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PortCalls

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PPA to require registration of foreign boxes, container insurance

- Philippine Ports Authority Administrative Order 04-2021 mandates registration and monitoring of all foreign containers entering and leaving PPA ports
- All containers registered in the system must secure a container insurance policy
- The container insurance will be in lieu of the container deposit and container maintenance fees required by international shipping lines
- Freight forwarders and brokers' associations welcomed the requirement on container insurance
- Chamber of Customs Brokers, Inc president Adones Carmona said taking out an insurance is cheaper than container deposits required by shipping lines, and may be billed to the importer
- While she welcomed the PPA requirement, Philippine Multimodal Transport and Logistics Association, Inc president Marilyn Alberto said a container guaranty may be a better option as this involves zero cost

toring of all foreign containers entering and leaving ports under PPA jurisdiction starting October 19.

PPA Administrative Order (AO) No. 04-2021 provides a facility that will record in real-time all containers passing in and out of the port terminals – tracking their location, status, and movements from the time of discharge from the vessel to the time the container is loaded for export.

AO 04-2021 also mandates containers covered by the policy to secure a container insurance. The insurance will take the place of container deposit and container maintenance fees required by international shipping lines.

The container insurance is meant to "protect local importers from additional transaction costs," according to the order. The insurance cover must be secured from companies authorized by the Insurance Commission and accredited by PPA.

Stakeholders have had a long-standing issue with container deposits, which they said could take months or even years for carriers to return. Foreign shipping lines operating in the Philippines started requiring container deposits in 1995 after many instances of importers not returning empty containers, which are vital parts of a container ship.

A new Philippine Ports Authority (PPA) order will require registration and monitoring

It must be noted though that not all
Turn to page 4



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BOC launches anti-corruption command group


- The Bureau of Customs, together with the Presidential Anti-Corruption Commission, formally launched on October 7 the BOC-PACC Command Group
- The group will oversee the customs bureau's anti-corruption campaign
- The creation of the Command Group is aligned with Project Kasangga, a PACC-led call to arms against corruption
- BOC also launched anti-corruption coordinating committees in various BOC collection districts to support anti-corruption activities

THE Bureau of Customs (BOC), together with the Presidential Anti-Corruption Commission (PACC), formally launched on October 7 a group that will oversee the customs bureau's anti-corruption campaign.

The BOC-PACC Command Group is headed by assistant commissioner Vincent Philip Maronilla and composed of Customs representatives and members who will oversee the customs bureau's anti-corruption campaign, which will be aligned with the PACC's Project Kasangga.

Project Kasangga is a PACC-led call to arms against corruption that engages all agencies in the executive department






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to join the fight against corruption by "self-cleansing or policing their own ranks, starting from critical high-risk or corruption exposed agencies."

Also launched on October 7 are anti-corruption coordinating committees (ACCC) in various BOC collection districts to support anti-corruption activities and ensure coordination at the district level.

The district collectors will serve as the ACCC chairperson while the deputy collectors for administration will be vice-chairperson. Committee members include Law Di-

vision chiefs, Enforcement and Security Group commanders, and Customs Intelligence and Investigation Service field station chiefs.

The Command Group, with the support of ACCCs, will coordinate with the PACC on the full implementation of Project Kasangga and other projects or initiatives of the Commission.

It is also mandated to facilitate all requests for documents or information in connection with any investigation being conducted by the PACC under existing rules and regulations.

The Command Group, together with the ACCCs, may also recommend policies and actions to ensure public accountability and good governance.

Customs Commissioner Rey Leonardo

Guerrero, for his part, said: "We will make sure that this activity will not be an exercise in futility. We shall continue to institute reforms towards the realization of the BOC's vision of becoming a modernized and credible Customs administration that is among the world's best."

Aside from the creation of the new group, Guerrero also noted other anti-corruption initiatives of BOC, such as the "Integrity Diagnostic Mission" launched last August with the World Customs Organization. The program aims to further prevent corruption and increase the level of integrity in customs by tapping the Institute for Solidarity in Asia to provide strategic planning facilitation services and acquiring new equipment for more transparent customs operations.

4 contractors bid for P336M Cebu RoRo facility

- The Department of Transportation and Cebu Port Authority rebid the P336-million contract for the construction of a roll-on/roll-off (RoRo) facility at San Fernando Port in southern Cebu
- The rebidding followed three failed bids
- Four contractors submitted their bids on October 5
- The winning bidder will de-

molish the existing dilapidated port and construct a new RoRo facility in Barangay Poblacion, San Fernando

- The new port facility will accommodate vessels plying routes from Cebu to Bohol, Camiguin and Cagayan de Oro

AFTER three failed attempts, the Department of Transportation (DOTr)

and Cebu Port Authority (CPA) rebid the P336-million contract to construct a new roll-on/roll-off (RoRo) facility at San Fernando Port in southern Cebu.

Four contractors submitted their bids on October 5: Vicente T. Lao Construction; BNR Construction and Development Corp.; WTG Construction and Development Corp.; and the joint venture of RCDG Construction Corp., BSP & Company Inc. and Great Swiss Metal Builders Corp., CPA said in a statement.


The third bidding for the project was declared a failure on May 2021. All bids submitted then were found to have failed to comply with all requirements pursuant to Republic Act 9184, or the Government Procurement Reform Act.

The DOTr-funded project has an approved budget of P336.115 million, which will cover the demolition of the existing dilapidated port and the construction of a new RoRo

facility in Barangay Poblacion, San Fernando.

Once complete, the facility will form part of DOTr's Central Spine RoRo Route Project that aims to make sure RoRo facilities are in place to cater to trade and tourism needs and maintain inter-island connectivity.

The port facility will accommodate vessels plying the routes from San Fernando, Cebu to Tubigon and Jagna Ports in Bohol, to the municipalities of Mambajao and Mahinog in Camiguin, and the Municipality of Balingoan and Cagayan de Oro City in Misamis Oriental.



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T/T : SHEKOU = 2 days / NANSHA = 3 days
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PH manufacturing continues triple-digit growth into Aug

- The Philippine manufacturing sector maintained its growth, recording its fifth consecutive month of three-digit increases in August 2021
- The Volume of Production Index grew 534.6% while the Value of Production Index increased 523.3%
- Of the 22 industry divisions, 16 recorded increases in volume and 14 in value, both led by manufacture of coke and refined petroleum products

THE Philippine manufacturing sector maintained its growth, recording its fifth consecutive month of three-digit increases in August 2021, data from the Philippine Statistics Authority showed.

