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Nagtahan flyover remains closed to trucks until end-Apr 2022

- The Nagtahan Flyover in Sta. Mesa will remain closed to trucks for another seven months, or from Oct 1 to end-April 2022, for rehabilitation and major repairs
- Since last year, trucks have been prohibited from traversing the area
- Only one lane at a time will be occupied and only light vehicles are allowed to pass on the flyover and the Nagtahan service road
- The Department of Public Works and Highways received P50 million for the Phase 1 of Nagtahan Flyover strengthening
- The rehabilitation will address big cracks on flyover's abutment wall and railing, loose steel enclosure of retrofitting on its piers, and rusting steel enclosure of retrofitting at several piers

THE Nagtahan Flyover in Sta. Mesa, Manila will remain closed to trucks for another seven months starting October 1 as the structure undergoes rehabilitation and major repairs, according to the Metropolitan Manila Development Authority

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New Times, Newer Solutions

Tugade denies hiding offshore investments, says they're part of his SALN

- *Transport Secretary Arthur Tugade said his holdings in an offshore account are "valid and legitimate"*
- *Tugade is one of the more than 900 Philippine-based individuals and among 39 politically exposed Filipino personalities cited in the Pandora Papers*
- *The latest in a series of major leaks of financial data exposed by a consortium of journalists, the Pandora Papers detail secret deals and hidden assets of some of the world's richest and most powerful people*
- *Tugade said Solart Holdings was organized in 2003, long before he joined government*
- *He said he disclosed his investment in his SALN under "Personal Properties - Intangible", particularly, as "Offshore Investments" from 2012 to 2020*

Tugade denied hiding his family's offshore accounts and said these are "valid and legal" investments declared in his Sworn Statement of Assets, Liabilities and Net-worth (SALN).

He issued the statement on Oct 5 in connection with the release of the Pandora Papers, the latest in a series of major leaks of financial data exposed by a multinational consortium of journalists. The papers detail secret deals and hidden assets of some of the world's richest and most powerful people.

Tugade said he was not made aware of a request for an interview by the Philippine Center for Investigative Journalism (PCIJ) owing to an "administrative oversight". PCIJ participated in the Pandora Papers investigations as part of the International Consortium of Investigative Journalists (ICIJ).

Tugade is one of more than 900 Philippine-based individuals and among the 39 politically exposed Filipino personalities in the Pandora Papers.

PCIJ in its report said documents leaked

to ICIJ revealed that Tugade has been listed as a director of Solart Holdings Limited, a British Virgin Islands-based company, at least since 2007 but that he has not declared it in his SALN since becoming a public official.

Tugade did disclose "offshore investments" worth P57 million as assets every year since 2012, but no details about these investments have been declared, except that these were acquired in 2003, PCIJ said.

"Had it reached my personal attention, I would have acted on the same swiftly," the transport chief said. He noted his offshore investments under Solart Holdings "is a matter of public record" and that the investment was established in 2003, long before he joined government.

Tugade first held public office as president of Clark Development Corp. in 2012 and then quit in 2016 to help the presidential campaign of his law school classmate, Rodrigo Duterte. When Duterte won, Tugade was named as transportation secretary.

Solart held a portion of our family's cash assets, he noted, and is a "legitimate attempt to grow our financial portfolio" as "any astute and judicious entrepreneurs would do to diversify their investments."

He explained the offshore investment is "valid and legal." The same investment, he added, has been "consistently disclosed" his SALN under "Personal Properties - Intangible", particularly, as "Offshore Investments" from 2012 to 2020.

Over that period, "the account barely moved".

The transport chief said, "As an appointed public servant, I have taken an oath to uphold transparency, honesty, integrity and good governance. These are cherished values that I personally believe in, and I have made it a lifelong commitment to sustain and carry around myself." He added, "Wala po akong tinatago, at sasagutin ko ang anumang paratang at katanungan (I'm not hiding anything and I will answer any accusations and questions) in appropriate forums and manner."

TRANSPORTATION Secretary Arthur

Cebu port eases accreditation rules for harbor pilots

- *The newly released Cebu Port Authority Administrative Order No. 2 series of 2021 no longer requires harbor pilots servicing Cebu ports to be a member of a pilotage association*
- *All pilot associations/organiza-*

tions, or any association/organization, are also no longer required to secure accreditation from the port authority

- *The age requirement for applicant harbor pilots has been raised to 65 years old from 60*

- *All provisional accreditations as of May 31, 2021 will be valid until December 31, 2021*

- *Another accreditation will be issued effective January 1, 2022 and will be valid depending on certain conditions*

THE Cebu Port Authority (CPA) eased its rules on accreditation of harbor pilots, no longer requiring harbor pilots servicing Cebu ports to be a member of a pilotage association.

CPA Administrative Order (AO) No. 2 series of 2021 (AO 2-2021) also

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Subic port implements 10% higher cargo-handling rates

- *Subic port now charges 10% more for containerized cargo-handling*
- *The higher tariff kicked in on 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*

for containerized cargo-handling services beginning Sept 30.

