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# PortCalls

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## Computerization leads BOC 10 priority projects for 2022

- Bureau of Customs priorities this year include computerization and implementing an e-commerce program
- Full operation of the Authorized Economic Operator program is also eyed
- Revenue collection will be improved by tapping non-traditional sources such as auctions and other modes of cargo disposal

led by implementation of its computerization program.

Implementing a Customs e-Commerce program; enhancing learning and development for employees; and fully operationalizing the Authorized Economic Operator (AEO) program are also part of the program. Those are in addition to:

- Sustainment of integrity and quality management system
- Enhancement of trade facilitation program
- Improvement of revenue collection

THE Bureau of Customs (BOC) has identified 10 priority projects for 2022,

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## ATA Carnet takes effect April in PH

- The Convention on Temporary Admission, also known as the ATA Carnet System, is set to take effect in the Philippines on April 17, 2022
- ATA Carnet is an international scheme that allows the duty-free and tax-free importation of goods for up to one year
- It cuts red tape by simplifying and unifying customs border crossing regulations for temporary import and export
- Philippine businesses attending trade fairs and exhibitions in

territories parties to the Convention are among those expected to benefit from the system

- The Instrument of Accession to the World Customs Organization was deposited on Jan 17 by Philippine Ambassador to Belgium, Luxembourg, and the European Union Eduardo José A. de Vega
- It was accepted by WCO Secretary General Kunio Mikuriya
- The country is set to become the 73<sup>rd</sup> contracting party to the Convention

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## PH economy grows 5.6% in 2021, exceeds forecast

- The economy grew 7.7% in the fourth quarter of 2021, resulting in a 5.6% full-year growth in 2021
- The 2021 GDP was a rebound from the historic 9.6% contraction in 2020 and higher than the government's revised forecast of 5% to 5.5% growth for 2021
- The government forecasts a 7% to 9% GDP growth in 2022

THE Philippine economy grew 7.7% in the fourth quarter of 2021 as COVID-19 cases fell and more businesses opened at full capacity, pushing full-year 2021 growth to 5.6%, according to the Philippine Statistics Authority.

The full-year gross domestic product was a rebound from the historic contraction of 9.6% in 2020 that was due to the effects of the COVID-19 pandemic. It is also higher than the Development Budget Coordination Committee's (DBCC) revised forecast of 5% to 5.5% growth for 2021. GDP growth last year was, however, slower than the 6.1% growth recorded in pre-pandemic 2019.

The fourth quarter GDP growth was also higher than the third quarter's revised growth of 6.9% from 7.1%, and faster than the 8.3% contraction recorded in

the fourth quarter of 2020.

COVID-19 cases saw a decline in the fourth quarter of 2021, allowing for more business to open at full capacity.

For full-year 2021, the industry and services sectors grew 8.2% and 5.3%, respectively, representing a strong rebound from the contraction experienced in 2020. The agriculture sector recorded a slight decline of 0.3%, brought about by continued challenges such as the African Swine Fever and typhoons that affected agricultural production.

On the expenditure side, private consumption grew by 4.2%, a stark reversal from 2020's deficit of 7.9% while government expenditure also expanded by 7%.

External trade recovered at a faster pace in 2021 with exports growing at 7.8% from a 16.3% decline in 2020, and imports improving 12.9% from a 21.6% drop in 2020.

Investments likewise grew 19% in 2021, rebounding from a 34.4% decline in 2020, supported by a 37.4% improvement in public construction.

With the 2021 GDP growth, Socioeconomic Planning Secretary Karl Kendrick Chua in a statement said "the stage is now set for growth to accelerate in 2022."

The DBCC forecasts a 7% to 9% full-year GDP growth in 2022.

## 4 ASEAN countries launch live online customs declaration exchange with PH

- The Philippines can now exchange the electronic ASEAN customs declaration document (ACDD) with 4 ASEAN countries using the ASEAN Single Window
- Cambodia, Myanmar and Thailand started exchange of the live e-ACDD with the Philippines on January 21, 2022, while Malaysia and the Philippines began the same on January 25, 2022
- In February 2022, a stakeholder consultation will be conducted to finalize the draft customs memorandum order covering data protection, regulation of access and network security, and continuous improvement of the ACDD portal to meet future needs

THE Philippines can now exchange the electronic ASEAN (Association of Southeast Asian Nations) customs declaration document (ACDD) with Cambodia, Malaysia, Myanmar and Thailand using the ASEAN Single Window (ASW).