The Volume of Production Index (VoPI) in August 2021 grew 534.6%, slightly slower than the 539.7% growth in July 2021 but reversing the -82.2% decline in August 2020, based on PSA's latest Monthly Integrated Survey of Selected Industries.

Notably though, the manufacturing sector in August 2020 was adversely affected by COVID-19-related restrictions in the country that started in March 2020 and pulled down production and sales indices for the sector.

The increment in VoPI for August 2021 was due to the positive growth of 16 industry divisions, with fastest growth reported in the manufacture of coke and

refined petroleum products at 3,800.9%. On the other hand, six industry divisions recorded decrements, with manufacture of tobacco products registering the fastest annual decline of -53.8%.

The Value of Production (VaPI) likewise registered an increase of 523.3% in August 2021. PSA noted this was the second-highest annual growth rate in the 2018-based data series of VaPI after hitting its highest annual increase in the previous month at 528.7%. In contrast, the VaPI in August 2020 dropped by -83.1%.

The significant expansion in VaPI in August 2021 was due to increases in 14 out of 22 industry divisions. The fastest growth rate was reported in manufacture of coke and refined petroleum products at 4,388.7%. The remaining eight industry divisions recorded decreases, with manufacture of tobacco products registering the fastest annual decline of -53.8%.

Based on the survey's responding establishments, the average capacity utilization rate for the manufacturing sector in August 2021 dropped to 66.1% from 66.8% in the previous month.

There were 19 out of 22 industry divisions with more than 50% average capacity utilization rate, led by manufacture of furniture (83.1%), manufacture of tobacco

products (81.6%), and manufacture of other non-metallic mineral products (79.3%).

More than a fifth of the responding establishments operated at 90% to 100% capacity.

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Bicol International Airport now open to domestic operations

- The P4.7-billion Bicol International Airport welcomed domestic operations on October 8
- The airport was inaugurated by President Rodrigo Duterte on October 7 International operations are expected to start on November 7
- Once fully operational, BIA will accommodate a total of 2 million

passengers annually

THE P4.7-billion Bicol International Airport (BIA) began domestic operations on October 8 following its official inauguration on October 7 by President Rodrigo Duterte.

Touted as the country's "most scenic gateway" with the iconic Mayon Volcano as its backdrop, BIA will be ready for

international operations by November 7, subject to the airlines' application/intent to operate international flights.

The airport is situated in Barangay Aloba, Daraga in Albay.

Once fully operational, BIA is expected to boost air traffic in the region and accommodate a total of 2 million passengers annually.

The airport will offer state-of-the-art

contactless features for effortless passenger experience, according to the Department of Transportation (DOTr).

The airport's passenger terminal building (PTB) sits on an area of 18,417 square meters (sqm). It features a 170-meter-by-150-meter apron equipped to handle three aircraft; a seven-floor air traffic control tower; and a 5,982-sqm vehicular parking area with 200 parking slots, among others.

Passengers can check in using common use self-service kiosks available at the PTB.

Civil Aviation Authority of the Philippines (CAAP) chief of staff and airport projects team head Danjun Lucas said they have tapped the service provider of Clark International Airport (CRK) "to maximize the same high-technology features as the CRK, which is equipped for contactless baggage handling and food ordering system."

As of October 3, the overall progress rate of the BIA project was at 92.56%. Almost all of the project's infrastructure components were also more than 90% complete, with the passenger terminal building 97.28% complete; administration building, 98.93%; air traffic control building, 98.65%; crash fire rescue building, 98.40%; cargo terminal building, 98.59%; power house building, 98.69%; and runway extension, 79.27%.

The BIA project originally started in 1996 (pre-feasibility study), while the notice to proceed was issued in July 2009. Construction works for the runway, taxiway, apron and fences, however, were mostly left uncompleted in 2012, and the budget was reverted to the national treasury.

Construction for Package 2A began in 2016 while Package 2B started in 2017. The project reached 50% completion in 2018.

DOTr said the construction of BIA led to the hiring of 755 workers, with 1,100 more indirect jobs awaiting locals once the airport becomes operational.

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| KMTC Ulsan | 2119N | 11/08 | 11/15 | 11/20 | 11/22 | 11/18 | 11/24 | 11/22 | 11/18 | 11/22 | 11/22 |
| Vasi Moon | 2108N | 11/12 | 11/19 | 11/24 | 11/26 | 11/22 | 11/28 | 11/26 | 11/22 | 11/26 | 11/26 |

LCT MIP: Sun 1200H / LCT AT: Mon 1200H

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| Haian West | 0003N | 10/15 | 10/16 | 10/21 | 10/25 | 10/29 | 10/29 | 10/30 | 10/29 | 10/29 | 10/30 |
| Hyundai Grace | 0117N | 10/15 | 10/16 | 11/21 | 10/25 | 10/29 | 10/29 | 10/30 | 10/29 | 10/29 | 10/30 |
| Green Ocean | 0047N | 10/22 | 10/24 | 11/29 | 11/02 | 11/06 | 11/06 | 11/07 | 11/06 | 11/06 | 11/07 |

LCT MIP: Tue @ 1900H

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| KMTC Bangkok | 2111S | 10/28 | 10/30 | 11/03 | 11/04 | 11/08 | 11/11 | 11/12 | 11/13 | 11/21 | |
| KMTC Gwangyang | 2113S | 11/14 | 11/16 | 11/20 | 11/21 | 11/25 | 11/28 | 11/29 | 11/30 | 12/08 | |

LCT SOUTH: Sat @ 2000H

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| Spil Citra | 01Z9LN | 10/18 | 10/26 | 10/29 | |
| Mia Schulte | 01Z9NN | 10/25 | 11/02 | 11/05 | |

LCT MIP: Tue 1200H

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| Heng Hui 5 | 0QA9YN | 11/09 | 11/12 | |
| CMA CGM Eiffel | 0QAA2N | 11/10 | 11/13 | |

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PPA to require registration...

Continued from page 1

shipping lines collect a container deposit, its imposition being a carrier's business decision, according to the Association of International Shipping Lines (AISL).