The increase is the second tranche of the 20% rate adjustment granted by the Subic Bay Metropolitan Authority (SBMA) Board under Resolution No 21-06-2081 to port operator Subic Bay International Terminal Corp (SBITC). 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.

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.

For a list of new port charges, go to www.portcalls.com/subic-port-cargo-handling-rates/

SUBIC port started charging 10% more

EEL launches app connecting shippers and truckers

- *EEL Corp introduced a mobile app and web-based platform that connects local shippers and truckers*
- *eCarga's digital platforms will initially serve hundreds of shippers, truck owners, and drivers operating within Luzon*
- *An initial fleet of over a hundred trucks combining open and closed type vans has been accredited for the service*

eCarga is a company majority owned by Equipment Engineers, Inc., a subsidiary of EEL, a construction company affiliated with the Yuchengco group of companies.

EEL president and chief executive officer Roberto Jose Castillo said eCarga's goal is to fulfill the growing demand for a more efficient flow of local cargo deliveries. The platform will initially serve hundreds of shippers, professional truck owners, and drivers operating within Luzon.

"The app is designed to connect our local shippers and truckers so they can meet real-time demand for cargo deliveries. It is our way of addressing the evolving industry needs through solutions that are convenient, fast and secure," Castillo said.

eCarga has accredited an initial fleet of over a hundred trucks combining open and

closed type vans; more professional truckers will be accredited to allow eCarga to adapt to the expected increase in demand from consumers.

EEL targets to have 400 active users by the fourth quarter of 2021 and 1,500 by the end of 2022.

It also plans to extend eCarga's logistics platform and capabilities to support back-load service and the business-to-business market, and to offer multimodal logistics services through innovative digital platforms.

To use the mobile app, shippers only need to make a few taps to book a pick-up and delivery request with the necessary shipping details.

Truck owners can access the request through a web-based platform where they can also perform fleet and schedule man-

agement. The first registered truck owner to receive the request gets the delivery task and assigns it to one of his drivers. The driver then receives the assignment details through his own mobile application.

eCarga enables cashless cargo transport with tracking and monitoring capabilities to provide convenience, safety, and seamless delivery of goods. On the administration side, eCarga handles day-to-day operations, which include app and platform registration, delivery monitoring and customer support, through its admin platform.

EEL said the booking fee "is competitive."

Operations will be rolled out in three phases in the next three years to eventually cover transport logistics requirements outside of Luzon.

EEL Corporation has introduced a mobile application that connects local shippers and truckers.

EEL Carga Digital Logistics Corporation, or eCarga, is an online logistics solutions provider that supports frontload cargo transport and fleet management.

New Bicol International Airport ready for domestic operations Oct 7

- *Construction of the Bicol International Airport (BIA) is now 92.56% complete*
- *BIA is expected to cater to domestic flights on October 7*
- *International flights will begin in November 7*
- *Once fully operational, BIA is expected to accommodate a total of 2 million passengers per year*

said in a statement.

Almost all of the project's infrastructure components are more than 90% complete, with the passenger terminal building 97.28% done; 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 airport's passenger boarding bridge is expected to be positioned on October 5.

BIA will be ready for international operations by November 7, subject to the airlines' application/intent to operate international flights, Civil Aviation Authority of the Philippines (CAAP) chief of staff and Airport Projects Team

head Danjun Lucas.

Once fully operational, BIA, which is touted as the country's "most scenic gateway" with the iconic Mayon volcano as its backdrop, is expected to accommodate a total of 2 million passengers per year.

Pre-construction of the international airport started in 2008 but was delayed several times. The project reached 50% completion in 2018.

DOTr said the construction of BIA, which is situated in Barangay Alobo, Daraga in Albay, led to the employment of 755 workers, with 1,100 more indirect jobs awaiting locals once the airport becomes operational.

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THE almost complete Bicol International Airport (BIA) is expected to start operations on October 7 catering first to domestic flights, according to the Department of Transportation (DOTr).

As of October 3, the overall progress rate of the BIA project is at 92.56%, DOTr

DOTr seeks P19.8B for road transport projects in 2022

- The Department of Transportation is proposing a total of P19.8 billion for various road transport projects nationwide for 2022
- The department was only allocated P1 million for the road sector next year
- Of the total, locally funded projects will corner P13.2 billion and foreign-assisted projects, P6.61 billion
- P125.91 million, Makati-BGC Greenways
- P40 million, feasibility study for the Ilocos Norte Transport Hub
- P10.71 million, Taguig City Integrated Terminal Exchange
- P100 million, feasibility study for the Bataan Bus Rapid Transit

THE Department of Transportation (DOTr) is proposing a budget of P19.8 billion to fund various road transport projects nationwide for 2022. This, as only P1 million was approved for the sector under the National Expenditure Program (NEP) for 2022.

During the September 30 Senate Committee on Finance Hearing on DOTr's proposed 2022 budget, Transportation Secretary Arthur Tugade said the P1 million allotment is sorely insufficient for the road sector, noting that funds are needed for service contracting efforts, construction of bike lanes, and free rides.

