation in neighboring ports, which are being affected by the congestion and vessel delays in Yantian.

"The current average waiting time in Shekou, Nansha, and Hongkong is between 2-4 days, but as more carriers omit Yantian, this number is expected to rise," it said.

Since late May, the ports in Shenzhen and Guangzhou in Guangdong have been battling to contain an outbreak in COVID-19 cases, a situation that has generated ripple effects in the supply chain in the form of congestion and vessel delays.

In the latest updates, yard density at



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HAI HUA	2114N	21-Jun	22-Jun	23-Jun	24-Jun	25-Jun
HAI HUA	2115N	27-Jun	28-Jun	29-Jun	30-Jun	1-Jul
HAI HUA	2116N	3-Jul	4-Jul	5-Jul	6-Jul	7-Jul
HAI HUA	2117N	9-Jul	10-Jul	11-Jul	12-Jul	13-Jul
LCT MIP: MON 0900 HRS / SH: TUE 1700 HRS						
IMPORT SCHEDULE VESSEL	VOY NO.	XIAMEN ETA/ETD	WEITOU ETA/ETD	SHIHU ETA/ETD	MANILA NH ETA/ETD	MANILA SH ETA/ETD
HAI HUA	2114S	18-Jun	19-Jun	20-Jun	21-Jun	22-Jun
HAI HUA	2115S	24-Jun	25-Jun	26-Jun	27-Jun	28-Jun
HAI HUA	2116S	30-Jun	1-Jul	2-Jul	3-Jul	4-Jul
HAI HUA	2117S	6-Jul	7-Jul	8-Jul	9-Jul	10-Jul

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Yantian is down to 60% from 69% previously, but Maersk still expects continued vessel delays at Yantian port upwards of four days.

At Yantian International Container Terminal (YICT), operation in the eastern area where mother vessels mainly berth is gradually recovering to about 54% of its normal level said Maersk.

At Nansha port, yard density has reached 100% with continued vessel delays at the port seen upwards of four to five days in the coming week.

From June 21 until further notice, export laden container gate-in at Nansha will be accepted only seven days prior to the vessel's estimated time of arrival or ETA—and only after the terminal confirms the advance reservation made by trucking companies for laden containers gate-in.

At Shekou port, from June 21 until further notice, export

laden container gate-in will be accepted only four days prior to ETA.

On empty containers, Maersk added that 40-foot general purpose (GP) and 40-foot high cube empty supply is negatively impacted with massive vessel delays and omissions in Yantian and Shekou.

Empty operation is suspended at Shekou Greeting Fortune Depot D, while import dry and reefer empty return resumes at Yantian depots.

Due to these disruptions, Maersk said 90 vessels including its partners' vessels have omitted Yantian and Shekou in order to protect vessel schedule reliability.

Regarding landside service, trucking service into YICT needs to be reserved in advance and export laden containers gate-in are subject to the confirmation issued by YICT.

"As more cargoes are diverted to Nansha and epidemic prevention measures for COVID-19 are also implemented in Guangzhou, we see traffic congestion and it could take 5 hours for empty container pick up or laden container gate-in," said Maersk.

BOC automated management of general warehousing bond...

Continued from page 1

processing bond transactions that was established under CMO 14-2012 in order to monitor and manage bond balances and flag those that have matured.

In Office of the Commissioner Memo No. 95-2021 dated June 11, Customs commissioner Rey Leonardo Guerrero

said the ABMS for general warehousing bond (GWB) is ready and available in the bureau's Electronic-to-Mobile (E2M) System starting June 15.

With this, all surety companies and customs bonded warehouse (CBW) operators must be accredited in the BOC

E2M-Client Profile Registration System. The submission and approval of bond policies and the creation of bond accounts in the ABMS have also started on June 15.

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

The GWB will be exclusively used to secure the 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 the implementation of CMO 17-2021, the current practice of charging

against the GWB the amount of duties and taxes due on shipments for transit to CBWs 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.