The Philippine Multimodal Transport and Logistics Association, Inc. (PMT-LAI) and Chamber of Customs Brokers, Inc. (CCBI) welcomed the new policy requiring container insurance.

CCBI president Adones Carmona, in text messages to *PortCalls*, said AO 04-2021 is "a welcome development to our members and the importers" as it will lift the "burden of the container deposits, especially the claim of refunds after the return of empty containers" that usually takes months.

Adones said requiring container insurance is better as "premiums are usually cheaper compared to the deposit and may be billed to the importer."

PMTLAI president Marilyn Alberto told *PortCalls* they also welcome the idea of a container insurance policy "so that we can do away with the container deposits and container maintenance fee as long as the premium cost is reasonable."

She noted, however, that some PMTLAI members raised issues with the collection of insurance, such as the insurable interest on forwarders, and hoped the container insurance premium/fee is lower than container deposits and maintenance fees.

A container guaranty may be a better option since this involves no extra cost, Alberto said.

Meanwhile, stakeholders, including Alberto voiced concerns over the proposed container registration and monitoring system, saying it might just duplicate those already in place, including the Bureau of Customs' Electronic Tracking of Containerized Cargoes system.

AO 04-2021, however, said the new system will interface with existing con-

tainer monitoring and tracking systems of other government agencies as well as port terminal operators.

Alberto said she supports the proposal of AISL to just develop and expand the association's GoFast container monitoring system and use it as PPA's container registry and monitoring system. This eliminates the need for tagging devices and can be integrated with existing port user systems.

Under AO 04-2021, PPA will acquire the technology to implement the registration and monitoring system as well as maintain and manage tracking devices.

AISL earlier informed PPA of its proposal to develop, manage, and implement a platform that will constitute the port authority's proposed container registry and monitoring system.

The platform will "operationalize the concept of monitoring container movements from port of discharge to their return and loading onboard outbound vessel", which is what PPA's proposed system intends to do.

AISL's proposed digital platform will expand its GoFast Container Monitoring System, a web-based trade and logistics platform providing digital connectivity among foreign shipping lines, importers and their authorized customs brokers, terminal operators, off-dock container freight stations (CFS), and off-dock container yard (CY) depots.

GoFast system's features encompass foreign shipping line import container monitoring, shipping line electronic delivery order, data interface with terminal operator webCRO (container release order), reservation for empty container

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| | | ETA/ETD | ETA/ETD | ETA/ETD | ETA/ETD |
| XINQUNDAO | 2126S | 11-Oct | 12-Oct | 13-Oct | 14-Oct |
| XINQUNDAO | 2127S | 16-Oct | 17-Oct | 18-Oct | 19-Oct |
| XINQUNDAO | 2128S | 21-Oct | 22-Oct | 23-Oct | 24-Oct |
| XINQUNDAO | 2129S | 26-Oct | 27-Oct | 28-Oct | 29-Oct |

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return to off-dock CY, and automated tagging of container arrivals at off-dock CFS after transfer from terminal (port of discharge).

AISL said its proposed platform aims to facilitate the realization of PPA's proposed system "that is acceptable to and supported by international shipping lines."

It will also "eliminate the need for expensive tagging devices and container tracking infrastructure and imposing an entirely container monitoring system that is not integrated with existing port user systems."

The proposed platform will leverage on the container electronic data interchange (EDI) data that form an integral part of current shipping line operational processes and data exchange with terminals and CY depots.

AISL president Patrick Ronas earlier said GoFast's import container monitoring system could be expanded to accept and

process industry standard container EDI messages for discharge/load (COARRI) and gate-in/gate-out (CODECO).

"Information on containers and their movements [is] owned by shipping lines themselves. EDI messages will be directly transmitted to AISL GoFast expanded system," Ronas noted.

He said the use of EDI messaging will also not affect movements in the terminal as there are no telematics that need to be physically attached prior to exit or be recovered prior to loading.

The proposed platform also aims to align and harmonize PPA port operations with existing systems for container monitoring and tracking currently operational and implemented, such as BOC's Electronic Tracking of Containerized Cargo (E-TRACC) System, and multiple track and trace systems maintained by port operators, shipping lines, and off-dock CY depots. — **Roumina Pablo**

PH can soon export duty-free canned pineapples to Australia

- The Philippines may soon export duty-free canned pineapples to Australia
- This follows Australia's decision to lift anti-dumping measures on the product after 15 years
- Consumer canned pineapples may be exported duty-free from October 17, 2021 when the anti-dumping measures expire
- For industrial canned pineapples, the anti-dumping measure

will expire on November 13, 2021

- Australia's Anti-Dumping Commission said lifting the anti-dumping measures will not lead to dumping of products or cause injury to its domestic industry

PHILIPPINE pineapples may soon find their way to Australia following the country's decision to lift anti-dumping measures on the product after 15 years,

according to the Department of Agriculture (DA).

Under the Association of Southeast Asian Nations-Australia-New Zealand Free Trade Agreement, DA said consumer canned pineapples may be exported duty-free from October 17, 2021 when the anti-dumping measures expire. For industrial canned pineapples, the anti-dumping measure will expire on November 13, 2021

Agriculture Secretary William Dar welcomed the development, noting the lifting of the anti-dumping measure will further strengthen trading relationship with Australia.

"Our trading relationship with Australia has been a healthy one, except for this kind of impediment that had blocked the entry of Philippine agriculture exports to that country," Dar said in a statement.

"Pineapple is the next fruit, following banana, that could capture a big slice of the export market given the country's

comparative advantage in producing said commodity," he added.

The Australian government first imposed the anti-dumping measure in 2006 for a period of five years after Golden Circle Limited, the sole producer of canned pineapples in Australia, lodged a request to impose the said measure on canned pineapples imported from the Philippines.

The measure was extended for another five years in 2011, and subsequently for another five years in 2016.

In its two reports issued on October 6, 2021, Australia's Anti-Dumping Commission (ADC) decided to discontinue the anti-dumping measure following findings its expiration would neither lead to dumping of these products nor cause material injury to the domestic industry.

The ADC initiated an expiry review on January 25, 2021 after Golden Circle sought the extension of the anti-dumping measure for another five years.