For locally funded projects, DOTr is seeking P13.2 billion and for foreign-assisted projects, P6.61 billion.

- The local road projects consist of:
- P10 billion for the Service Contracting Program
 - P1.5 billion, Active Transportation Infrastructure and Related Programs
 - P800.71 million, PUV Modernization Program
 - P472.97 million, EDSA Busway Project

The agency also proposed counterpart funding for foreign-assisted projects such as the EDSA Greenways Project (P243.47 million), Davao High Priority Bus System (P3.59 billion), Cebu Bus Rapid Transit (BRT) Project (P2.47 billion) and the Metro Manila BRT Line Project - Quezon Avenue (P300 million).

The DOTr said it was not true that the agency only proposed funds for the rail sector in the 2022 budget, even if most of the DOTr budget approved by the Department of Budget and Management (DBM) for inclusion in the NEP fell under the railways sector.

"It is not true that DOTr only proposed funding for the rail sector. As explained by Secretary Tugade, we proposed funding for all of DOTr's four sectors... road, maritime, aviation, and railways. It just so happened that most of the funding approved by the DBM are for railways sector projects," Transport Undersecretary for Railways TJ Batan said.

The DOTr noted that while the road sector should be given a bigger budget allocation, rail projects should also be pushed to close the gap created by decades of underinvestment and to catch up with other countries in terms of railways infrastructure.

According to a World Bank survey in



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DTI drops probes on safeguard measures for iron, zinc imports

- The Department of Trade and Industry has terminated preliminary investigations on safeguard measures for aluminum zinc and galvanized iron imports
- Sonic Steel Industries withdrew its application for preliminary investigation after DTI banned the manufacture of certain products upon which the company's application was based
- DTI also dismissed the preliminary safeguard measures investigation requested by Puyat Steel Corp on GI sheets, coils and strips as well as pre-painted galvanized iron and pre-painted aluminum zinc imports
- DTI found Puyat Steel's capacity to supply the Philippine market insufficient and safeguard measures would only jack up steel prices

THE Department of Trade and Industry (DTI) terminated preliminary investigations on safeguard measures for aluminum zinc (GL) and galvanized iron (GI) imports after the petitioner withdrew its application for a probe.

In a notice dated September 24, DTI announced it was dropping the investigation of a case covering the possibility of imposing safeguard measures on imports of GL sheets and coils. Petitioner Sonic Steel Industries, Inc. withdrew its petition

following the DTI ban on manufacture and sale of all hot-dip metallic-coated and pre-painted galvanized steel coils and sheets for roofing and general applications. The ban rendered Sonic Steel's petition moot.

In another decision, DTI Department Order (DO) No. 21-06, also dated September 24, dismissed the safeguard measures investigation on GI sheets, coils and strips, as well as pre-painted galvanized iron (PPGI) and pre-painted aluminum zinc (PPGL), including other coated products and painted strips imports, sought by Puyat Steel Corp.

DTI determined Puyat Steel's petition as "not in the public's interest" since the company has no sufficient capacity to supply the domestic market.

DTI in June 2020 initiated preliminary safeguard measures investigations on the importation of GL and GI after Sonic Steel and Puyat Steel Corp alleged there was an increase in imports that contributed to serious injury of the local industry.

Sonic Steel in 2019 sought the initiation of a preliminary investigation on the importation of GL sheets, coils and strips, alleging the increased imports seriously injured the local industry. Sonic Steel is the country's sole domestic manufacturer of GL sheets.

A separate application was submitted by Puyat Steel Corp. in 2019 for a preliminary safeguard measures investigation on the importation of GI sheets, coils and strips. Puyat Steel accounts for 82% of the

2019, the Philippines ranked last among 119 countries surveyed in terms of length of operational railways infrastructure.

Most rail projects the DOTr is looking to implement "were conceptualized, planned, and started decades ago, such as the Mindanao Rail in 1957, the Metro Manila Subway in 1973, the North South Commuter Railway or PNR Clark in 1994, LRT-2 East Extension in 1999, LRT-1 Cavite Extension in 2000, MRT-7 in

2001, and the Common Station in 2006," Batan said.

He explained rail transport is more efficient in carrying passengers, especially in urban centers or densely populated cities. For the North South Commuter Railway and Metro Manila Subway, for example, he said, one train set with eight coaches can carry the same number of passengers transported on 1,318 cars, 224 jeepneys or 64 buses.

total domestic production of GI.

In additional applications in 2019, each company requested a preliminary safeguard measures investigation on the importation of PPGI and PPGL. Sonic Steel and Puyat Steel account for 70% of the total domestic production of PPGL and PPGI.

DTI is mandated by Republic Act No. 8800 (Safeguard Measures Act) to protect the domestic industry from serious injury caused by a surge in imports.

In the September 24 notice, DTI said it received on January 14, 2021 a notice of withdrawal from Sonic Steel of its applications for safeguard measures on GI, GL, and PPGI and PPGL.

DTI said the application was withdrawn with the issuance of DTI DAO 20-10, which effectively prohibits the manufacture and sale of all hot-dip metallic-coated and pre-painted galvanized steel coils and sheets for roofing and general applications.