Cambodia, Myanmar and Thailand agreed to exchange the live electronic ACDD with the Philippines starting January 21, 2022, while Malaysia approved the live ACDD exchange with the Philippines beginning January 25, 2022, the Bureau of Customs (BOC) said in a statement.

The ACDD is a multipurpose docu-

ment used to facilitate the exchange of export declaration information among ASEAN member states. BOC said the electronic ACDD supports the customs authority in the importing country to carry out its risk management activities.

The ASW, meanwhile, is the regional initiative to speed up cargo clearance and promote regional economic integration by enabling the electronic exchange of border documents among the 10 ASEAN member states.

Aside from the ACDD, the ASW allows the electronic exchange of trade documents such as the electronic Certificate of Origin Form D under the ASEAN Trade in Goods Agreement, and the electronic phytosanitary and animal health certificates that are planned to be exchanged soon.

In December 2020, Cambodia, Myanmar and Singapore started exchanging the ACDD through the ASW, followed by Malaysia and Thailand from March 31, 2021. The remaining ASEAN member states were expected to join the live operation within 2021.

In August 2021, BOC said it completed the bidding of its ACDD System, which when implemented would enable the Philippines to electronically exchange



ACDD on the ASW and help the country digitize trade processes and maximize the potential of intra-ASEAN trade.

BOC said a stakeholder consultation will be conducted in February 2022 to finalize the draft customs memorandum order covering data protection, regulation of access and network security, and the continuous improvement of the ACDD portal to meet future needs.

Awareness campaigns on the use of the portal, such as virtual training and audio-visual presentations, will also be provided by BOC in coordination with the United States Agency for International Development ASEAN Policy Implemen-

tation Project.

BOC earlier said the ACDD portal, which connects to the ASW System to TradeNet, would be formally launched in January 2022.

TradeNet is the country's national single window, which is a prerequisite to connect to the ASW.

Currently, electronic certificates of origin can be exchanged by Philippine exporters with other ASEAN member states. BOC and other government agencies are also working to onboard trade regulatory government agencies to TradeNet to allow online application for import and export permits.

## BOC, DA agree to share trade intelligence

- A data sharing agreement allows the Department of Agriculture and Bureau of Customs to share critical intelligence information for swift action
- The agreement strengthens both agencies' coordination on inspection and control procedures to ensure food safety and collection of correct customs duties

THE Department of Agriculture (DA) and Bureau of Customs (BOC) signed a data sharing agreement (DSA) to facilitate exchange of data on traded agricultural commodities, primarily on unfair trade practices and surge of imports.

Signed on January 27 and governed by the Philippines' Data Privacy Act, the DSA is one of the initiatives between DA and BOC that ensures local agri-fishery products will remain competitive with overseas counterparts, DA said in a statement.

Through the initiative, DA said critical and intelligence information can be shared between them and acted upon by each agency promptly. It also strengthens coordination on inspection and control procedures to support food safety and collection of the right amount of custom duties, among other mutual benefits.

"Credible and timely information is crucial in crafting policies, especially in

this digital age," Agriculture Secretary William Dar said.

Customs Commissioner Rey Leonardo Guerrero welcomed the initiative, noting BOC will ensure the implementation of trade remedy measures on agricultural goods is backed by solid and timely data.

In October last year, DA and BOC also signed a deal to implement a new set of measures to curtail the entry of smuggled agricultural commodities and guarantee an optimum level of food safety.

### PortCalls webinars for Feb 2022

**SERVICE WITH A SMILE: Dealing with Difficult Customers**

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Speaker: Ms Mariel Kliatchko, PortCalls Event Director



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**CUSTOMS 101: What New Importers Need to Know**

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Register here <https://bit.ly/33JbXES>



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**INTRODUCTION TO LOGISTICS MANAGEMENT**

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Register here <https://bit.ly/34Rn7YD>



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**UNDERSTANDING INCOTERMS 2020**

FEB 23, 2022 | 9:30-12:00AM | Investment fee: P1,500

Register here <https://bit.ly/3FELISz>



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# BOC jacks up 2022 internal revenue target to P699B

- The Bureau of Customs has increased its 2022 internal collection target to P699 billion
- This is on account of a requirement to collect additional revenues for VAT refund
- BOC's official revenue goal is P679 billion for 2022

THE Bureau of Customs (BOC) is confident it will hit its P679-billion collection target for 2022 and has now jacked up its internal goal to P699 billion.