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A FUJI	ONC58E1NC	22-Jun	24-Jun	25-Jun	28-Jun	1-Jul	1-Jul	5-Jul	6-Jul	8-Jul	10-Jul
MOUNT KELLETT	ONC5CE1NC	29-Jun	1-Jul	2-Jul	5-Jul	8-Jul	8-Jul	12-Jul	13-Jul	15-Jul	17-Jul
MOUNT NICHOLSON	ONC5GE1NC	6-Jul	8-Jul	9-Jul	12-Jul	15-Jul	15-Jul	19-Jul	20-Jul	22-Jul	24-Jul

(NCX3CP8-(CNC)) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	SHA ETA	NBO ETA
MOUNT BUTLER	OKDOKE1NC	20-Jun	21-Jun	25-Jun	29-Jun
HANSA FRESENBURG	21008E	27-Jun	28-Jun	2-Jul	6-Jul
AS ROMINA	OKDOSE1NC	4-Jul	5-Jul	9-Jul	13-Jul

(CSECP2 - WB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	HONGKONG ETA	SHEKOU ETA
MOUNT KELLETT	ONC5AN1NC	24-Jun	25-Jun	26-Jun
MOUNT NICHOLSON	ONC5EN1NC	1-Jul	2-Jul	3-Jul
CNC SATURN	ONC5IN1NC	8-Jul	9-Jul	10-Jul

(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
GH TRAMONTANE	OIZ8NN1NC	OMIT	21-Jun	28-Jun	28-Jun	-	30-Jun	1-Jul
SPIEL CITRA	OIZ8PN1NC	26-Jun	28-Jun	5-Jul	5-Jul	-	7-Jul	8-Jul
TR ARAMIS	OIZ8RN1NC	-	5-Jul	12-Jul	12-Jul	-	14-Jul	15-Jul

(PHX) DIRECT SERVICE TO SINGAPORE

MOTHER VESSEL	VOY. NO.	SUBIC ETD	MNL (NH) ETA	SINGAPORE ETA
SAESPAN NEW YORK	ORM6KS1MA	24-Jun	26-Jun	1-Jul
ALS FAUNA	ORM6MS1MA	1-Jul	3-Jul	8-Jul
SAESPAN NEW YORK	ORM6OS1MA	8-Jul	10-Jul	15-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
JACK LONDON	OKRJQN1NC	24-Jun	26-Jun	1-Jul	3-Jul	7-Jul
SPIRIT OF HONG KONG	OKRJUN1NC	1-Jul	3-Jul	8-Jul	10-Jul	14-Jul
DERBY D	OKRJYN1NC	8-Jul	10-Jul	15-Jul	17-Jul	21-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	OQA8YN1NC	20-Jun	23-Jun	26-Jun	27-Jun	29-Jun	30-Jun
BALTIC NORTH	OQA90N1NC	27-Jun	30-Jun	3-Jul	4-Jul	6-Jul	7-Jul
HENG HUI 5	OQA92N1NC	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	OCB4WN1NC	21-Jun	23-Jun	27-Jun	28-Jun	1-Jul	1-Jul	1-Jul
HYUNDAI GRACE	OCB4YN1NC	28-Jun	30-Jun	4-Jul	5-Jul	8-Jul	8-Jul	8-Jul
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Cebu Pacific expands services with Boracay, Bohol flights

- Cebu Pacific remains “cautiously optimistic” as it expands its domestic services in support of Philippine recovery from the COVID-19 pandemic
- Last June 21, Cebu Pacific started its five times daily flights between Manila and Boracay, as well as its daily services to Bohol
- With the arrival and rollout of more vaccines, Cebu Pacific is hopeful its networks will revert to pre-pandemic levels soon
- As of June 17, Cebu Pacific has

flown 6 million COVID-19 doses from China, on top of more than 1.4 million doses carried to 15 Philippine provinces

CEBU PACIFIC remains “cautiously optimistic” as it expands its domestic flight services to support Philippine recovery from the COVID-19 pandemic.

Last June 21, Cebu Pacific started its five times daily flights between Manila and Boracay as well as its daily services to Bohol.

“We remain cautiously optimistic

as we prepare for the bounce back and will do everything that is within our control to support and aid that,” Cebu Pacific vice president for marketing and customer experience Candice Iyog said in a statement.

“With the arrival of more vaccines and the pace at which vaccines are being rolled out, we are hopeful that in due time our networks will recover to pre-pandemic levels,” Iyog added.

Cebu Pacific noted a June 18 report from the International Air Transport Association (IATA) that said carriers’

operating conditions will continue to depend on the domestic travel market amid changing travel restrictions as nations work to inoculate their populations. Cebu Pacific is a member of IATA, a trade association for the global airline industry.

“Over the last months, the recovery of air passenger demand has been mainly driven by domestic markets that have mostly remained unaffected by travel restrictions. In the meantime, international travel was restricted by most countries and governments are only starting to relax those restrictions as they vaccinate their populations and stabilize the epidemiological situation,” IATA said.

