

PortCalls

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BOC sets rules on e-advance ruling for valuation, rules of origin

- Customs Memorandum Order No. 32-2021 provides rules on the implementation of the electronic advance ruling system (e-ARS) for valuation and for rules of origin (RO)
- The e-ARS is a web portal for electronic submission of application and supporting documents for advance ruling on valuation and RO of shipments

electronic submission of application and supporting documents for advance ruling on valuation and RO of shipments.

Under Customs Memorandum Order (CMO) No. 32-2021, the implementation of the e-ARS aims to encourage the use of an electronic application for advance ruling on valuation and RO, in line with BOC's thrust to re-engineer its systems and processes towards trade facilitation.

Dated September 10, 2021, CMO 32-2021 implements Customs Administrative Order No. 03-2016, which covers the establishment of an advance ruling system for customs valuation methodology and for preferential and non-preferential RO.

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THE Bureau of Customs (BOC) has issued rules on the implementation of the electronic advance ruling system (e-ARS) for valuation and for rules of origin (RO).

The e-ARS is a web portal that allows

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10% increase in Subic port cargo-handling rate starts Sept 30



- **Subic port will charge 10% more for containerized cargo-handling from September 30, 2021**
- **This is the second tranche of the 20% rate adjustment granted by the Subic Bay Metropolitan Authority Board to port operator Subic Bay International Terminal Corp. in March 2021**
- **The SBMA Board also approved rationalization of the tariff structure for containerized cargoes**

THE containerized cargo-handling tariff at Subic port will be 10% higher beginning September 30, 2021.

The increase is the second tranche of the 20% rate adjustment granted by the Subic Bay Metropolitan Authority (SBMA) Board to port operator Subic Bay International Terminal Corp. (SBITC) in March 2021. The first tranche was implemented on May 30, 2021.

SBITC earlier petitioned for a 20% rate increase and asked SBMA to match or acquire the Manila and Batangas ports

tariff "not present or competitive" in the existing Subic port tariff. The SBMA Board in December 2020 approved the conduct of a public hearing on the proposal.

In June 2021, another resolution was issued to include approval of rationalization of the tariff structure for containerized cargoes by matching or adopting tariff items at the ports of Manila and Batangas not present or competitive in the existing tariff in Subic.

The new tariff is as follows:

- Equipment interchange receipt and weight ticket re-printing – P300 per copy
- Pre-advice fee – P300 per request
- Storing of dangerous goods cargoes at the dangerous cargo area (DCA) – P4,678 per twenty-foot equivalent unit
- DCA (non-palletized) – P321 per revenue ton (RT)
- DCA (palletized) – P246 per RT

SBITC holds the concession to manage and operate New Container Terminal (NCT) 1 and NCT 2 in Subic port. The port is under the jurisdiction of SBMA.

Containerized cargoes in Subic port

increased 14% in the first half of 2021 to 122,862 TEUs from 107,740 TEUs in the same period in 2020. – **Roumina Pablo**

All systems go for US-bound PH cargo vessel

- **The Bureau of Customs assured smooth passage for Iris Logistics' Philippine-flag vessel when it sails for the US**
- **The M/V Iris Paoay will provide much-needed vessel space for local exporters, hit by COVID-19 induced supply chain problems**
- **The 1,118-TEU vessel will sail directly to Long Beach on September 20**
- **Ports of call are Manila, Cebu, Davao and Long Beach Port in Los Angeles**

THE Bureau of Customs (BOC) assured Iris Logistics, Inc. of smooth passage for the

company's Philippine-flag vessel, sailing to the US to provide much-needed space for local exporters.

Iris Logistics, a subsidiary of logistics solutions company Royal Cargo, recently requested assistance from BOC-Port of Manila for seamless interface between the customs bureau and its US-bound vessel M/V Iris Paoay.

The vessel can carry 1,118 twenty-footers. Ports of call are Manila, Cebu, Davao and Long Beach Port in Los Angeles. In an advisory on September 13, Royal Cargo said M/V Iris Paoay will sail directly to Long Beach on September 20.

During a virtual courtesy call by Iris Logistics and Royal Cargo officials, BOC-

POM district collector Michael Angelo Vargas "assured the smooth passage of the first Philippine-flag containerized vessel that will carry export and import laden containers to and from the US," BOC said in a statement.

Vargas also invited Iris Logistics and Royal Cargo officials for a walk-through to familiarize themselves with the bureau's processes.