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| GREEN DAWN | 0CP3IN1NC | 19-Oct | 20-Oct | 22-Oct | 25-Oct | 29-Oct | 30-Oct |
| NORDOCELOT | 0CP3KN1NC | 26-Oct | 27-Oct | 29-Oct | 1-Nov | 5-Nov | 6-Nov |

(CP8-EB) DIRECT SERVICE TO CHINA

| MOTHER VESSEL | VOY. NO. | MNL (NH) ETD | MNL (SH) ETD | SHANGHAI ETD | NINGBO ETA |
|----------------|-----------|--------------|--------------|--------------|------------|
| GREEN EARTH | 0JV68E1NC | 11-Oct | 12-Oct | 21-Oct | 23-Oct |
| SAN GIORGIO | 0JV6CE1NC | 18-Oct | 19-Oct | 29-Oct | 31-Oct |
| HANSA FRESBURG | 0JV6GE1NC | 25-Oct | 26-Oct | 2-Nov | 4-Nov |

(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 |
|---------------|-----------|-------------|-------------|-----------------|-------------|-----------------|-----------------|--------------|
| HAIAN WEST | 0CB5QN1NC | 10-Oct | 12-Oct | 18-Oct | 19-Oct | 22-Oct | 22-Oct | 25-Oct |
| GREEN OCEAN | 0CB5SN1NC | 17-Oct | 19-Oct | 23-Oct | 24-Oct | 27-Oct | 27-Oct | 30-Oct |
| HYUNDAI GRACE | 0CB5UN1NC | 24-Oct | 26-Oct | 2-Nov | 3-Nov | 6-Nov | 6-Nov | 9-Nov |

(CSE) DIRECT SERVICE TO CHINA

| MOTHER VESSEL | VOY. NO. | MNL (NH) ETD | HONGKONG ETA | SHEKOU ETA |
|------------------|-----------|--------------|--------------|------------|
| CNC MARS | OXSEGN1NC | 14-Oct | 19-Oct | 21-Oct |
| GUANGZHOU TRADER | OXSEIN1NC | 21-Oct | 26-Oct | 28-Oct |
| SEVILLA | OXSEKN1NC | 28-Oct | 2-Nov | 4-Nov |

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|---------------|-----------|--------------|--------------|-----------|--------------|--------------|------------|----------|
| SPIL NIKEN | 0IZ9JN1NC | - | 12-Oct | 19-Oct | 19-Oct | - | 21-Oct | 22-Oct |
| SPIL CITRA | 0IZ9UN1NC | - | 19-Oct | 26-Oct | 26-Oct | - | 28-Oct | 29-Oct |
| SPIL CITRA | 0IZ9UN1NC | - | 26-Oct | 2-Nov | 2-Nov | - | 4-Nov | 5-Nov |

(PHX) DIRECT SERVICE TO SINGAPORE

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|------------------|-----------|-----------|--------------|---------------|
| ALS JUNO | 0RM7ES1MA | - | - | 15-Oct |
| SEASPAN NEW YORK | 0RM7GS1MA | - | - | 22-Oct |
| ALS JUNO | 0RM7IS1MA | - | - | 29-Oct |

(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 |
|--------------------|-----------|--------------|--------------|-----------------|-------------|------------|
| SEATTLE C | 0KRLIN1NC | 14-Oct | 16-Oct | 22-Oct | 24-Oct | 28-Oct |
| JACK LONDON | 0KRLMN1NC | 21-Oct | 23-Oct | 31-Oct | 2-Nov | 6-Nov |
| SPIRIT OF HONGKONG | 0KRLQN1NC | 28-Oct | 30-Oct | 5-Nov | 7-Nov | 11-Nov |

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|-------------------|-----------|--------------|--------------|--------------|------------|------------|-------------|
| QINGDAO TOWER | 0QA9SN1NC | OMIT | 12-Oct | NIL | NIL | NIL | NIL |
| BOMAR RENAISSANCE | 0QA9UN1NC | 17-Oct | 20-Oct | 29-Oct | 30-Oct | 1-Nov | 2-Nov |
| GH TRAMONTANE | 0QA9WN1NC | 24-Oct | 27-Oct | 5-Nov | 6-Nov | 8-Nov | 9-Nov |

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|----------------|-----------|--------------|-------------|------------|--------------|------------|
| MOUNT BUTLER | 0JV6AN1NC | 5-Oct | 6-Oct | 18-Oct | 21-Oct | 22-Oct |
| HANSA FRESBURG | 0JV6EN1NC | 12-Oct | 13-Oct | 20-Oct | 23-Oct | 24-Oct |
| OLYMPIA | 0JV6IN1NC | 19-Oct | 20-Oct | 27-Oct | 30-Oct | 31-Oct |

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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

PH seeks reelection to IMO Council

- The Philippines through the Maritime Industry Authority (MARINA) aims for reelection to the Council of the International Maritime Organization (IMO) under Category C for the biennium 2022 to 2023
- MARINA said the country's reelection "will continually advance the mission of the IMO in ensuring safety of life and property at sea, sustainable shipping, and environmentally sound maritime industry"

- The country has been an active council member under Category C since 1997

THE Philippines through the Maritime Industry Authority (MARINA) is aiming for reelection to one of the councils of the International Maritime Organization (IMO).

The country's reelection to the IMO Council Category C for the biennium 2022 to 2023 "will continually advance the mission of the IMO in ensuring safety of life and property at sea, sustainable

shipping, and environmentally sound maritime industry," MARINA said in a statement.

The IMO Council is the executive organ of the IMO responsible for supervising the work of the organization.

The country since 1997 has been an active council member under Category C, whose members are states with special interest in maritime transport or navigation, and whose election to the council will ensure that major geographic areas of the world are all represented.

MARINA said membership to the

IMO Council provides the privilege to contribute to the policy formulation and decision-making processes of the international organization, and grants voting rights to the Council.

The IMO Council is also a venue to promote Filipino seafarers, Philippine ship registry, shipbuilding and ship repair, and other maritime industries in the global maritime world "paving the way to more opportunities for Filipinos and the industry."

Moreover, it allows participation in the advancement of safer ships, welfare of seafarers, and protection of the marine environment.

"Our membership to the IMO paved the way to opportunities that enhanced our knowledge and skills in promoting our ship registry, the welfare of our maritime professionals, and the sustainability of our marine environment and maritime transport," MARINA administrator Robert Empedrad said during the launching of the country's candidature for reelection on October 5.