IATA expects that in the near future, airlines’ operating conditions will be determined by two factors—the availability of the domestic markets that they can rely on, and the progress in vaccinations in the main countries in their networks.


The trade association also observed that carriers in the Asia Pacific and South American countries often have large domestic markets to rely on, but that vaccination rates remained slow.

Cebu Pacific is the only airline among Philippine companies that have come together to help the government’s pandemic relief efforts under the banner of Ingat Angat, a private sector-led campaign that aims to help restart the Philippine economy.

As of June 17, Cebu Pacific has flown 6 million COVID-19 doses from China, on top of more than 1.4 million doses carried to 15 Philippine provinces.

The airline has been rated 7/7 stars by airlineratings.com for its COVID-19 safety compliance as it continues to implement a multi-layered approach to safety in accordance with global aviation standards. This includes contactless procedures, thorough cleaning and disinfection protocols for all aircraft and facilities, mandatory wearing of masks and face shields for both passengers and crew, as well as antigen testing for Cebu Pacific frontliners before duty.

In addition, its aircraft are also equipped with hospital-grade high-efficiency particulate air filters with 99.99% efficacy to keep viruses at bay.



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TS Haiphong	21009N		3-Jul	4-Jul	SKU / 6-Jul	OMIT	ONW / 7-Jul		
Vega Kappa	21017N		OMIT	1-Jul	7-Jul	OMIT	8-Jul		

MBX - Manila - Nansha - Shekou - Hongkong								LCT CARGO: NORTH / FRI 0900H * SOUTH / SAT 0900H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA NAN	ETA SKU	ETA HKG		
TS Laemchabang	21016N		3-Jul	OMIT	6-Jul	HIT / 7-Jul	SKU / 8-Jul		
TS Pusan	21013N		3-Jul	5-Jul	9-Jul	10-Jul	11-Jul		

BMX - Manila - Qingdao - Dalian								LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA TAO	ETA DAI			
Spirit of Hong Kong	OKRJUN		1-Jul	3-Jul	10-Jul				
Derby D	OKRJYN		8-Jul	10-Jul	17-Jul				

NCX3 - Manila - Shanghai - Ningbo								LCT: CARGO: NORTH SAT 0900H / SOUTH SUN 0900H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA SHA WQG4	ETA NBO (CMICT)			
AS Romina	OKDOSE		4-Jul	5-Jul	9-Jul	10-Jul			
Olympia	OKDOWE		11-Jul	12-Jul	16-Jul	17-Jul			

SPX - Manila - Shanghai - Ningbo								LCT: CARGO: NORTH FRI 0900H / SOUTH SAT 0900H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA SHA WQG1	ETA NBO (CMICT)			
Hansa Augsburg	21012N		5-Jul	6-Jul	10-Jul	12-Jul			
Green Earth	25N		12-Jul	13-Jul	17-Jul	19-Jul			

IA3 - Manila North - Taichung								LCT: CARGO: NH SUN 1700H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETA TAICHUNG	ETA XIAMEN	ETA NANSHA			
Seaspan Lumaco	124N		OMIT	3-Jul	5-Jul	7-Jul			
Rio Cadiz	125N		8-Jul	10-Jul	12-Jul	14-Jul			

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B2B recovery to propel express & parcels market growth this year

- Global express and parcels market will grow by 8.9% this year, with domestic growth projected at 8.6% and international growth at 10.0%
- The first half of 2021 is expected to be characterized by strong year-over-year B2C e-commerce growth but the second half will be slower as lockdown restrictions are lifted and bricks-and-mortar stores reopen
- The strong recovery in B2B volumes will power market growth through 2021, with the rate of expansion in B2C e-commerce softening following a bumper 2020
- Asia Pacific is projected to grow at the fastest rate in 2021, at 12.0%, and the regional market to be 28.4% larger than pre-pandemic levels

THE global express and parcels market will continue to grow in 2021, powered by the rapid rise in global trade volumes and cross-border e-commerce volumes, with Asia Pacific logging the fastest growth through 2025, forecasts Transport Intelligence (Ti).

The transport and logistics consultancy in a new whitepaper projects the global express and parcels market to grow by 8.9% in real terms this year, a moderation from the 13.0% expansion in 2020.