The higher internal target is on account of the agency being required to collect additional revenues for value-added tax refund, according to Customs commissioner Rey Leonardo Guerrero in an online media briefing on January 27.

The P679-billion official target is 10.1% higher than the 2021 goal of

P616.749 and 5.1% more than the P645.765-billion actual collection for the same period.

Despite the pandemic, the customs bureau has been surpassing its annual revenue collection targets since 2020. It earlier attributed its performance to "improved valuation, intensified enforcement operations against illegal importations, improved compliance by traders to customs laws, the gradual improvement of importation volume, and the government's effort in ensuring unhampered movement of goods domestically and internationally considering the pandemic situation."

# PH trade soars on 38.3% imports surge; exports up 7.1%

- Philippine merchandise trade recorded its 11<sup>th</sup> consecutive month of improvement, registering a 25.4% increase in December
- Trade deficit in December increased 112.8% to \$5.214 billion from a deficit of \$2.45 billion year-on-year
- Imports rose 38.3% while exports grew 7.1%
- Electronic products remained the country's top imported and exported commodity
- The top major types of goods for imports were raw materials and intermediate goods, and those for exports were manufactured goods

PHILIPPINE merchandise trade recorded its 11<sup>th</sup> consecutive month of improvement in December 2021, registering a 25.4% increase as both imports and exports grew during the period.

Trade in December 2021 amounted to US\$17.75 billion, higher than the

\$14.158 billion posted in December 2020, according to preliminary data from the Philippine Statistics Authority.

Of the total, 64.7% were imported goods, while the rest were exported goods.

Trade deficit in December 2021 increased 112.8% to \$5.214 billion from a deficit of \$2.45 billion in December 2020.

### Imports

Imports amounted to \$11.48 billion, 38.3% higher than the \$8.304 billion recorded in the same period in 2020.

The annual increment of imports was due to the increase in nine of the top 10 major commodity groups, which was led by medicinal and pharmaceutical products with a 615.3% annual increase. This was followed by mineral fuels, lubricants, and related materials, which rose by 146.1%, and cereals and cereal preparations which rose by 47.7%.

For the period January to December 2021, imports grew 31.1% to \$117.78 billion from \$89.81 billion in 2020.

### Exports

Exports likewise grew 7.1% to \$6.27 billion in December 2021 from \$5.854 billion in the same month in 2020.

Of the top 10 major commodity groups in terms of the value of exports, seven recorded annual increases led by coconut oil (135.2%). This was followed by other manufactured goods (53.5%), and chemicals (43%).

From the period January to December 2021, exports rose 14.5% to \$74.64 billion.

Among commodity groups, electronic products remained the country's top import, with a share of \$2.71 billion or 23.6% of the total import bill in December 2021. It was likewise the top exported commodity, accounting for \$3.67 billion or 58.5% of the total export bill.

By major type of goods, imports of raw materials and intermediate goods still accounted for the largest share to the total imports with \$4.72 billion or 41.1% share in December 2021.

Manufactured goods, meanwhile, continued to contribute the biggest share to

total exports in December 2021 with \$5.27 billion or 84.1% share.

Imports of personal protective equipment (PPE) and medical supplies, including COVID-19 vaccines, surged 2,319.4% to \$754.74 million in December 2021. The total import for COVID-19 vaccines was valued at \$722.83 million in December 2021.

Exports of PPE and medical supplies, on the other hand, continued to drop 67.9% to \$1.07 million in December 2021, the 11<sup>th</sup> consecutive month of decline.

By major trading partner, exports to the US comprised the highest export value amounting to \$1.01 billion or a share of 16.1%. This was followed by China, \$925.15 million; Hong Kong, \$861.61 million; Japan, \$859.39 million; and Singapore, \$441.92 million.

For imports, China remained the country's biggest supplier with \$2.14 billion or 18.7% share to the total. This was followed by South Korea, \$1.02 billion; Japan, \$971.39 million; Indonesia, \$882.08 million; and US, \$877.50 million.

# DOTr to unvaxxed workers: Get jabbed in 30 days or no public transport ride in NCR

- Unvaccinated and partially vaccinated workers will be given only 30 days to continue riding public transportation and public utility vehicles in the National Capital Region
- Workers who will remain unvaccinated won't be barred from their workplaces but won't be allowed to use public transportation
- They can use active transport, private vehicles, or company shuttle services

UNVACCINATED or partially vaccinated workers will only have a 30-day window to continue riding public transportation in the National Capital Region (NCR).