"The Port of Manila is ready to hit the ground running; likewise this would be a big boost for BOC Port of Manila to process goods coming from the USA as currently the bulk of goods that come in POM are from China and the ASEAN region," Vargas said.

Iris Logistics' US service is in response to the call of local exporters experiencing shipping difficulties due to COVID-19-induced supply chain issues, including lack of vessel space, soaring freight rates, and container shortage that are resulting in shipment delays and huge losses.

According to a survey released on July 1 by the Phil-

ippine Exporters Confederation, Inc., exporters ship mostly westbound, with the US and European countries as main destinations.

Royal Cargo has been attending meetings hosted by the Export Development Council (EDC)-Networking Committee on Transportation and Logistics, which coordinates with exporters and other stakeholders on solutions to their logistics issues.

Royal Cargo group chief executive officer Michael Raeuber in an EDC meeting last August made a presentation on the readiness and capability of Iris Logistics to ship export cargoes. The group reportedly applied for a special permit with the Maritime Industry Authority to allow its domestic vessel to engage in regional operations.

Iris Logistics, Inc. formerly Royal Cargo Lines, Inc., engages in domestic maritime and transport service.

PortCalls

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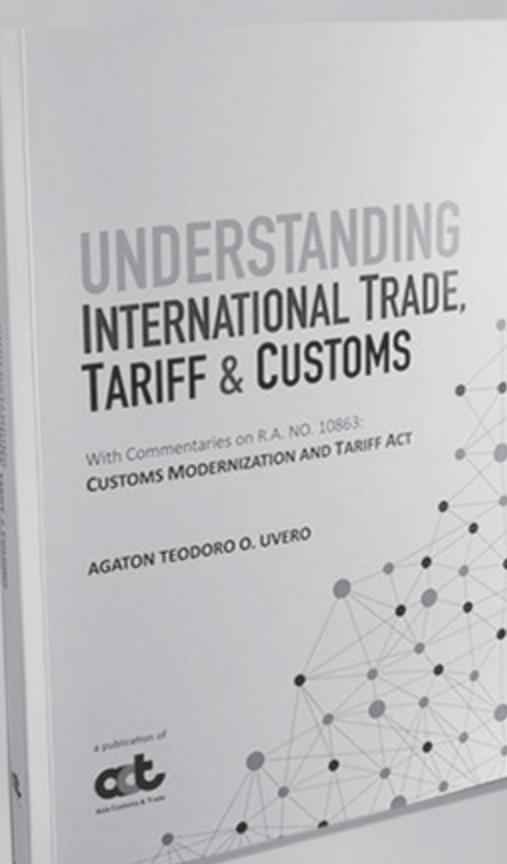
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The 1,118-TEU Iris Paoay will sail directly to Long Beach on September 20. Photo courtesy of the Export Development Council.

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PPA sets electronic terminal system rebidding for Oct 12

- The Philippine Ports Authority is rebidding its electronic terminal management system after failure of bidding in August
- PPA will spend P500 million of its 2021 corporate budget to commission the ETMS supply, delivery, and installation
- PPA general manager Jay Daniel Santiago said the ETMS will fully digitize terminal management
- It will streamline payment and collection of port fees (terminal and cargo/roll-on/roll-off) and harmonize this with PPA's electronic payment system
- A pre-bid conference will be held on September 28, while submission of bids will be until October 12, the same day bids will be opened

THE Philippine Ports Authority (PPA) is rebidding its electronic terminal management system (ETMS) project that will feature unified electronic ticketing capabilities.

In an invitation to bid, PPA said it will spend P500 million of its 2021 corporate budget to commission the supply, delivery, and installation of an ETMS, inclusive of cloud-based unified electronic ticketing capabilities.

The project is a package solution to

be implemented simultaneously and to consist of software, hardware, equipment, and peripherals. It includes system server for the PPA head office and 25 kiosks to be distributed, installed, and configured in PPA ports.

PPA last August declared the bidding for the ETMS a failure after its lone bidder was not able to provide some of the required specifications for certain equipment.

PPA general manager Jay Daniel Santiago, in a press briefing on September 17, said the ETMS "will fully digitize terminal management not only in the gateway ports, particularly in the NCR, but this will be nationwide."

He added implementation of the system will be "one big leap forward in digitalization of our operations," requiring less physical contact and manual intervention.