Domestic growth is projected at 8.6% from 13.0% in 2020, while the international segment is expected to expand by 10.0% in 2021, slowing from 12.5% growth last year.

Overall, business-to-business (B2B) volumes dropped significantly last year. The segment was detrimentally impacted by the damage done to the economy by the pandemic. As factories closed during the height of the crisis, demand for express and parcel services from industrial sectors slowed drastically before recovering slowly.

However, the pandemic also led to worldwide closures of physical stores, which led to a dramatic shift towards online purchases and with it a surge in demand for business-to-consumer (B2C) parcels.

Furthermore, the closure of service-related sectors shifted household spending towards consumer goods, which further boosted the market. B2C demand expanded at a fast enough pace not just to offset the decline in B2B, but to power the market to decade-high growth rates.

The first half of 2021 is expected to be characterized by strong year-over-year B2C e-commerce growth due to favorable comparisons with the pre-pandemic and early lockdown stages of 2020. But as lockdown restrictions are lifted, shoppers are expected to return to bricks-and-mortar stores to varying degrees, which will blunt the sky-high year-over-year growth rates that were seen over much of the second half of 2020 and into 2021.

Andy Ralls, senior quantitative analyst at Ti and author of the whitepaper, said, "The strong recovery in B2B volumes will power market growth over 2021, with the rate of expansion in B2C e-commerce softening following a bumper 2020. Longer-term, B2C e-commerce is expected to drive both domestic and international growth."

According to Ti's new Covid Recov-

ery Tracker (CRT) metric, which tracks growth in logistics markets following the pandemic, the global express and parcels market will be over a fifth larger in 2021, with a CRT21 of 23.1%. This is attributable to continued expansion in B2C e-commerce volumes accompanied by a strong recovery in the global economy.

Asia Pacific is projected to grow at the fastest rate in 2021, at 12.0%. Led by international growth of 13.4%, the regional market is projected to be 28.4% larger than pre-pandemic levels.

Europe's market is expected to lose momentum as the economy reopens and B2C volumes slow. This is projected to lead to growth of 5.0%, enabling a CRT21 of 14.4%. North America is expected to see continued strong demand, due in part to strong levels of fiscal stimulus in the US. The market is projected to grow by 8.0% in 2021, enabling a CRT21 of 24.3%.

Over the next five years, prospects are bright as the global express and parcels market is forecast to grow at a real 2020-2025 compound annual growth rate (CAGR) of 7.5%. According to the CRT25, this would make the market 62.2% larger than in 2019.

B2C e-commerce will continue to be a significant growth driver for this market. Faster cross-border e-commerce growth rates than domestic will help propel the



international market to a stronger CAGR (7.9%) than the domestic market (7.4%).

B2B growth is being positively influenced by the performance of the economy. Global GDP is expected to grow at a real 2020-2025 CAGR of 4.1%, providing solid foundations for future growth. Government interventions and household savings that were effectively enforced during lockdowns are enabling a strong improvement in B2B volumes.

Asia Pacific is expected to showcase rapid growth over the forecast horizon, with a real 2020-2025 CAGR of 10.8% leading to a CRT25 of 91.0%. This will be led by China, with support from the rapid development of emerging markets.

European and North American growth is projected to normalize over the forecast horizon, with CAGRs of 5.1% and 5.2% respectively. Fast but slowing domestic e-commerce growth will contribute to these more moderate forecasts, but the continued expansion of cross-border parcels will help sustain strong international growth rates.

Man posing as BOC employee, port operator...

Continued from page 2

of BOC under the name Emmanuel T. Dizon. Samson, who also went by the alias Intsik, also posed as a director of port operator International Container Terminal Services, Inc., using the name Steven So Chan.

The suspect allegedly swindled a victim out of P230,000 in an online transaction involving the proposed sale of a motorcycle for P300,000, BOC said

in a statement.

In the complaint filed with MPD Station 5, Samson reportedly asked the victim to pay a downpayment of P230,000 to allow the suspect to retrieve and secure the release of the motorcycle from the custody of BOC.

After receiving the payment, the suspect disappeared and did not answer the victim's calls, prompting the latter to

report the incident which resulted in the suspect's arrest.

Found in the suspect's possession were fake identification cards from BOC and ICTSI.

Samson is facing possible charges of estafa, falsification of public document, and usurpation of authority under the Revised Penal Code.

BOC warned the public against un-

scrupulous activities and stressed that careful scrutiny must be done especially for transactions done online.