Unvaccinated and partially vaccinated workers in industries and establishments allowed to operate in the NCR while the metro is under Alert Level 3 will be given only 30 days from January 26, 2022 to continue riding public transportation and public utility vehicles (PUVs) to enter, exit, and go around the metropolis, according to the Department of Transportation (DOTr).

The decision was arrived at in an interagency meeting on January 21 among Department of Labor and Employment (DOLE) Secretary Silvestre Bello III, Department of Interior and Local Government (DILG) Secretary Eduardo Año, and Transportation Secretary Arthur Tugade after looking into the country's vaccination data.

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XINQUNDAO	2202N	-	26-Jan	27-Jan	28-Jan	29-Jan
A KOU	2202N	28-Jan	29-Jan	30-Jan	31-Jan	1-Feb
XINQUNDAO	2203N	-	31-Jan	1-Feb	7-Feb	8-Feb
A KOU	2203N	3-Feb	4-Feb	5-Feb	6-Feb	7-Feb

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

IMPORT SCHEDULE VESSEL	VOY NO.	XIAMEN	WEITOU	SHIHU	MANILA NH	MANILA SH
		ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD
XINQUNDAO	2202S	23-Jan	24-Jan	25-Jan	-	26-Jan
A KOU	2202S	25-Jan	26-Jan	27-Jan	28-Jan	29-Jan
XINQUNDAO	2203S	28-Jan	29-Jan	30-Jan	-	31-Jan
A KOU	2203S	31-Jan	1-Feb	2-Feb	3-Feb	4-Feb

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ETD SOUTH	PUSAN	TOKYO	OSAKA	MAIN PORTS	AKITA	HACHINOHE	TSURUGA	HITACHINAKA	IKAKUNI	OUTPORTS
KMTC Ulsan 2202N	02/12	02/19	02/24	02/26	02/22	02/28	02/26	02/26	02/26	02/26
KMTC Ulsan 2203N	02/24	03/03	03/08	03/10	03/06	03/12	03/10	03/06	03/10	03/10
KMTC Ulsan 2204N	03/08	03/15	03/20	03/22	03/18	03/24	03/22	03/18	03/22	03/22

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

TTP SERVICE										
(DIRECT) MANILA NORTH - MANILA SOUTH - QINGDAO - PUSAN						T/S VIA (PUSAN) - JAPAN MAIN PORT (JPM) AND OUTPORT (JPO)				
ETD MIP	ETD SOUTH	QINGDAO	PUSAN	TOKYO	OSAKA	AKITA	OUTPORTS			
Hyundai Forward 0124N	02/12	02/15	02/20	02/24	02/28	02/28	03/01	02/28	02/28	03/01
Hyundai Integral 0120N	03/05	03/07	03/12	03/16	03/20	03/20	03/20	03/20	03/20	03/21
Hyundai Forward 0125N	03/05	03/06	03/11	03/15	03/19	03/19	03/20	03/19	03/19	03/20

LCT MIP: Tue @ 1900H

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(DIRECT) MANILA NORTH - HO CHI MINH - HONGKONG - SHEKOU - INCHON - KWANGYANG - POHANG - PUSAN						T/S VIA (HOCHIMINH) - THAILAND - INDONESIA - INDIA (T/S SHEKOU)				
ETD MIP	HOCHIMINH	HONGKONG	SHEKOU	INCHON	KWANGYANG	PUSAN	BANGKOK	JAKARTA	NHAVA SHEVA	MUNDRA
KMTC Gwangyang 2202S	02/15	02/20	02/20	02/24	02/24	02/28	03/01	03/01	03/09	03/09
KMTC Bangkok 2202S	02/21	02/23	02/28	02/28	03/04	03/08	03/01	03/09	03/17	03/17
KMTC Gwangyang 2203S	03/10	03/16	03/17	03/17	03/21	03/25	03/18	03/26	04/03	04/03

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GH Tramontane OIZALN	02/21	02/29	02/29	02/01
CMA CGM Mombasa OIZANN	02/27	03/07	03/07	03/10

LCT MIP: Tue 1200H

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ETD MIP	SHANGHAI	NINGBO	NORTH CHINA
Heng Hui 5 OQAAON	02/16	02/18	02/23
CNC Lion OQAAWN	03/02	03/04	03/09
Bomar Renaissance OQAAASN	03/04	03/06	03/11

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# Computerization leads BOC 10 priority projects...