"By virtue of our re-election to the IMO Council, we are afforded with a continued opportunity to strongly participate in policy-making processes affecting our maritime interest," he added.

For his part, Transportation Secretary Arthur Tugade underscored the country's commitment to advancing the IMO mission to have a safe, sustainable, and environmentally sound maritime transport and industry despite the unprecedented impact of the COVID-19 pandemic.

Foreign Affairs Secretary Teodoro Locsin, Jr. likewise conveyed the Philippines' intention to maintain its steadfast partnership with IMO in all of the country's endeavors to make a safe, secure, well-paid, gender and environment-friendly shipping industry. The Philippine shipping industry began when the country became a member of the IMO in 1964.

The election for members of the IMO Council will be held during the IMO Assembly 32nd session on December 6-15, 2021. According to the IMO, as of August it has received 27 candidatures for Category C, 10 for Category A (states with the largest interest in providing international shipping services), and 11 for Category B (states with the largest interest in international seaborne trade).

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| Contship Uno | 21022N | | OMIT | 15-Oct | | SKU / 19-Oct | ONW / 20-Oct |
| Lalit Bhum | 21013N | | 16-Oct | 16-Oct | | OMIT | OMIT |
| 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 HKG |
| Millenium Bright | 21019N | | 21-Oct | | OMIT | OMIT | HIT / 23-Oct |
| Contship Uno | 21024N | | 23-Oct | 25-Oct | | SKU / 29-Oct | ONW / 30-Oct |
| BMX - Manila - Qingdao - Dalian | | | | LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H | | | |
| FEEDER VESSEL | VOY. | ETD | MNL (NTH) | ETD | MNL (STH) | ETA TAO | |
| TBN | | | | | | BLANK SAILING | |
| Seattle C | 1KRSLN | | 14-Oct | | | 17-Oct | 23-Oct |
| SPX1 - Manila - Xiamen - Hong Kong - Shekou | | | | LCT: CARGO: NORTH TBA / SOUTH TBA | | | |
| FEEDER VESSEL | VOY. | ETD | MNL (NTH) | ETD | MNL (STH) | ETA XMN | ETA HKG |
| Mount Butler | 0JV6AN | | OMIT | | OMIT | OMIT | OMIT |
| Hansa Fresenburg | 21012N | | 17-Oct | | 18-Oct | 21-Oct | 22-Oct |
| SPX2 - Manila - Shanghai - Ningbo - Xiamen | | | | LCT: CARGO: NORTH TBA / SOUTH TBA | | | |
| FEEDER VESSEL | VOY. | ETD | MNL (NTH) | ETD | MNL (STH) | ETA SHA | ETA NBO |
| Olympia | 0JV64E | | 12-Oct | | 13-Oct | 17-Oct | 18-Oct |
| Green Earth | 29E | | 15-Oct | | 16-Oct | 19-Oct | 21-Oct |
| IA3 - Manila North - Taichung | | | | LCT: CARGO: NH SUN 1700H | | | |
| FEEDER VESSEL | VOY. | ETD | MNL (NTH) | ETA TAICHUNG | ETA XIAMEN | ETA NANSHA | |
| MCC Ningbo | 138N | | 12-Oct | | OMIT | OMIT | OMIT |
| Rio Cadiz | 139N | | 19-Oct | | 23-Oct | OMIT | OMIT |

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| NO VOYAGE | | | | | | | |
| CANCELLED VOYAGE | | | | | | | |
| SINOTRANS KAOHSIUNG 2123N | | Oct 20 | Oct 21 | Oct 22 | Oct 27 | Oct 28 | Oct 30 |
| EASLINE QINGDAO N021 | | Oct 27 | Oct 28 | Oct 29 | Nov 3 | Nov 4 | Nov 6 |
| SINOTRANS KAOHSIUNG 2124N | | Nov 3 | Nov 4 | Nov 5 | Nov 10 | Nov 11 | Nov 13 |

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|-----------------------------------------------------|-----|----------------|----------------|-----|----------------|----------------|
| VESSEL | VOY | MNN ETD/THU | MNS ETD/FRI | SFS | SHA ETA/SAT | NBO ETA/SUN |
| ZHONG WAI YUN XIN GANG 2119N | | Oct 14 | Oct 15 | - | Oct 22 | Oct 23 |
| SITC GENSAN 2121N | | Oct 21 | Oct 22 | - | Oct 29 | Oct 30 |
| ZHONG WAI YUN XIN GANG 2120N | | Oct 28 | Oct 29 | - | Nov 5 | Nov 6 |
| SITC GENSAN 2122N | | Nov 4 | Nov 5 | - | Nov 12 | Nov 13 |

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| SINOTRANS TIANJIN 2139N | | Oct 18 | SKIP | Oct 21 | Oct 22 | Oct 23 |
| SINOTRANS TIANJIN 2140N | | Oct 25 | SKIP | Oct 28 | Oct 29 | Oct 30 |
| SINOTRANS TIANJIN 2141N | | Nov 1 | SKIP | Nov 4 | Nov 5 | Nov 6 |
| SINOTRANS TIANJIN 2142N | | Nov 8 | SKIP | Nov 11 | Nov 12 | Nov 13 |

LCT: (NORTH) MON 0600H & (SOUTH) TUE 0100H • TUE SAILING

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|---------------------------------------------------------------------------------|-----|----------------|----------------|------------------|----------------|----------------|----------------|
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| IBN ALABBAR 221N | | Oct 13 | Oct 14 | Oct 15 | Oct 27 | Oct 29 | Oct 31 |
| AS FENJA 021N | | Oct 20 | Oct 21 | Oct 22 | Nov 3 | Nov 5 | Nov 7 |
| ISEACO ALABBAR 047N | | Oct 27 | Oct 28 | Oct 29 | Nov 10 | Nov 12 | Nov 14 |
| IBN AL ABBAR 222N | | Nov 3 | Nov 4 | Nov 5 | Nov 17 | Nov 19 | Nov 21 |

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| MOTHER VESSEL | VOY. NO. | ETD BTG | ETD MNL(NH) | ETD SUBIC | ETA NAN | ETA SHE | ETA QZD | ETA HN | ETA DAN | ETA CHU | ETA LCH | |
| SITC INCHON 2142W | | 14-Oct | 16-Oct | | 18-Oct | 20-Oct | 22-Oct | 23-Oct | | 25-Oct | 29-Oct | |
| WISDOM GRACE 2132W | | 21-Oct | 23-Oct | | 25-Oct | 27-Oct | 29-Oct | 30-Oct | | 1-Nov | 5-Nov | |