The bureau also called on the public to be wary of individuals introducing themselves as BOC employees and selling items supposedly held in custody by the bureau. The public may report such incidents to BOC's textline 8484 or call its hotline number, 8705-6000.

SITC Container Lines Phils., Inc.
 新海丰集装箱运输有限公司

TPX SERVICE (BATANGAS-MANILA NORTH-SUBIC-NANSHA-SHEKOU-QINZHOU-HAIPHONG-DA NANG-LAEM CHABANG)												CPS SERVICE (MNL NH - MNL SH - XIAMEN - SHANGHAI - NINGBO)											
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							
SITC PYEONGTAEK	2120W	1-Jul	3-Jul	SKIP	7-Jul	7-Jul	9-Jul	10-Jul	SKIP	16-Jul	SITC GENSAN	2114N	9-Jul	10-Jul	14-Jul	17-Jul							
WISDOM GRACE	2120W	8-Jul	10-Jul	SKIP	14-Jul	14-Jul	16-Jul	17-Jul	SKIP	23-Jul	ZHONG WAI YUN XIN GANG	2113N	16-Jul	17-Jul	21-Jul	24-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 MMK	MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA MNL (SH)	ETA SHE	ETA HKG	ETA NAN	ETA SHIHU	ETA WEI	ETA XMN	
MERATUS TOMINI	2113N	3-Jul	7-Jul	9-Jul	11-Jul	SKIP		SKIP	20-Jul	22-Jul	24-Jul	26-Jul	SITC HAIPHONG	2131N	7-Jul	9-Jul	11-Jul		13-Jul				
SITC SEMARANG	2115N	10-Jul	14-Jul	16-Jul	18-Jul	19-Jul		SKIP	27-Jul	29-Jul	31-Jul	2-Aug	SITC INCHON	2131N	14-Jul	16-Jul	18-Jul	20-Jul					
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 DLG	ETA TNG	ETA TAO	ETA SHA	MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA MNL (SH)	ETA SHIHU	ETA WEI	ETA SHE	ETA HKG	ETA NAN	ETA XMN	
SITC MAKASSAR	2115N	SKIP	5-Jul	6-Jul	8-Jul	12-Jul	14-Jul	17-Jul	19-Jul	21-Jul	23-Jul	25-Jul	HAIAN LINK	2121N	3-Jul	5-Jul			4-Jul		6-Jul		
SITC CEBU	2115N	SKIP	12-Jul	13-Jul	SKIP	19-Jul	26-Jul	28-Jul	30-Jul	30-Jul	1-Aug		HAIAN LINK	2123N	10-Jul	12-Jul	14-Jul	16-Jul				17-Jul	
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											
SES SERVICE (SUBIC - BATANGAS - CEBU - HONGKONG - SHEKOU)												<div style="font-weight: bold; font-size: 1.1em;">SITC CONTAINER LINES PHILS., INC.</div> 7th Floor Tower A Two E-com Center, Bayshore Ave., Mall of Asia Complex, Pasay City Tel. No.: (02) 7798 1888 / Fax No.: (02) 7798 1898 www.sitc.com											
MOTHER VESSEL	VOY. NO.	ETD SUBIC	ETD BTG	ETD CEB	ETA HNG	ETA SHE	Subic Office Unit 305 3rd Flr. The Venue Bldg, Lot C-5 Commitment St., Subic Bay Gateway Park, Subic Bay Freeport Zone Tel. No.: (047) 250-2832 CTC: Ms. Reynalyn Navidad																
WAN HAI 225	N371	5-Jul	6-Jul	7-Jul	13-Jul	14-Jul	Batangas Office 3/F New PPA Admin Bldg. Port Access Calicanto, Batangas City Tel. No.: (043) 702-8900 CTC: Ms. Katrina Salivio					Davao City Branch Ground Floor Unit 103 Topaz Tower Bldg., Damosa I.T Park, J.P. Laurel Ave., Lanang, Davao City Tel. No.: (082) 297-6753 CTC: Ms. Alma Orellina											
WAN HAI 213	N402	12-Jul	13-Jul	14-Jul	20-Jul	21-Jul	Cebu Office Unit 901, 9th Floor Apple One Equicom Tower Cebu Business Park, Cebu City Tel. No.: (032) 401-0828 CTC: Ms. Luanne Mejorada					General Santos City Branch 2nd Floor JMP3 Building, Brgy. Labangal General Santos City, 9500 Tel. No.: 0917 529 9224/ 0925 845 6817 CTC: Ms. Ranelyn Acharon											
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	ETA SHA	ETA QIN														
SITC PORT KELANG	2119N	4-Jul	7-Jul	SKIP		10-Jul	12-Jul	17-Jul	19-Jul														
SITC SINGAPORE	2119N	11-Jul	14-Jul	SKIP	17-Jul	SKIP	SKIP	24-Jul	26-Jul														
LCT (CARGO): SASA-FRI 1900H (SUN SAILING) / DICT-SAT 1200H (MON SAILING) / GEN SAN-SUN 2400H (TUE SAILING)																							
Customer Service (Export): Ms. Sarah Candelaria-Villareal Email: sscandelaria@sitcphil.com.ph DL: 7798-1897 Ms. Nerissa Reyes Email: nereyes@sitcphil.com.ph Ms. Tricia Dyan Jolampong Email: tdjolampong@sitcphil.com.ph DL: 7798-1883	Terminal Office: 2/F Unit F202C, Velco Bldg. cor. RS Oca & AC Delgado Sts., Port Area, Manila MIP: (02) 8252-7029 – Restie/Gener/Francis/Willy/Grace E-mail for pre-advise – northterminal@sitcphil.com.ph; RArables@sitcphil.com.ph; logisticsnorthterminal@gmail.com; sitclogisticterminal@gmail.com; phmnn@sitc.com South: (02) 8252-7029 – Maning/Vicente/Karen E-mail for pre-advise: southterminal@sitcphil.com.ph; logisticssouthterminal@gmail.com; phmns@sitc.com FOR EMPTY PRE-ADVISE, PLEASE SEND E-MAIL TO: mnl_eqc@sitcphil.com.ph																						