In a separate press briefing on September 13, Santiago said they aim to award the ETMS contract by October or November, and start implementation by the first quarter of next year.

The ETMS seeks to provide a regulatory platform and to institutionalize ways of doing business under the new normal

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HAI HUA	2121N	20-Sep	21-Sep	22-Sep	23-Sep	24-Sep
HAI HUA	2122N	26-Sep	27-Sep	28-Sep	29-Sep	30-Sep
HAI HUA	2123N	27-Sep	28-Sep	29-Sep	30-Sep	1-Oct
HAI HUA	2124N	3-Oct	4-Oct	5-Oct	6-Oct	7-Oct

LCT MIP: MON 0900 HRS / SH: TUE 1700 HRS

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		ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD
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HAI HUA	2122S	23-Sep	24-Sep	25-Sep	26-Sep	27-Sep
HAI HUA	2123S	29-Sep	30-Sep	1-Oct	2-Oct	3-Oct
HAI HUA	2124S	5-Oct	6-Oct	7-Oct	8-Oct	9-Oct

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through an online and real-time app that passengers, vessel operators, port service providers, and the ports authority can access "anytime and anywhere."

It "will provide a digitized and systematized process of recording and simultaneous submission of passenger manifest, and vessel voyage information which can effectively be scaled and extended to support future phases of the terminal management process at the PPA port terminals," PPA said.

The system's objectives include strengthening security and safety standards by mitigating vessel overloading

and by effectively controlling the flow of regulated goods and cargoes using PPA port facilities, and providing standard stakeholders' registries, credentialing, licensing, and accreditation monitoring.

It also aims to streamline payment and collection of port fees (terminal and cargo/roll-on/roll-off) and harmonize this with PPA's electronic payment system.

PPA in August 2019 announced a plan to implement an online ticketing system that would serve as a real-time system with a "single window" for processing on a single online portal all

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BOC sets rules on e-advance...

Continued from page 1

CMO 32-2021 takes effect five days from publication on the BOC website.

Advance ruling is an official written and binding ruling issued by the Customs commissioner that provides the requesting person with an assessment of treatment to be applied on a certain element of customs value or RO prior to an import or export transaction for a specific period. Advance ruling is now part of the law under Republic Act No. 10863, otherwise known as the Customs Modernization and Tariff Act.

Under CMO 32-2021, the Imports and Assessment Service (IAS) will establish and implement the e-ARS on valuation, while the Port Operations Service (POS) will establish and implement the e-ARS on RO.

The non-refundable advance ruling fee is P1,500 per request, to be paid through the Land Bank of the Philippines, any authorized agent banks, or payment platforms as may be approved by the Customs commissioner.

The requesting importer, exporter, or authorized agent may access the e-ARS via the website <https://ars.customs.gov.ph> and select the type of application, either for valuation or RO.

Once the electronic filing is successful, it will be assigned a unique system-generated ticket number which the requesting person will use to track status of his application. The e-ARS will automatically assign, queue or route the advance ruling applications to the technical support team's pool of officers for either advance ruling for valuation or advance ruling for RO to ensure applications are evenly distributed between officers for each type of application.

Once the advance ruling decision is signed or approved by the Customs commissioner, the requesting person will be notified via email.

If application for advance ruling is denied, the requesting person may file for reconsideration within 15 calendar days from receipt of the ruling or decision.

The requesting person may also, within 30 calendar days from receipt of the denial of the motion for reconsideration, appeal the adverse ruling to the Court of Tax appeals.

If no motion for reconsideration is filed, the period to file an appeal will be reckoned from receipt of the decision denying the application for advance ruling. - Roumina Pablo

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GREEN DAWN	0CP3AN1NC	21-Sep	22-Sep	24-Sep	27-Sep	1-Oct	2-Oct
NORDCELOT	0CP3CN1NC	28-Sep	29-Sep	1-Oct	4-Oct	8-Oct	9-Oct
GREEN DAWN	0CP3EN1NC	5-Oct	6-Oct	8-Oct	11-Oct	15-Oct	16-Oct