LCT (CARGO): BATANGAS/TUE 2359H (THU SAILING) * MNL NH/WED 2359H (SAT SAILING) * SUBIC/THU CARGO 1200H/DOCS 1000H (SUN SAILING)

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|------------------------------------------------------------------------------------------------------------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--|
| MOTHER VESSEL | VOY. NO. | ETD BTG | ETA SHA | ETA NBO | ETA XIA | ETA SHE | ETA BIN | ETA JKT | ETA SEM | ETA SUR | ETA MAK | |
| SITC SHEKOU 2121N | | 16-Oct | 20-Oct | 22-Oct | 24-Oct | SKIP | 30-Oct | 2-Nov | 4-Nov | 6-Nov | 8-Nov | |
| MERATUS TOMINI 2121N | | 23-Oct | 27-Oct | 29-Oct | 31-Oct | SKIP | 6-Nov | 9-Nov | 11-Nov | 13-Nov | 15-Nov | |

LCT (CARGO): BATANGAS/THU 2359H (SAT SAILING)

| CPX1 SERVICE (MNL SH - BATANGAS - CEBU - CAGAYAN - DAVAO - DALIAN - TIANJIN - QINGDAO - SHANGHAI) | | | | | | | | | | | | |
|---------------------------------------------------------------------------------------------------|----------|------------|------------|---------|---------|----------|---------|---------|----------|---------|---------|---------|
| MOTHER VESSEL | VOY. NO. | ETD MNL NH | ETD MNL SH | ETD BTG | ETD CEB | ETD DICT | ETD CDO | ETA SHA | ETA DILC | ETA TKG | ETA TAO | ETA SHA |
| SITC BATANGAS 2121N | | SKIP | 18-Oct | 19-Oct | SKIP | 25-Oct | SKIP | 30-Oct | 1-Nov | 3-Nov | 5-Nov | 7-Nov |
| SITC CAGAYAN 2121N | | SKIP | 25-Oct | 26-Oct | 28-Oct | 1-Nov | 3-Nov | 6-Nov | 8-Nov | 10-Nov | 12-Nov | 14-Nov |

LCT (CARGO): MNL SH/THU 1200H (SAT SAILING) * BATANGAS/SAT 0600H (MON SAILING) * CEB/SUN 0600H (TUE SAILING)

| SES SERVICE (SUBIC - BATANGAS - CEBU - HONGKONG - SHEKOU) | | | | | | |
|-----------------------------------------------------------|----------|-----------|---------|---------|---------|---------|
| MOTHER VESSEL | VOY. NO. | ETD SUBIC | ETD BTG | ETD CEB | ETA HNG | ETA SHE |
| CANCELLED VOYAGE | | | | | | |
| WAN HAI 161 | N419 | 18-Oct | 19-Oct | 20-Oct | 26-Oct | 27-Oct |

| 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 | ETA WEN | ETA XMN | |
| SITC PENANG 2129N | | 17-Oct | 20-Oct | SKIP | | SKIP | 30-Oct | 1-Nov | 4-Nov | 4-Nov | 5-Nov | |
| SITC PORT KLANG 2129N | | 24-Oct | 27-Oct | SKIP | | 30-Oct | 1-Nov | 6-Nov | 8-Nov | 11-Nov | 12-Nov | |

LCT (CARGO): SASA-FRI 1900H (SUN SAILING) / DICT-SAT 1200H (MON SAILING) / GEN SAN-SUN 2400H (TUE SAILING)

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 DL: 7798-1897
 Ms. Nerissa Reyes
 Email: nereyes@sitcphil.com.ph
 Ms. Tricia Dyan Jolampong
 Email: tdjolampong@sitcphil.com.ph
 DL: 7798-1883

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Schedules are subject to change without prior notice

| CPS SERVICE (MNL NH - MNL SH - XIAMEN - SHANGHAI - NINGBO) | | | | | |
|------------------------------------------------------------|----------|-------------|-------------|---------|---------|
| MOTHER VESSEL | VOY. NO. | ETD MNL(NH) | ETD MNL(SH) | ETA SHA | ETA NBO |
| ZHONG WAI YUN XIN GANG 2119N | | 15-Oct | 16-Oct | 20-Oct | 23-Oct |
| SITC GENSAN 2121N | | 22-Oct | 23-Oct | 27-Oct | 30-Oct |

LCT (CARGO): MNL NH/THU 1200H (FRI SAILING) * MNL SH/ FRI 1200H (SAT SAILING)

| CPX5 SERVICE (MANILA NH - MNL SH - SHEKOU - HONGKONG - NANSHA) | | | | | | | | | | |
|----------------------------------------------------------------|----------|-----------|------------|------------|---------|---------|----------|---------|---------|--|
| MOTHER VESSEL | VOY. NO. | ETD SUBIC | ETD MNL NH | ETD MNL SH | ETA SHE | ETA NAN | ETA SHIU | ETA WVI | ETA XMN | |
| HAIAN LINK 2145N | | | | | | | | | | |
| HAIAN LINK 2147N | | 20-Oct | SKIP | SKIP | 22-Oct | 23-Oct | 24-Oct | | | |

LCT (CARGO): MNL NH/MON 2359H (WED SAILING)

| NEW SERVICE CPX3 SERVICE (MNL NH - MNL SH - QUANZHOU (SHIU) - QUANZHOU (WEITOU) - XIAMEN) | | | | | |
|-------------------------------------------------------------------------------------------|----------|------------|--------------|---------|---------|
| MOTHER VESSEL | VOY. NO. | ETD MNL NH | ETA MNL (SH) | ETA SHE | ETA NAN |
| PHUC THAI 2110N | | 14-Oct | 16-Oct | 17-Oct | 19-Oct |
| PHUC THAI 2112N | | 21-Oct | SKIP | 24-Oct | 26-Oct |