BOC-Subic gets SBITC system access to directly stop cargo release

- *Bureau of Customs-Subic has been granted access to the terminal operating system of Subic port operator Subic Bay International Terminal Corp*
- *The access allows BOC-Subic to directly stop release of shipments issued with an alert or hold order*
- *The collaboration between BOC-Subic and SBITC aims to “effectively execute their duties to protect the border from entry of unlawful, prohibited and antisocial goods”*
- *The access is seen to result in “a more efficient security and will give the organizations an effective way to scrutinize incoming entries”*

BUREAU of Customs (BOC)-Subic has been granted access to the terminal operating system (TOS) of Subic port operator Subic Bay International Terminal Corp (SBITC), allowing it to stop release of shipments issued with an alert or hold order.

The collaboration seeks to “effectively execute their duties to protect the border from entry of unlawful, prohibited and an-

tisocial goods,” BOC said in a statement. It added the access will result in “a more efficient security and will give the organizations an effective way to scrutinize incoming entries.”

SBITC manages and operates Subic port’s container terminals, New Container Terminal (NCT) 1 and NCT 2. SBITC’s TOS manages movement of containers in the terminals.

An alert order is issued against a shipment based on derogatory information. Based on Customs Memorandum Order (CMO) 07-2018, which provides BOC’s revised rules on the issuance and lifting of electronic and manual alert orders, alert orders must be issued only after the goods declaration is

lodged and before the goods are released from customs custody.

Physical or non-intrusive examination

of the alerted shipment will be conducted within 48 hours of issuance of the alert order.



Hapag-Lloyd orders another set of six 23,500-TEU ships

- *The new ships will have dual-fuel engines that can use LNG, and will be delivered beginning in 2024*
- *This is a follow-up to the earlier order of six ships of over 23,500 TEUs commissioned last December*
- *New order will be funded via a syndicated green loan amounting to \$852 million*

HAPAG-LLOYD announced a new order for another set of six ultra large container vessels (ULCVs), each one with a capacity of over 23,500 twenty-foot equivalent units (TEUs). This comes on the heels of an earlier order for six box ships of the same capacity that was placed at the end of 2020.

The German container liner shipping company said it has commissioned the South Korean shipyard Daewoo Shipbuilding & Marine Engineering to build the latest newbuilds, which are set to be delivered starting 2024.

The order is in addition to the US\$1-billion order for six box carriers that was signed last December and that is slated to be delivered starting 2023. Thus, the total fleet will be expanded by a dozen ships in the capacity range of more than 23,500-TEUs.

The ULCVs will be outfitted with a state-of-the-art, high-pressure dual-fuel engine that will be extremely fuel-efficient. Their engine will operate on liquefied natural gas (LNG), but the vessels will also have sufficient tank capacity to operate on conventional fuel

as an alternative.