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

MOTHER VESSEL	VOY.	MNL(SH)	MNL(NH)	LIANYUNGANG	QINGDAO	PUSAN(HYUT)	PUSAN(HBTC)	SHANGHAI
	NO.	ETD	ETD	ETA	ETA	ETA	ETA	ETA
HYUNDAI GRACE	0CB5ON1NC	27-Sep	29-Sep	9-Oct	10-Oct	13-Oct	13-Oct	16-Oct
GREEN OCEAN	0CB5QN1NC	4-Oct	6-Oct	10-Oct	11-Oct	14-Oct	14-Oct	17-Oct
HYUNDAI INTEGRAL	0CB5SN1NC	11-Oct	13-Oct	17-Oct	18-Oct	21-Oct	21-Oct	24-Oct

(JPX) DIRECT SERVICE TO JAPAN

MOTHER VESSEL	VOY.	MNL (NH)	MNL (SH)	TOKYO	YOKOHAMA	OMAEZAKI	NAGOYA	KOBE
	NO.	ETD	ETD	ETD	ETD	ETA	ETA	ETA
SPIL CITRA	OIZ9DN1NC	-	21-Sep	28-Sep	28-Sep	-	30-Sep	1-Oct
MIA SCHULTE	OIZ9FN1NC	26-Sep	28-Sep	5-Oct	5-Oct	-	7-Oct	8-Oct
CAPE QUEST	OIZ9HN1NC	3-Oct	5-Oct	12-Oct	12-Sep	-	14-Oct	15-Oct

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

MOTHER VESSEL	VOY.	MNL (NH)	MNL (SH)	LIANYUNGANG	QINGDAO	NANSHA
	NO.	ETD	ETD	ETD	ETA	ETA
JONATHAN SWIFT	OKRL6N1NC	23-Sep	25-Sep	1-Oct	3-Oct	7-Oct
CMA CGM CAIMEP	OKRLAN1NC	30-Sep	2-Oct	8-Oct	10-Oct	14-Oct
BEIJING BRIDGE	OKRLEN1NC	7-Oct	9-Oct	15-Oct	17-Oct	21-Oct

(CHINA 1 NB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY.	MNL (NH)	MNL (SH)	SHANGHAI	NINGBO	FUQING	SHANTOU
	NO.	ETD	ETD	ETD	ETA	ETA	ETA
APL CAIRO	0QA9SN1NC	10-Oct	13-Oct	17-Oct	18-Oct	20-Oct	21-Oct
CMA CGM CORAL	0QA9UN1NC	17-Oct	20-Oct	24-Oct	25-Oct	27-Oct	28-Oct
GH TRAMONTANE	0QA9WN1NC	24-Oct	27-Oct	31-Oct	1-Nov	3-Nov	4-Nov

(CP8-NB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY.	MNL (NH)	MNL (SH)	XIAMEN	HONGKONG	SHEKOU
	NO.	ETD	ETD	ETD	ETA	ETA
OLYMPIA	OJV6IN1NC	19-Oct	20-Oct	24-Oct	27-Oct	28-Oct
GREEN EARTH	OJV6MN1NC	26-Oct	27-Oct	31-Oct	3-Nov	4-Nov
MOUNT BUTLER	OJV6QN1NC	2-Nov	3-Nov	7-Nov	10-Nov	11-Nov

IMPORTANT ANNOUNCEMENT

ADHOC CALL AT PHBTG FOR JPX SERVICE ETD BTG DEC 15 / ETD MNS: DEC 16

ABOVE SCHEDULES ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

PPA to release order on container monitoring system this month

- The Philippine Ports Authority is looking to issue this month guidelines for the proposed container registry and monitoring system (CRMS).
- The CRMS will make a record of all containers passing through port terminals under PPA's jurisdiction.
- It will capture detailed information to provide real-time monitoring of containers.

THE Philippine Ports Authority (PPA)

is eyeing the issuance this month of an administrative order (AO) providing guidelines for the proposed container registry and monitoring system (CRMS).

The AO is incorporating recommendations of the PPA Board, which has already approved the policy, PPA Port Operations and Service Department (POSD) manager Atty. Hiyasmin Delos Santos told PortCalls in a text message.

The AO will undergo public consultation.

The proposed CRMS will make a record of all containers passing in and out of

port terminals under PPA jurisdiction to provide real-time monitoring on the location, status, and movement of containers.

Last May 26, PPA issued Special Order No. 216-2021 creating an electronic container registry and monitoring committee, which on May 28 proposed guidelines for the electronic tagging of imported containers.

On June 15, PPA conducted a virtual public hearing on the proposal, which was then presented as a container tagging and tracking system.