LCT (CARGO): MNL NH/TUE 1700H (WED SAILING) MNL SH/FRI 1700H

| NEW SERVICE SPM SERVICE (MNL SH - SHEKOU - HONGKONG) | | | | |
|------------------------------------------------------|----------|-------------|---------|---------|
| MOTHER VESSEL | VOY. NO. | ETD MNL(SH) | ETA SHE | ETA HNG |
| CANCELLED VOYAGE | | | | |
| ZHONG GU DONG HAI N015 | | 21-Oct | 23-Oct | 24-Oct |

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 CTC: Ms. Katrina Salivio

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 Tel. No.: (082) 297-6753
 CTC: Ms. Alma Orellina

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

Cebu Pacific clears over 2,800 complaints, refunds P8.2B

- Cebu Pacific has cleared 2,842 refund complaints filed at the Civil Aeronautics Board since 2020 and refunded a total of P8.18 billion as of September 2021
- After clearing its backlog, Cebu Pacific is now handling current refund requests

LOW-COST carrier Cebu Pacific has cleared all refund complaints filed at the Civil Aeronautics Board (CAB) since 2020 and has refunded a total of P8.18 billion as of September 2021.

As of August 2021, Cebu Pacific said it has cleared a total of 2,842 cases filed at the CAB since 2020 as it works alongside the regulator to resolve complaints after the pandemic upended the travel industry.

As of September 2021, the airline has also refunded a total of P8.18 billion, of which P479 million were issued in the July-September 2021 period. The airline earlier announced it has refunded P7.7 billion to passengers for requests filed from January 2020 to June 2021.

"As of August, the airline had verified cases totaling 2,842, and discussed with CAB the resolution of these complaints.

This is a positive development directly benefiting affected passengers after the coronavirus pandemic grounded air travel," CAB head of legal and enforcement division Atty. Wyrrou Samodio said in a statement.

Customers with completed refunds were updated via email and asked to check with their issuing banks and travel agencies for the proof of remittance.

"We thank CAB for its efforts to verify records, so we can close

the refund cases," Cebu Pacific vice president for marketing and customer experience Candice Iyog said, while also thanking their customers for their patience and understanding.

After clearing its backlog, Cebu Pacific is now handling current refund requests.



Too Slow

By HENRIK BATALLONES
SCMAP Marketing and Communications Executive



SCMAP PERSPECTIVE

AS of this writing, the Department of Health reported that it has administered over 48 million doses of COVID-19 vaccines. Over 22 million Filipinos have been fully inoculated, either by receiving the second of a two-dose vaccine, or a one-dose vaccine. It's roughly 20% of the country's population.

Is it too slow?

Considering the government's initial target of vaccinating 70% of the country by the end of this year, it is. The numbers certainly have increased in the past few months, as more doses arrive in the country, and vaccination is opened to non-priority groups. But in an admission that the initial target was too optimistic considering the circumstances, they have revised their goal: fully vaccinate 70% of the

population by this summer, just in time for the presidential elections.

We have to pick up the pace of vaccinations. All over the world vaccination rates are becoming the basis for how much an economy can reopen. Take Australia. Some states there have defined a clear roadmap out of their lockdowns, which have been pretty long, too. New South Wales—where Sydney is—will take its first steps out of lockdown today, as it passed its target of 70% of its population getting both jabs. Restrictions will further ease, particularly for those who are fully vaccinated, once 80% of the population gets both jabs. The state's target is to “fully” reopen by December.

Vaccination is, of course, not perfect. You can have both jabs and still get infected. (My folks are fully vaccinated but three members have since been infected. Mild cases, for the most part. It could be worse.) But it goes a long way to relieving the strain on our health care system, ensuring that beds and personnel are available both for positive COVID-19 cases and for everyone else who may need medical

attention for other reasons. (I'm long due for a check-up with my cardiologist, but that's been put on hold because of the surge.) It also allows for a more confident reopening of the economy, as we inch closer to herd immunity and make the disease more manageable.

Instead, we're dragging our feet when it comes to distribution of the vaccines. We have 78 million doses at hand, enough to fully vaccinate roughly 39 million more Filipinos. If we can sort out the distribution and make it easier for folks to get jabbed, we can make leaps and bounds in reaching our 70% vaccination rate target. Instead, we tweak existing lockdown regulations to allow for more sectors to reopen, but without providing Filipinos the confidence to really go out there and resume their lives. (As I write this, there's talk of whether cinemas can be allowed to open again. But who's in a rush to watch *No Time to Die* in this climate?)

The frustrating thing about this is that we have most of the components at hand. We have knowledge of how other countries that have made strides in getting past the worst of the pandemic dealt with their own cases. We have a wide portfolio of vaccines available, unlike in the early days of the inoculation drive, when people were hesitant to

get jabbed because almost everyone got Sinovac. We have supply chain facilities and personnel willing to get involved in the effort—and why not? The sooner the economy reopens, the more business the logistics services sector can make.

And yet we can't seem to get our act together. Reuters estimates that it will take roughly two months from now before we can inoculate 30% of our population. That's too slow. There's still no clear roadmap out of the pandemic, no plan on how we can transition from “firefighting” mode to “ongoing management”. We're just going around in circles.

As we've seen in many countries around the world, it is imperative that we vaccinate the majority of Filipinos as soon as possible so we can better manage this pandemic. This is not a task for whoever takes over as president next year. We have to get on it now.

Henrik Batallones is the marketing and communications director of SCMAP, and editor-in-chief of its official publication, Supply Chain Philippines. More information about SCMAP is available at scmap.org.

4 Improvements for Freight Forwarders to Better Their Customers' Experience

By AMIT MAHESHWARI
Softlink Global CEO



IT IN LOGISTICS

A positive experience has a lasting impact on us. And so does a poor one.

How customers feel after using a service determines the volume of business you can expect from them in the future. Much importance has been given to customer experience in businesses in recent times. The fact that the global customer experience market is expected to grow at 11.8% CAGR shows why companies are investing in it.

For freight companies, there are two touch points where you can influence and impress your customers. The first is how your staff or personnel interact with your customer, and the second is how your product interfaces with the customer.

Technology provides the neces-

sary tools to empower both your staff and your customers. Trusted freight solutions bring automation and intelligent insights to better the experience for your customers. A user-friendly software interface satisfies the customer and promotes your services. From booking shipments to the final delivery, technology enables customers to be always up-to-date.