DAO 20-10 issued last year mandates that all hot-dip metallic-coated and pre-painted galvanized steel coils and sheets for roofing and general applications should have a minimum total coated thickness of 0.4 millimeters.

DTI said Sonic Steel claimed the bulk of the surge in importations on which the safeguard measures applications were hinged on were GI, GL, and PPGI-PPGL products which are below 0.4 mm.

"Thus, the applications for safeguard

measure will become an exercise in futility, if not moot and academic, since these items are no longer allowed to be manufactured," DTI said.

DAO 21-06, meanwhile, said the safeguard measures investigation pushed by Puyat Steel on GI sheets, coils and strips, and PPGI and PPGL was dismissed after DTI determined that petitioner's application "at this time is not in the public interest."

DTI said "given the existing capacity of the petitioner versus the demand, the petitioner's capacity to manufacture the products under protest, cannot sufficiently supply the Philippine market."

The agency said imposing safeguard measures "at this time and under these circumstances can lead to a price increase in GI sheets, coils and strips as well as to PPGI and PPGL including other coated products and painted strips."

DTI further explained: "It can also cause a chilling effect on importers which reduce the level of imports of the said products and consequently lead to supply shortages. These could have detrimental effects on the construction and housing sector that use these products. Considering further that the demand for housing currently exceeds supply, import restrictions on GI sheets, coils and strips as well as to PPGI and PPGL including other coated products and painted strips will drive up the costs of these products and consequently the costs of building residential homes."

Villar resigns as public works secretary ahead of elections

- Mark Villar resigned from his post as secretary of the Department of Public Works and Highways
- His resignation took effect on October 6
- Villar did not provide a reason for his resignation, but his name has been included in the list of

officials running for the Senate in next year's elections

MARK Villar resigned from his post as secretary of the Department of Public Works and Highways (DPWH) effective October 6.


"Today is my last day after five years. I've officially, I've filed my resignation effective Wednesday. So, I'll be stepping

down on Wednesday as your secretary," Villar told officials and personnel of DPWH during the agency's flag raising ceremony on October 4.

Villar did not mention the reason for his resignation. However, he has earlier been named as part of the senatorial lineup of political party Partido Demokratiko Pilipino-Lakas ng Bayan (PDP-Laban).

On October 4, PDP-Laban president and energy secretary Alfonso Cusi said Villar, along with three other Cabinet members, will proceed with their senatorial bids for next year's elections.

Villar in 2016 resigned as representative of Las Piñas City after he accepted President Rodrigo Duterte's offer to become secretary of DPWH.



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BOC collects P497M from post clearance audit in Q3

- 112 Audit Notice Letters issued during Q3 yielded revenues of P497 million for the Bureau of Customs Post Clearance Audit Group
- To date, PCAG has collected P1,037,604,985.85 from 266 ANLs issued
- More revenues expected with 57 demand letters amounting to P11.473 billion now final and executory

THE Bureau of Customs' Post Clearance Audit Group (PCAG) collected P497,044,083.84 for the third quarter, the bureau said in a statement.

The collection resulted from 112 Audit Notice Letters (ANL) issued during the period.

From the beginning of the year to date, PCAG has already collected P1,037,604,985.85 from a total of 266 ANLs issued.

Headed by assistant commissioner Vincent Philip Maronilla, PCAG is optimistic of taking in more revenues noting there are 57 demand letters amounting to P11.473 billion that are final and executory for failure of audited importers to contest the same. These have been referred to the BOC Legal Service for filing of collection suit.

The function of the post-clearance audit, formerly called post-entry audit, was returned to BOC in 2016 from the Department of Finance, where in 2014 the function had been transferred.

In 2018 PCAG started welcoming applications to the Prior Disclosure Program (PDP) and in early 2019, began sending out ANLs with the release of Customs Administrative Order No. 01-2019, which implements BOC's post-clearance audit function.

The PDP, formerly called Voluntary Disclosure Program, is based on international best customs practice that allows importers to voluntarily pay for discrepancies in duties and taxes of previous shipments before post-clearance audit.

Under CAO 01-2019, within three years from the date of final payment of duties and taxes or from customs clearance, BOC may conduct an audit examination, inspect, verify, and investigate records pertaining to any goods declaration. The declaration includes statements, declarations, documents, and electronically generated or machine-readable data.

Such audit intends to ascertain if the goods valuation is correct and determine if the importer is liable for duties, taxes, and other charges, including any fine or penalty.

Customs sizes illegally discharged Chinese vessel

- The Bureau of Customs September 28 seized a China-flagged cargo vessel in Manila Bay
- MV Long Xiang attempted to evade seizure and detection, prompting the agency to mobilize a team to seize the ship
- MV Long Xiang 8 was discovered to have used a fake name, and its name painted over to avoid identification
- The seized vessel is currently moored in the Manila Bay area pending seizure proceedings and filing of charges for violation of the Customs Modernization and Tariff Act

prompted Customs commissioner Rey Leonardo Guerrero to mobilize BOC's new fast patrol boat to prevent the vessel from escaping.