PPA assistant general manager for

finance and administration Elmer Nonnatus Cadano, during the June public hearing, said the proposed system aims to improve trade facilitation and address concerns with logistics efficiency and costs, such as the long-standing issue of unreturned container deposits.

Cadano said the idea of a monitoring system came up during constant discussions between PPA and the Department of Trade and Industry, Bureau of Customs (BOC), and the private sector regarding logistics concerns and the role of ports in the country's security.

Shippers' complaints noted

Delos Santos, during the same public hearing, said crafting of the proposed system's guidelines would consider complaints that shippers brought before the Shippers' Protection Office (SPO).

SPO, the secretariat of which is PPA's POSD, was created last year as a temporary measure to protect the public during a state of national calamity "from the impact and effects of exorbitant and unreasonable shipping fees resulting in increased prices for domestic consumers."

Delos Santos said complaints received by the SPO had been mostly about container yard charges, return of empty containers, unreturned container deposit, demurrage and detention charges, and other alleged unreasonable charges imposed by shipping lines.

She noted the proposed system seeks to address such complaints, particularly on unreturned container deposits, some of which amount to more than P2 million.

The CRMS aims to streamline procedures related to the entry, scheduling, loading, unloading, release and movement of all foreign-owned containers entering and leaving ports under PPA jurisdiction.

It seeks to "establish an explicit and non-reputable record of accountabilities to enable PPA to monitor the movement of foreign-owned shipping containers from the time of entry, discharge, return, storage, and re-export."

Moreover, it aims "to promote competitiveness and provide cost saving mechanisms that mutually benefit importers and foreign carriers by offering container insurance from authorized in-

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LCT CARGO: NORTH / TUE 1900H • SOUTH/WED 2400H

FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA NAN	ETA HKG	ETA SKU
Ultima	21031N	22-Sep	23-Sep	28-Sep	29-Sep	30-Sep
Contship Uno	21021N	29-Sep	30-Sep	5-Oct	6-Oct	7-Oct

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
Vega Kappa	21027N	25-Sep	27-Sep	1-Oct	2-Oct	3-Oct
TS Shanghai	21028N	25-Sep	27-Sep	1-Oct	2-Oct	3-Oct

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
Jonathan Swift	OKRL6N	23-Sep	25-Sep	2-Oct	
CMA CGM Caimep	OKRLAN	30-Sep</			

Is Delivery to a Non-Designated Consignee Considered a Failure of Delivery?

By ATTY JOEY T. BANDAY



NARROW CHANNEL

YES. And this is the story of the missing airfreight parcel.

Sometime in 2003, Janine R. Cruz sent a package containing some checks to her mother Jessica, who was residing in New York. The parcel was shipped through Lateral Express Corporation (LEC), a well-known airfreight courier company.

Two months later, Jessica informed Janine she did not receive the pack-

age. Janine immediately contacted LEC to inquire about the non-delivery of the package, but was informed the package was delivered to her mother's neighbor but that there was no signed receipt.

As the checks were not received by Jessica, the obligations of Janine in the US were not paid, and Janine sustained some huge damages. Janine subsequently sent a demand letter to LEC for the payment of damages due to the non-delivery of her package.

LEC refused to heed her demand so Janine filed a complaint for damages with the Regional Trial Court (RTC).

LEC contended the shipment was re-

leased without the signature of the actual recipient, as authorized by the shipper or recipient. However, it failed to show during the trial that the authorization was made. Thus, the trial court ruled for Janine, awarding her moral and exemplary damages, and attorney's fees for the loss of the package.

The Court of Appeals affirmed the ruling of the RTC. And after the denial of its Motion for Reconsideration, LEC appealed to the Supreme Court (SC).

And the SC ruled in the following tenor:

"x x x."

The responsibility of common carriers to exercise extraordinary diligence lasts from the time the goods are unconditionally placed in their possession until they are delivered "to the consignee, or the person who has the right to receive them." Common carriers must ascertain the identity of the recipient. Fail-

ing to deliver shipment to the designated recipient amounts to a failure to deliver. The shipment shall then be considered lost, and liability for this loss ensues.

x x x

Petitioner [LEC] cannot but be liable for this loss. It failed to ensure that the package was delivered to the named consignee. It admitted to delivering to a mere neighbor. Even as it claimed this, it failed to identify that neighbor. x x x.