Promptly Giving Customers Needed Information

No company wants to do business if the quality of service is poor. Shippers reach out to multiple forwarders with quotations. The first forwarder to respond with an attractive quote usually gets the shipper's business.

Digital Management of Documentation for Faster Processing

Let's accept it: paper-based transactions are a mess when you're dealing with hundreds of shipments. For importers and exporters, too, it can be quite a task to produce paperwork for every shipment. A cleaner and better way to manage

compliance documentation is by going digital. Paperless compliance like eVGM when included with the freight management software makes lives easier for all stakeholders involved.

End-to-End Bouquet of Freight Services

Forwarders can take the opportunity to offer more services than what the customer requests initially. For instance, a shipper approaches a forwarder just for forwarding and customs clearance. But if the forwarder has a transport service available, too, it can be included in a combined package to the shipper. Freight ERP helps forwarders to scale up and upgrade their software with functional modules, including:

- Accounting
- Sales and Service
- Warehousing
- Transport

Customers that experience a complete range of services choose to trust the forwarder with future business.

Empowering Customers for Self-Tracking

Tech-savvy customers feel at ease trying to find answers themselves before raising a ticket to a forwarder's

customer support. As more traffic is being driven from mobile devices, customer-centric companies are now focusing on the mobile customer experience. Freight forwarders must enable their customers to view real-time status and track shipments at their fingertips. A mobile freight app for a dedicated view of all shipments and transactions can be a powerful tool to provide customers with a personalized experience.

Get Started on Improving Shippers' Experience

Investing in technology to surpass customers' experience is a surefire success strategy for freight forwarders. Integrate a seamless experience for your customers with the help of industry-trusted solutions like Logi-Sys. Use technology wisely to stand apart from the competition by creating rich customer experiences.

Amit Maheshwari's 25 years of domain knowledge, vision and deep understanding of logistics marks him as a major thought leader in the industry. Under his leadership, Softlink Global has become a leading global logistics software provider. One of his major creations Logi-Sys is a comprehensive ERP for the freight and logistics industry that has become a global success.

Lufthansa Technik restarts building of \$40M hangar

- Lufthansa Technik Philippines resumed construction of its US\$40-million hangar in Pasay
- Hangar A1 is targeted for completion by the first quarter of 2021
- LTP president and CEO Elmar Lutter said easing of travel restrictions worldwide has brought back demand, with hangars being “much again full and we have a line of customer airlines waiting”
- Once complete, it will expand LTP's capacity by 25% while creating 275 jobs
- Hangar A1 will provide base and line maintenance to commercial aircraft, such as Airbus A320, A330, A350, and A380, as well as Boeing 777

LUFTHANSA Technik Philippines (LTP) resumed construction of its US\$40-million hangar in Pasay City after pandemic-related delays and demand for aircraft maintenance, repair and overhaul (MRO) services steadily picking up.

LTP president and chief executive officer Elmar Lutter in a virtual press briefing said construction of the hangar, dubbed Hangar A1, and its ancillary buildings is targeted for completion in the first quarter of 2022. Construction cost for the hangar is \$20 million and for ancillary buildings and tools cost another \$20 million.

The addition of Hangar 1A, which covers 9,000 square meters, at LTP's facility in the MacroAsia Special Economic Zone, Villamor Airbase, Pasay City will expand the MRO service provider's capacity by 25% while creating 275 jobs.

LTP earlier said Hangar A1, its fourth, will be an exact replica of Hangar 1, which services aircraft from various airlines.

Hangar A1 will provide base and line maintenance to commercial aircraft, such as Airbus A320, A330, A350, and A380, as well as Boeing 777.

LTP announced the expansion project in 2019 with an original schedule for completion of September 2020, but construction slowed down when demand for MRO services was dampened by travel restrictions that negatively impacted the aviation industry.

LTP also had to downsize its workforce to 80% due to the impact of the pandemic, but it now plans to start rehiring aviation mechanics and staff soon to support the initial production and capacity of Hangar 1A.

Lutter said they are pushing for com-

pletion of Hangar A1 with indications showing a “recovery coming strong... as many aircraft come out from parking.”

He said the recent easing of travel restrictions around the world, including in the Philippines, has brought demand back, with hangars being “much again full and we have a line of customer airlines waiting to be served by our very able Filipino workforce that has spent the last two years preparing, training, and expanding their skills for this moment.”

Established in 2000, LTP is a joint venture between Hamburg-based Lufthansa Technik AG and Philippine aviation support service provider MacroAsia Corporation. It has more than 2,600 employees across its key sites nationwide, including Clark, Cebu, Davao, Kalibo, and Puerto Princesa.

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APEX 24 Weekly Consolidation to SINGAPORE

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BOC processes over 6,000 accreditations in Q3

- The Bureau of Customs Account Management Office processed the accreditation of 6,190 importers and customs brokers in Q3
- Of the total, 5,308 were regular importers, 115 non-regular importers, and 767 were customs brokers
- 665 facilities and offices were inspected, 65 of which turned out to be non-existent and had their accreditation application denied
- The accreditation of 114 importers and 44 customs brokers was revoked after they were found to have violated provisions of the Customs Modernization and Tariff Act
- In 2020, a total of 17,160 importer and customs broker accreditations were processed

THE Bureau of Customs (BOC) Account Management Office (AMO) processed the accreditation of 6,190 importers, both regular and non-regular, and customs brokers in the third quarter of 2021.

Of the total, which included new applications and renewal of accreditation, 5,308 were regular importers, 115 non-regular importers, and 767 customs brokers, BOC said in a statement.

All applications were processed online. AMO last year shifted to online application of accreditation to facilitate the accreditation process.

For the third quarter, AMO inspected a total of 665 sites, 65 of which were found to be non-existent, leading to the denial of their application requests.

AMO physically inspects facilities and offices of applicant importers to ensure legitimacy of their application and avoid dummy accounts that may be used for smuggling and illegal activities.

The office also revoked accreditation of 114 importers and 44 customs brokers after they were found to have violated provisions of Republic Act No. 10863 or the Customs Modernization and Tariff Act.

In its 2021 mid-year report, BOC said it processed accreditation of 6,334 importers and 1,017 customs brokers, and revoked the accreditation of 416 importers and 133 customs

brokers. In 2020, a total of 17,160 importer and customs broker accreditations were processed, and accreditation of 575 importers and 148 customs brokers was revoked.



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