A composite team of members of the Enforcement and Security Service-Port of Manila District Office, BOC-Quick Reaction Team (BOC-QRT), and Water Patrol Division (WPD) was immediately dispatched to locate and board the vessel, resulting in its seizure.

The vessel was discovered to have used a fake name identified as Yue Xin He 813 to avoid detection during voyages. Further information from QRT and WPD personnel who boarded the vessel showed the vessel's name on its stern had been covered with white paint.

The seized vessel is currently moored in the Manila Bay area, guarded by WPD personnel pending seizure proceedings and the filing of charges for violation of Section 401 (Importations Subject to Goods Declaration) of Republic Act 10863 or the Customs Modernization and Tariff Act.

THE Bureau of Customs (BOC) on September 28 seized an illegally discharged Chinese-flagged cargo vessel in Manila Bay.

BOC said the vessel, MV Long Xiang 8, was discharged from its carrying vessel, MV Aal Kobe, and arrived at the Port of Manila from Iloilo port. MV Long Xiang 8 was not included in the manifest-waybill and had no corresponding import declaration entry filed by the ship owner or agent with the BOC.

BOC said based on intelligence reports, the vessel attempted to evade seizure and detention by the government. This



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SEASPAN NEW YORK	031N	OCT 15	OCT 17	031S	OCT 22	OCT 22	OCT 23	OCT 24	OCT 29	OCT 31
ALS JUNO	022N	OCT 23	OCT 24	022S	OCT 29	OCT 30	OCT 30	NOV 1	NOV 6	NOV 7
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MOUNT KELLET	0CS2XRINC	OCT 6	OCT 6	0CS2XRINC	OCT 11	OCT 12	OCT 12	OCT 13	OCT 17	OCT 18
ELEFTERIA EXPRESS	0020E	OCT 14	OCT 15	0020W	OCT 20	OCT 21	OCT 18	OCT 19	OCT 24	OCT 25
MOUNT KELLET	0CS2ZRINC	OCT 17	OCT 18	0CS2ZRINC	OCT 22	OCT 24	OCT 24	OCT 26	OCT 30	OCT 31
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Cebu port eases accreditation rules...

Continued from page 2

no longer requires accreditation by CPA of pilot associations/organizations, or any association/organization.

CPA-accredited harbor pilots (CAHP), however, remain free to form or join an association or organization.

AO 2-2021 takes effect 15 days after its two consecutive publications on September 30 and October 1.

Philippine Inter-island Shipping Association (PISA) executive director Atty. Pedro Aguilar, during a public hearing last June 17 on the then proposed AO, welcomed CPA's proposal, particularly on removing the need for a harbor pilot to join a certain pilot association.

He noted this is a better approach than the practice in other ports, particularly in Manila, where a pilot must be a member of an association to be able to render service.

A CAHP is a licensed harbor pilot accredited by CPA to provide pilotage service on any vessel of more than 500 gross revenue tonnage (GRT) engaged in foreign and coastwise trade within the Cebu pilotage district.

A CAHP is solely responsible for any damage caused to a vessel, life, or property due to his/her negligence or fault as proven after an investigation by a competent authority.

AO 2-2021 repeals all other issuances that are inconsistent, in particular certain provisions of CPA Memorandum Circular (MC) No. 08-98, which was issued in June 1998 and provides implementing guidelines on pilotage service, and CPA AO 02-98, also issued in 1998 and provides rules governing pilotage services, the conduct of pilots, and pilotage in Cebu ports.

Under AO 2-2021, the shipping line or its agent/representative or vessel operator will have the prerogative to choose a harbor pilot from among the CAHPs, as well as the appropriate equipment and facilities that will best ensure the vessel moves safely in the pilotage district.

Previously under CPA AO 02-98, the pilot organization made the equipment available, as required by CPA.

An Evaluation Committee for Accreditation of Harbor Pilots will still be created to verify and process all applications and evaluate the qualifications of

all applicants. The committee will also recommend qualified applicants according to CPA-established criteria.

The general manager will designate any organic personnel from the Harbor Control Center (HCC) to act as secretariat of the committee, with the secretariat keeping records as necessary and releasing the accreditation to the grantee.

Age limit

Harbor pilot applicants must be Filipino citizens not more than 65 years old when the accreditation became effective. The previous age limit under AO 02-98 was 60 years old.

The new AO also removes the condition set in AO 02-98 that incumbent pilots who were presently more than 60 years old would not be covered by this limitation and could continue as pilots for two years or until reaching age 70, whichever came first, unless disqualified for other reasons.

AO 2-2021, however, states that applicants for accreditation and incumbent CPA-accredited harbor pilots within the ages of 60 to 65 should submit a medical certificate to be issued by a Department of Health-accredited physician following the conduct of a medical examination, attesting to the applicant's fitness for duty.

The applicant must be of sound physical and mental condition, and must be a licensed harbor pilot in the pilotage district of Cebu.