I wish to stress that the courier-common carrier must deliver the package to the consignee, or to the person who has a right to receive it. Otherwise, there will be a failure of delivery, and the package shall be considered lost. And liability for the loss shall follow.

Next story please. And stay safe.

For inquiries, email the writer at atty.joeybanday@gmail.com.

2GO invests P150M on technological initiatives

- 2GO Group is investing P150 million to digitize and automate core businesses, including 2GO Express, 2GO Logistics and distribution
- 2GO Logistics has deployed a modern warehouse management system
- 2GO Express invested in automated sorting machines seen to facilitate processing of more than 140,000 parcels a day

2GO Group, Inc. is investing P150 million on technological initiatives, including digitization and automation, to meet future demands of customers critical in the new normal.

"Important technological initiatives on digitization and automation have been deployed across the company's core businesses that will considerably improve the group's competitiveness and achieve long-term goals," 2GO said in a statement.

For the courier and e-commerce business, 2GO Express, the group's courier solutions arm, invested in new technol-

ogy that enhances efficiency, speeds up processing times, and allows scalability while improving reliability.

Investments in automated sorting machines in its hub facilities are also seen to facilitate the processing of more than 140,000 parcels a day, hastening delivery of parcels to consumers.

Moreover, 2GO Express has deployed transport management systems that optimize delivery by modernizing destination mapping and vehicle routing. The group said this new technology will allow customers real-time tracking of shipments to support their planning and consumption.

"Ultimately, these changes are geared to enhance our customers' buying experience which has been the central focus of 2GO," 2GO Group chief operating officer Waldo Basilla said.

2GO Logistics, meanwhile, has implemented technology improvements to increase its operating output. It has fully deployed a modern warehouse management system to streamline its workflows electronically, improve customer integration, and order and inventory

management, improving its ability to accurately serve its customers' fulfillment requirements.

The new transport management system was implemented to optimally plan deliveries to the modern trade, improving the number of drops and lowering cost. Additionally, with the implementation of GPS-enabled trucks, 2GO is now able to offer a transport control tower solution that further provides the ability to track deliveries in real time to increase reliability.

For the distribution business, 2GO is enhancing demand planning systems to aid in forecasting and ensure goods of retail partners are available on the shelves. In response to its growing network, 2GO said it is implementing a platform allowing it to streamline and adapt its procurement process to the new normal.

Expanded service coverage

In a related development, the group, through its shipping arm 2GO Sea Solutions, has expanded its coverage as it continues to handle essential and fast-

moving consumer goods, pharmaceutical and farm products, food, finished goods, raw materials, and liquid bulk between Luzon, Visayas and Mindanao during the pandemic.

2GO services a total of 18 ports of call nationwide. In July 2021, it expanded its port coverage to include Tagbilaran City in Bohol with weekly services to increase regional connections. 2GO also added frequency to Davao and General Santos to a weekly service to boost local economies in Southern Mindanao.

"By providing vessels directly to key ports in underserved areas, we are able to improve the reliability and enhance the movement of essential goods," Basilla said.

2GO noted that critical to the transportation of essential goods nationwide is the need to move chilled and frozen goods such as fruits, meat and poultry, seafood, dairy and delicate cold products during the pandemic.

As of June 30, 2021, 2GO has served and delivered a total of 97,173 twenty-foot equivalent units using its container ships. In 2020, it delivered over 198,000 TEUs.

Cebu port to resume collection of single-entry pass fee from Oct 1

- The Cebu Port Authority (CPA) will resume collecting single-entry pass fees starting October 1
- The move is designed to encourage port users to process their annual vehicle pass (AVP) and annual personnel pass (APP).
- Many port users have yet to acquire the CPA's AVP/sticker and APP, which are required to enter the port's operational/restricted areas
- From January to July this year,

the CPA port police has issued 61,505 single-entry passes

THE Cebu Port Authority (PPA) will resume collection of the single-entry pass fee starting October 1 to encourage port users to process their annual vehicle pass (AVP) and annual personnel pass (APP).

In a memo dated September 8, CPA general manager Leonilo Miole said many port clients, stakeholders and users have yet to acquire the CPA AVP/sticker and APP, which are required for entry into the port's operational/restricted areas.

Miole noted that from January to July

this year, the CPA port police has already issued 61,505 single-entry passes.

He said resuming collection of the P112 single-entry pass fee is meant to encourage port users to process their AVP and APP, in compliance with CPA Administrative Order (AO) No. 04-2004.