Continued from page 1

- Enhancement of employee welfare program
- Implementation of organizational restructuring
- Enhancement of performance management system

In an online media briefing on January 27, Planning and Policy Research Division acting chief Atty. Noemi A. Garcia said the top priority of computerization is part of the agency's goal to fully automate services. BOC this year aims to improve its support services by establishing an administration back office system.

As part of the World Bank-funded Philippine Customs Modernization Program, BOC will also establish a remote image analysis center.

Under the goal of developing competencies of customs employees, learning and development programs will be enhanced with the establishment of learning facilities and systems for e-learning and knowledge management.

Leadership and management trainings will be given focus to ensure top officials will be effective in accomplishing the bureau's strategic activities.

## Focus on AEO program

To continue upon earlier developments, BOC this year aims to fully operationalize its AEO program, which was launched in December 2019.

AEO is an internationally recognized accreditation that indicates a company's role in the supply chain is secure and reliable, and that any

Customs controls and procedures are efficient and compliant.

An AEO refers to an importer, exporter, customs broker, forwarder, freight forwarder, transport provider and any other party involved in the international movement of goods, in whatever function, accredited by the BOC as complying with the World Customs Organization's SAFE Framework of Standards to Secure and Facilitate Global Trade (SAFE Framework) or equivalent supply chain security standards.

This year, BOC will grant accreditation to top importing companies while at the same time complete the construction of its AEO office.

The agency will actively participate in the ongoing development of an AEO mutual recognition arrangement (MRA) with Association of Southeast Asian Nations member countries.

An MRA refers to a formal document between two or more customs administrations outlining the circumstances and conditions for recognizing and accepting the AEO programs of the signing parties.

BOC earlier said it would take part in meetings to develop an ASEAN AEO MRA to be completed by 2025.

## Customs E-Commerce Program

In view of challenges brought by e-commerce, Garcia said BOC this year will implement a Customs E-Commerce Program to "identify and issue policies and establish systems that will enable the bureau to improve customs control for business to consumer, cross border

e-commerce import or exports, without hampering trade or causing unnecessary restrictions."

BOC will constitute a BOC e-commerce technical working group, and sign a memorandum of understanding with e-commerce platforms/companies.

Another continuing priority program is sustaining an integrity and quality management system. Garcia said BOC will sustain its program on good governance, professionalism, and integrity by developing a more comprehensive integrity development plan and maintaining its commitment to quality management.

BOC aims to attain a Performance Governance System institutionalized status, and continue and maintain its ISO 9001:2015 QMS Certification. The bureau will also create an integrity plan, risk map, and revise its code of conduct.

## Trade facilitation

To enhance trade facilitation, the BOC said it will actively engage with international partners and ensure compliance with trade facilitation agreements through the WCO's Mercator Program and other WCO trade facilitation programs.

The improvement of revenue collection is another priority to be achieved by tapping non-traditional sources such as auctions and other modes of cargo disposal.

BOC said it will establish a non-traditional sources revenue monitoring group and create a dashboard or system for collecting revenue from tentatively released goods.

It will likewise enhance its employee welfare program. Garcia said BOC will pursue programs that promote the health and safety of employees especially during this time of pandemic. Employees will be provided with rewards and incentives for their outstanding contributions to further motivate them to raise their productivity levels.

In line with this, BOC will establish a PRAISE Committee to ensure rewards for employees and propose guidelines on employee rewards and incentives pursuant to Republic Act 9335 or the Attrition Act of 2005.

Another priority is implementing organizational restructuring to update BOC's existing rationalization plan and revising staffing pattern to further improve its operational efficiencies.

BOC will produce studies and projects on how to further organize its offices and units to produce a more professional and highly efficient workforce.

Lastly, the agency will enhance its performance management system by introducing automation, issuing revised policies and regulations, and reorienting BOC personnel on its Strategic Performance Management System.

Since 2019, BOC has been identifying 10 priority programs yearly geared toward accomplishing its organizational and operational targets for the year.

For its 10-point priority program for 2021, BOC said it completed 88.94% of its target activities, the highest completion rate since 2019.

— Roumina Pablo

# ATA Carnet takes effect April...

Continued from page 1

The Convention on Temporary Admission, also known as the ATA Carnet System, is set to take effect in the Philippines on April 17, 2022, paving the way for the duty-free and tax-free importation of goods for up to one year.