AO 2-2021 likewise amends Section 3 of Article IV of AO 02-98. Instead of the chairman of the CPA board of commissioners issuing accreditation of pilots as prescribed under AO 02-98, the CPA general manager will now do so upon recommendation of the evaluation committee.

The term of accreditation will begin on the first day of January until the CAHP reaches 65 years of age, when

the accreditation is deemed automatically terminated, unless sooner revoked or cancelled.

Furthermore, the CAHP must maintain a valid harbor pilot license or the accreditation will be suspended automatically. Within one year from the date of suspension, the CAHP must submit to CPA a valid harbor pilot license to retain accreditation. Otherwise, the accreditation will be deemed automatically cancelled.

If the applicant's accreditation has been approved, an accreditation fee of P10,000 must be paid for its release.

Moreover, the harbor pilot should post a P1 million indemnity bond in favor of CPA to cover any liability arising from any accident resulting in damage to vessels, port facilities and other properties, and/or injury to persons or death which may be caused by performance of pilotage duties. Previously under AO 02-98, an indemnity bond of P3 million was required from the pilot association.

As a transitory provision, all existing provisional accreditations as of May

31, 2021 will be valid only until December 31, 2021. Another accreditation will be issued effective January 1, 2022, valid until the incumbent harbor pilot reaches 65 years of age, subject to the requirement of a fit for duty medical certificate.

For incumbent CPA-accredited harbor pilots above 65 years old but not over 70 on January 1, 2022, these are the applicable conditions: the term will be one year starting January 1, 2022 until December 31, 2022, subject to the requirement of a fit for duty medical certificate; or if the preceding condition is no longer applicable, the term will be less than one year until the pilot reaches the age of 70, subject to the requirement of a fit for duty medical certificate.

The incumbent pilot should likewise post the required indemnity bond before a new accreditation is issued.

Upon effectivity of AO 2-2021, all masters/captains of vessels of Philippine registry with more than 500 GRT will no longer be required to be accredited by CPA. — *Roumina Pablo*

Nagtahan flyover remains closed...

Continued from page 1

(MMDA).

The repairs are expected to end in April 2022. Since last year, trucks have been prohibited from traversing the area.

Only one lane at a time will be occupied and only light vehicles will be allowed to pass on the flyover and the Nagtahan service road, MMDA said in a statement.

Construction of the flyover will be done in segments:

- Segment 1 and 2: Northbound (R. Magsaysay to G. Tuazon) within two months
- Segment 3: Southbound (G. Tuazon to R. Magsaysay Area) within 1.5 months
- Segment 4 and 5: Northbound (EARIST to R. Magsaysay Blvd. area) within 2 months
- Segment 6: Southbound (R. Magsaysay to EARIST area) within 1.5 months

Vehicles going north are advised to take Osmeña Highway, right to Quirino Avenue, left to Quirino Avenue Extension, left to U.N. Avenue, right to Romualdez St., left to Ayala Boulevard, and Roxas Boulevard to destination.

Meanwhile, vehicles going southbound may take A. Bonifacio Avenue, right to C3, Road-10, to their destination.

MMDA said rehabilitation of the bridge will address the big cracks on its abutment wall and railing, loose steel


enclosure of retrofitting on its piers, and rusting steel enclosure of retrofitting at several piers.

The Department of Public Works and Highways (DPWH) said the repair is meant to avoid untoward incidents for motorists and other road users using the bridge.

DPWH in an earlier statement said it finally received an allocation of P50 million for the Phase 1 strengthening of Nagtahan Flyover, identified by DPWH as among the 36 priority bridges for repair in Metro Manila.

DPWH said the 467.85-meter standard reinforced concrete bridge structure requires immediate rehabilitation as it has been around since 1991. The bridge has 17 spans and a four-lane carriageway with a total width of 7.80 meters, and with highest elevation at 13.0 meters above road level.

The project will also need an additional allocation of P70 million for its final Phase 2, which will cover the remaining six of its 14 piers, and a lighting system on the flyover.