AO 04-2004, issued in 2004, provides the revised policy on access control for the Port of Cebu.

AO 04-2004 aims to control access of people and vehicles to the ports, limiting it only to those who conduct and perform legitimate business and activities therein. It is also CPA's policy to

limit the entry and movement of people, including passengers, in the declared security zone for operational efficiency, safety and security.

An AVP is an access permit issued to vehicles of CPA business permit holders for moving cargoes and people in and out of the port. A temporary vehicular pass, meanwhile, is an access permit issued to vehicles transporting cargoes and people in and out of the port on a single-entry basis.

An APP is an access permit issued to personnel of entities involved directly in port operations. - Roumina Pablo

PPA to release order on container monitoring system...

surance providers as an available option in addition to the current container deposit and container maintenance fees."

Delos Santos said the intention is to require an insurance fee in lieu of the container deposit.

While there is no fixed fee yet, the insurance fee will be lower than the container deposit stakeholders provide to the shipping lines, she noted.

The CRMS guidelines considered Customs Administrative Order (CAO) No. 08-2019, which provides guidelines on the admission, movement and re-exportation of containers at seaports.

Under CAO 08-2019, containers arriving in the country, whether loaded or empty, should be re-exported within

90 days from the date of discharge of the last package; otherwise, they will be considered as importation requiring payment of duties and taxes.

The CRMS is seen to implement the country's commitment to the United Nations Office on Drugs Crime Container Control Programs, which orders the institutionalization of a container identification, accountability and protection program.

According to the plan presented during the June 15 public hearing, PPA will develop and procure the technology infrastructure and tracking devices or equipment solutions, as well as other requirements needed to implement the system.

PPA will provide the online facility where the transacting public, customs brokers, and importers can avail of the container insurance coverage from authorized insurance providers.

PPA will be responsible for running and implementing the insurance fee collection system while the service provider will collect the insurance fee.

Protest over CRMS

Stakeholders present during the public hearing voiced concerns over the proposed system.

Port Users Confederation of the Philippines (PUCP) vice president for customs affairs Julita Lopez said the system may just duplicate those already in place

for containers.

PPA's Delos Santos said the CRMS will be interfaced with existing systems, not duplicate them.

She noted CRMS has a different purpose from BOC's Electronic Tracking of Containerized Cargoes system.

Association of International Shipping Lines (AISL) general manager Atty. Maximino Cruz pointed out the system may run in conflict with the BOC, which monitors movement and dwell time of import containers as mandated by the Customs Modernization and Tariff Act and implemented through CAO 08-2019.

Cruz added operations of container yards/depots are also now spelled out under the CMTA. - Roumina Pablo

Continued from page 5

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PPA sets electronic terminal system...

Continued from page 4

transactions needed to be done by the government, shipping companies, port terminal operators, passenger terminal building operators, and the general public.

It will comply with the International Maritime Organization's mandatory requirement for electronic exchange of information on cargo, crew, and passengers as part of the revised Convention on Facilitation of International Maritime Traffic.

In November 2019, PPA issued Administrative Order (AO) No. 12-2019,

rules and regulations.

The bidding for ETMS will be conducted through open competitive bidding procedures using a non-discretionary "pass/fail" criterion as specified in the 2016 revised implementing rules and regulations of Republic Act (RA) No. 9184 or the Government Procurement Reform Act.

The services must be delivered within five years from final acceptance of all components of the project. Interested bidders should have completed, within five years from date of submission and receipt



which provides rules on the implementation of its Central Ticketing System (CTS), an online application procedure that would support an integrated vessel booking and payment system for roll-on/roll-off ports.

In September 2020, PPA tested its Unified Electronic Ticketing System, also known as CTS, at the port of Batangas and port of Calapan in Mindoro to prepare for the system's planned full implementation in 2021. In November 2020, a public consultation was held with stakeholders ahead of AO 12-2019's implementing

of bids, a contract similar to the project.

Bidding is restricted to Filipino citizens/sole proprietorships, partnerships, or organizations with at least 60% interest or outstanding capital stock belonging to citizens of the Philippines, and to citizens or organizations of a country the laws or regulations of which grant similar rights or privileges to Filipino citizens, pursuant to RA 5183.

A pre-bid conference will be held on September 28, while submission of bids will be until October 12, the same day the bids will be opened.

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