LNG as medium-term solution

Hapag-Lloyd said it is focusing on LNG as a medium-term solution, as it reduces CO2 emissions by around 15% to 25% and emissions of sulfur dioxide and particulate matter by more than 90%.

The six additional ships have been financed via a syndicated green loan amounting to \$852 million and having a maturity of 12 years from the date of delivery. The transaction was concluded in accordance with the Green Loan Principles of the Loan Market Association while also being verified by an independent expert in the form of a secondary party opinion of the DNV. The credit facility is being backed by the Korea Trade Insurance

Corporation, and the syndicate consists of 10 banks.

“With this investment in the additional newbuildings, we want to take another step in the ongoing modernisation of our fleet—in terms of both ship size and sustainability,” said Rolf Habben Jansen, CEO of Hapag-Lloyd. “At the same time, we want to meet the persistently high demand and reduce our slot costs.”

Container shipping demand continues to surge, with volumes at the start of this year the largest ever recorded for any first quarter, while freight rate hikes have been breaking records amid a squeeze in vessel space and a container equipment shortage.

All the vessels will be deployed on the Europe-Far East routes as part of THE Alliance to boost Hapag-Lloyd’s competitiveness in this trade.



中外运集装箱运输有限公司

SINOTRANS CONTAINER LINES CO., LTD.

CPF SERVICE DIRECT MANILA SH - MANILA NH - SUBIC - SHANGHAI(5) - NINGBO(7)							
VESSEL	VOY	MNS ETD/TUE/WED	MNN ETD/WED/THU	SUBIC ETD/THU/FRI	SHA ETA/TUE	NBO ETA/THU	JGY ETA/SAT
CANCELLED VOYAGE							
HONG PROSPERITY2112N							
EASLINE QINGDAO N015		JUL 7	JUL 8	JUL 9	JUL 14	JUL 15	JUL 17
HONG PROSPERITY2113N		JUL 14	JUL 15	JUL 16	JUL 21	JUL 22	JUL 24
EASLINE QINGDAO N016		JUL 21	JUL 22	JUL 23	JUL 28	JUL 29	JUL 31
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	2126N	28-Jun	29-Jun	1-Jul	2-Jul	3-Jul	
SINOTRANS TIANJIN	2127N	5-Jul	6-Jul	8-Jul	9-Jul	10-Jul	
SINOTRANS TIANJIN	2128N	12-Jul	13-Jul	15-Jul	16-Jul	17-Jul	
SINOTRANS TIANJIN	2129N	19-Jul	20-Jul	22-Jul	23-Jul	24-Jul	
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	2114N	JUL 1	JUL 2	-	JUL 9	JUL 10
E.R. FELIXSTOWE		JUL 8	JUL 9	-	JUL 16	JUL 17
SITC GENSAN	2115N	JUL 15	JUL 16	-	JUL 23	JUL 24
ZHONG WAI YUN XIN GANG 2114N		JUL 22	JUL 23	-	JUL 30	JUL 31
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
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
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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SALES & MARKETING DEPARTMENT:

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SUBIC BRANCH: NOLI	noli.mendoza@uniship.com.ph (047) 251-3570
SUBIC OFFICE ADDRESS	The Venue Bldg., Unit 419 Brilliant St. Subic Bay

FOR OTHER CONCERNS, PLEASE REFER ON BELOW CONTACT DETAILS:

TERMINAL:	CONNECTING TO ALL DEPARTMENTS:	
USI-NORTH TERMINAL	5310-1533	info@uniship.com.ph 7717-5230
USI-SOUTH TERMINAL	8244-6889	Website: www.uniship.com.ph



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APEX logo and text: Weekly Consolidation to SINGAPORE. TEL: 8887-5996 (TRUNKLINE) FAX: 8887-5480. EMAIL: consol@apex.ph.

YANG KEE LOGISTICS logo and text: SINGAPORE. YANG KEE LOGISTICS PHILIPPINES, INC. Tel. No. (632) 8843-8854, 8820-1149, 8829-0481.

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Exporters seek urgent resolution to burdensome...

Continued from page 1

call for government to ensure processes implementing the 12% value-added tax on indirect exports do not further burden exporters and micro, small and medium enterprises (MSMEs).