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HAIAN WEST	0003N	10/13	10/20	HMM PROMISE	0023E	10/22	11/12	SKIP		
BALSA	0199N	10/16	10/22	HYUNDAI NEPTUNE	0020E	10/30	11/21	11/28		
GREEN OCEAN	0047N	10/20	10/30	HYUNDAI EARTH	0030E	11/10	12/01	12/07		
LCT DOCS: FRI 1700HRS / LCT CNTR: SAT 0700HRS										
PACIFIC NORTHWEST 3 (PN3) via BUSAN										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KRPUS	MOTHER VESSEL	VOY. NO.	ETD KRPUS	ETA VAN	ETA SEA		
HAIAN WEST	0003N	10/13	10/20	SEASPAN BEACON	0002E	10/26	11/05	11/09		
BALSA	0199N	10/16	10/22	SEASPAN BEACON	0002E	10/26	11/05	11/09		
GREEN OCEAN	0047N	10/20	10/30	SEASPAN YANGTZE	0018E	11/11	11/19	11/23		
LCT DOCS: WED 1700HRS / LCT CNTR: THU 0100HRS										
PACIFIC SOUTHWEST 4 SERVICE via KAOHSIUNG										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KAO	MOTHER VESSEL	VOY. NO.	ETD KAO	ETA LAX	ETA OAK		
YM CREDIBILITY	0038N	10/11	10/13	YM UNANIMITY	0058E	10/21	11/05	11/16		
YM CREDIBILITY	0039N	10/17	10/20	YM UNIFORMITY	0056E	11/04	11/18	SKIP		
YM CREDIBILITY	0040N	10/24	10/27	YM UNIFORMITY	0056E	11/04	11/18	SKIP		
LCT DOCS: FRI 0800H / LCT CNTR: FRI 0800H										
EAST COAST SERVICE 4 (EC4) SERVICE via SINGAPORE										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	NYC	ORF	SAV	CST
SEASPAN NEW YORK	030S	10/12	10/16	YM WARMTH	0029E	10/30	11/24	11/27	SKIP	12/02
ALS JUNO	021S	10/17	10/23	YM WARMTH	0029E	10/30	11/24	11/27	SKIP	12/02
SEASPAN NEW YORK	031S	10/24	10/30	ONE MINATO	0015E	11/10	12/02	12/05	12/08	12/10
LCT DOCS: FRI 0800HRS DELIVERY: MICP / LCT CNTR: FRI 0800HRS										
EAST COAST SERVICE 5 (EC5) SERVICE via SINGAPORE										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	USNYC	SAV	JAX	ORF
SEASPAN NEW YORK	030S	10/12	10/16	MOL MAESTRO	0059E	10/19	11/14	11/18	11/20	11/23
ALS JUNO	021S	10/17	10/23	ONE HONOLULU	0214E	10/26	11/21	SKIP	11/27	11/30
SEASPAN NEW YORK	031S	10/24	10/30	HUMEN BRIDGE	0081E	11/15	12/12	12/16	12/18	12/21
LCT DOCS: FRI 0800H * LCT CNTR: FRI 0800H										
FAR EAST PENDULUM 1 (FP1) VIA SGSIN										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	LEH	
SEASPAN NEW YORK	030S	10/12	10/16	ONE HAMBURG	0069W	10/25	11/14	11/17	11/20	
ALS JUNO	021S	10/17	10/23	ONE OLYMPUS	0066W	11/01	11/21	11/24	11/27	
SEASPAN NEW YORK	031S	10/24	10/30	ONE HUMBER	0088W	11/08	11/28	12/01	12/04	
LCT DOCS: FRI 0800H * LCT CNTR: FRI 0800H * DELIVERY: MICP										
FAR EAST PENDULUM 2 (FP2) VIA SGSIN										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	ANR	SOU
SEASPAN NEW YORK	030S	10/12	10/16	ONE EAGLE	0021W	10/21	11/10	11/14	11/18	11/21
ALS JUNO	021S	10/17	10/23	ONE BLUE JAY	0023W	11/01	11/13	11/15	11/19	11/22
SEASPAN NEW YORK	031S	10/24	10/30	ONE BLUE JAY	0018W	11/11	11/20	11/22	11/19	11/22
LCT DOCS: FRI 0800H * LCT CNTR: FRI 0800H * DELIVERY: MICP										
FAR EAST EUROPE 3 (FE3) via KAOHSIUNG										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KHH	MOTHER VESSEL	VOY. NO.	ETD KHH	RTM	HAM	ANR	SOU
YM CREDIBILITY	0038N	10/11	10/13	HMM HANUL	0002W	10/29	12/06	12/09	12/12	12/15
YM CREDIBILITY	0039N	10/17	10/20	HMM HANUL	0002W	10/29	12/06	12/09	12/12	12/15
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KMTC GWANGYANG	0040S	10/18	10/21	10/24	10/25	10/29				
KMTC BANGKOK	0101S	10/26	10/29	11/01	11/02	11/06				
KMTC GWANGYANG	0041S	11/06	11/09	11/12	11/13	11/17				
LCT DOCS/FSI: TUE 1200H LCT CARGO: TUE 1900H										
CHINA SOUTH EAST 2										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA CNNGB	ETA CNSHA						
CNC MARS	0011N	10/14	10/23	10/25						
GUANGZHOU TRADER	0041N	10/21	10/30	11/01						
NORDPUMA	0103N	10/28	11/06	11/08						
LCT MNL SH DOCS FSI MON 1200H CARGO MON 1700H / LCT MNL SH DOCS FSI SAT 1700H CARGO SUN 1200H										
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FEEDER VESSEL	VOY. NO.	ETD MNL NH-SH	ETA CNLYG	ETA CNTAO	ETA KRPUS HNC - TOC	ETA CNSHA				
HAIAN WEST	0003N	10/11 - 10/12	10/16	10/17	10/19 - 10/20	10/23				
HYUNDAI GRACE	0117N	10/15 - 10/17	10/21	10/22	10/24 - 10/25	10/28				
GREEN OCEAN	0047N	10/20 - 10/22	10/26	10/27	10/29 - 10/30	11/02				
LCT DOCS/FSI FRI 1700HRS / CARGO TUE 0400H										
CTI SERVICE										
FEEDER VESSEL	VOY. NO.	ETA DVO	ETA TWKHH	ETA CNSHA						
COSCO HOUSTON	0084N	09/28	09/29	10/02	10/02	10/05	10/06			
HYUNDAI VOYAGER	0113N	10/04	10/05	10/09	10/09	10/12	10/13			
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BOC Cagayan de Oro building office for subport MCT

- Bureau of Customs Cagayan de Oro is constructing a 2-storey building inside the PHIVIDEC industrial estate
- The building will service subport Mindanao Container Terminal in Tagoloan, Misamis Oriental
- A cornerstone-laying ceremony was held on September 30, 2021
- The structure will be built on a 5,000-square meter lot
- Since its inception in 2006, BOC-MCT has been operating out of a donated one-storey building in the PHIVIDEC compound
- Target completion for the BOC-MCT building is April 2022

(BOC-CDO) is constructing a 2-storey building for its subport Mindanao Container Terminal (MCT) in Tagoloan, Misamis Oriental.

BOC-CDO on September 30, 2021 held a cornerstone-laying ceremony for the structure that will be built on a 5,000-square meter lot inside PHIVIDEC industrial estate in Barangay Sugbongcogon, Tagoloan. The lot was donated by PHIVIDEC Industrial Authority, which oversees the 3,000-hectare PHIVIDEC industrial estate where MCT is located.

Target completion is April 2022. Since its inception in 2006, BOC-MCT has been conducting operations in a donated one-storey building in the PHIVIDEC compound.

"It is high time for the BOC-MCT

to have its own office after many years to cater growing stakeholders that are transacting with the bureau and to further enhance the ease-of-doing-business campaign of the government by giving quality service to stakeholders," BOC-CDO district collector Elvira Cruz said in a statement.

Revenues from the MCT subport represent 70-80% of the total collection of BOC-CDO.

MCT port collector John Simon said the new building will have a Customer Care Center and an assessment area, and will house various



offices such as port operations, Customs Intelligence and Investigation Service, Enforcement and Security Service, and collector's office.

PAL gets US court's nod to access \$505M financing

- Philippine Airlines received US court approval to access its debtor-in-possession (DIP) financing totaling US\$505 million
- A casualty of COVID-related travel restrictions, PAL filed for bankruptcy in New York on September 3
- The full access to DIP financing gives the airline additional liquidity to meet its obligations and continue operating as usual
- The US bankruptcy court also approved PAL's motions for customer programs, critical and foreign vendors, employee compensation and authorization to implement the restructuring support agreements with stakeholders

totaling US\$505 million, a core feature of the flag carrier's restructuring plan.

The airline filed for bankruptcy on September 3.

"With approval to fully access our DIP financing, PAL has the additional liquidity needed to meet our current and future obligations and to continue operating as usual. PAL will emerge a leaner and more competitive airline thanks to our hard-working employees, the resolute commitment of our majority shareholder and the strong support from our stakeholders and creditors," PAL chief financial officer Nilo Thaddeus Rodriguez said in a statement.

The DIP financing comprises a \$250-million first lien secured Tranche A multi-draw term loan, of which \$20 million was drawn following approval by a U.S. bankruptcy judge during a court hearing last September 9, and a second lien secured Tranche B multi-draw term loan facility of \$255 million.

"This important step confirms that our

recovery process is on track as we continue to work hard on securing a fully consensual reorganization plan in an efficient manner," PAL president and chief operating officer Gilbert Santa Maria said.

In addition to approval of the DIP financing, the US Bankruptcy Court for the Southern District of New York granted other approvals on a final basis, including PAL's motions for customer programs, critical and foreign vendors, employee compensation and authorization to implement the restructuring support agreements with stakeholders.

PAL said these approvals will enable it "to emerge as a stronger and better-capitalized airline."

The airline said it will continue to operate flights and expects to continue to meet all its current financial obligations throughout the Chapter 11 process to employees, customers, the government, and its lessors, lenders, suppliers, and other creditors.

The October 1 approval follows the September 9 decision of US Bankruptcy Court in New York Judge Shelley Chapman to approve all motions for PAL's voluntary restructuring under the Chapter 11 process.

The approval includes authorizing PAL to access the first \$20 million of its DIP, to be provided by PAL's parent company PAL Holdings, Inc. (PHI).

Last September 27, PHI's Board approved the increase in authorized capital stock from P13.5 billion to P30 billion to accommodate fresh capital from an affiliate company of the Lucio Tan Group of Companies. PHI is under the Tan Group.

On September 22, PAL petitioned a Pasay City trial court to formally recognize the flag carrier's Chapter 11 proceedings as part of the Financial Insolvency and Rehabilitation Act of 2010.

PAL's restructuring plan provides over \$2 billion in permanent balance sheet reductions and allows the airline to reduce fleet capacity by 25%. Aside from the DIP, it includes \$150 million of additional debt financing from new investors.

PHILIPPINE Airlines (PAL) on October 1 received US court approval to access its debtor-in-possession (DIP) financing

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