In a letter to Bureau of Internal Revenue (BIR) commissioner Cesar Dulay dated June 22, PHILEXPORT president Sergio R. Ortiz-Luis, Jr. said exporters and MSMEs have "very serious concerns" about the impact of Revenue Regulation (RR) No. 9-2021 that need to be quickly addressed.

RR 9-2021 imposes 12% VAT on exports and sale of services previously taxed 0% VAT as contained in Republic Act No. 10963 or the Tax Reform for Acceleration and Inclusion (TRAIN) Law. Dated June 9, 2021, the regulation is set to take effect on June 27.

Ortiz-Luis said companies worry implementation procedures and requirements, particularly on filing for VAT refunds, will consume more time and money, both of which they are short of.

Already discouraged and weighed down by the pandemic, entrepreneurs are hoping for "a favorable and urgent response on these issues" to help them recover from their losses and continue their business operations, he continued.

One of these major concerns is the requirement to physically file for VAT refunds at the BIR's VAT Credit Audit Division (VCAD) in Quezon City.

"This is the exporter/taxpayers' money that they are refunding. Imposing difficult processes is not fair, considering that there is cost of money and the negative impacts on their cash flows, particularly of MSMEs," Ortiz-Luis pointed out.

He suggested that until an electronic system for filing is developed, the BIR should decentralize the processing of VAT

refunds by setting up VCAD branch offices that can decide and act on VAT refund applications and even release the funds.

Another issue raised is the need to keep and duplicate voluminous documents, which companies regard as yet another unnecessary and additional process that transfers the burden of proof on their shoulders.

Ortiz-Luis suggested that the BIR instead issue rules on automatic assessment of VAT refunds where input VAT exceeds output VAT in the case of MSME exporters without further need for separate forms and supplementary evidence.

"Exports account for some 30% of the country's GDP [gross domestic products] and failures in this refund system will be a disincentive to exporters," he said.

Also being questioned is the linking of incentives to the Strategic Investments Priorities Plan (SIPP), as Ortiz-Luis said the priority investment sectors may change depending on leadership.

Under the Corporate Recovery and Tax Incentives for Enterprises (CREATE) law, an SIPP should be drafted that will identify priority projects or activities that will receive incentives from the government.

Exporters/exports should be a permanent beneficiary under the SIPP, Ortiz-Luis stated.

Furthermore, enterprises are pushing to have a provision included in RR 9-2021 on the full VAT refund in cash—not in the problematic tax credit certificates—within the 90-day timeframe for BIR to process and grant claims for VAT refunds.

"An efficient refund system through cash will help lessen the burden of this new policy," Ortiz-Luis said.

And to avoid reported anomalies that have hounded the VAT refund system, he

said "a system of track-and trace will easily address this problem without disrupting the status quo especially exporters who are already [under] so much pressure."

The policy was one of the major topics in the recent PHILEXPORT general membership meeting, where member-exporters expressed frustration, anger, and confusion over the new directive, noting it seems to make it convenient for regulators to plug issues such as smuggling, while leaving exporters and MSMEs to address the negative impacts on them.

Exporters also noted government's pro-export and pro-MSME statements leave much to be desired since regulations such as RR 9-2021 negatively impacts their business.

PHILEXPORT has opposed the imposition of VAT on exports during consultations on the TRAIN Act, which took effect in 2018.

It pointed out that taking away the zero VAT rating for indirect exports would hurt the entire export community and local industries the Department of Trade and Industry is trying to develop and strengthen.

Transactions under the National Internal Revenue Code (Tax Code) of 1997 previously taxed at 0% VAT but will now be subject to 12% VAT and no longer considered as export sales are the following:

Sale of raw materials or packaging materials to a non-resident buyer for delivery to a resident local export-oriented enterprise to be used in manufacturing,



processing, packing or repacking in the Philippines of the said buyer's goods and paid for in acceptable foreign currency, and accounted for in accordance with the rules and regulations of the Bangko Sentral ng Pilipinas.

Sale of raw materials or packaging materials to export-oriented enterprise whose export sales exceed 70% of total annual production

Those considered export sales under Executive Order No. 226, otherwise known as the Omnibus Investments Code of 1987, and other special laws

Also covered by the 12% VAT is the sale of services and use or lease of properties under subparagraphs (1) and (5) of Section 108(B) of the Tax Code:

Processing, manufacturing or repacking goods for other persons doing business outside the Philippines whose goods are subsequently exported, where the services are paid for in acceptable foreign currency and accounted for in accordance with the rules and regulations of BSP

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