The development follows the deposit of the Instrument of Accession on January 17 by Philippine Ambassador to Belgium, Luxembourg, and the European Union Eduardo José A. de Vega and accepted by World Customs Organization Secretary General Kunio Mikuriya at the WCO headquarters in Brussels, Belgium.

The Philippines is set to become the 73<sup>rd</sup> contracting party to the Convention.

The ATA Carnet is an international customs document that contains pre-prepared unified customs declaration forms

to be used at each customs border offices and serves as a guarantee to customs duties and taxes, according to the International Chamber of Commerce (ICC).

Sometimes referred to as the "passport for goods," ATA is an acronym of the French and English words "admission temporaire/temporary admission," while carnets are referred to as "passports for goods" or "merchandise passports".

Philippine businesses attending trade fairs and exhibitions in territories that are parties to the Convention are among those expected to benefit from the Convention.

The deposit of the Instrument of Accession follows the Senate's concurrence in November 2021 with the accession to the Convention on Temporary Admission and its various Annexes, which constitute

the international codification of the ATA Carnet system.

The Senate's concurrence came after President Rodrigo Duterte signed the Convention on April 28, 2021.

Senate Committee on Foreign Affairs chairman and Senator Aquilino Pimentel III earlier said the treaty would be advantageous to the Philippines because it would increase the efficiency and productivity of the Bureau of Customs (BOC).

With the codified ATA Carnet system, Pimentel said BOC would no longer need to use valuable time and resources processing temporary admission of scientific, professional and other goods and equipment.

He said BOC would only need to rely on and monitor the ATA Carnets, which would also guarantee full payment of applicable duties and taxes should the temporarily admitted goods fail to be totally re-exported.

The Department of Trade and Industry earlier pointed out that the provisions of the ATA Carnet conform to the provisions of the World Trade Organization's Trade Facilitation Agreement, and that its principles are already provided under Republic Act No. 10863 or the Customs Modernization and Tariff Act.

## Trade facilitation tool


Established under the ATA Convention and the Istanbul Convention as a trade facilitation tool, ATA Carnets cut red tape by simplifying and unifying customs border crossing regulations for temporary import and export, according to the ICC.

The Chamber said that with the ATA Carnet, exhibitors, salesmen, artists, athletes, TV crews, technicians, event participants and business travellers may:





- travel through customs without paying import duties, taxes at each customs border office
- use one unified document for all declarations at home and abroad
- use one document for multiple destinations and trips throughout its one-year validity
- make advanced customs arrangements at predetermined costs

ICC said ATA Carnets cover almost everything, as defined in 11 annexes to the Istanbul Convention. ATA Carnets are mainly issued to cover:

- goods for use at trade fairs, shows, exhibitions
- professional equipment
- commercial samples
- personal effects and goods for sports purposes



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(CP2) DIRECT SERVICE TO HKG/SHK							(CP8-EB) DIRECT SERVICE TO CHINA					
MOTHER VESSEL	VOY. NO.	SUBIC	CAGAYAN	DAVAO (DICT)	HKG (HIT)	SHEKOU (CCT)	VOY. NO.	MNL (NH)	MNL (SH)	SHANGHAI	NINGBO	
		ETD	ETD	ETA	ETA	ETA		ETD	ETD	ETD	ETA	
SAN GIORGIO	0CP46N1NC	24-Jan	27-Jan	29-Jan	2-Feb	3-Feb	GREEN POLE	0JV80E1NC	10-Feb	11-Feb	17-Feb	
MIA SCHULTE	0CP48N1NC	25-Jan	28-Jan	31-Jan	4-Feb	5-Feb	MELLUM	0JV84E1NC	16-Feb	17-Feb	21-Feb	
SAN GIORGIO		1-Feb	4-Feb	7-Feb	11-Feb	12-Feb	HANSA FRESENBURG	0JV88E1NC	28-Feb	1-Mar	6-Mar	

(CP6) DIRECT SERVICE TO CHINA & PUSAN (WEEKEND)								(CSE) DIRECT SERVICE TO CHINA					
MOTHER VESSEL	VOY. NO.	MNL(SH)	MNL(NH)	LIANYUNGANG	QINGDAO	PUSAN(HYUT)	PUSAN(HBTC)	SHANGHAI	MOTHER VESSEL	VOY. NO.	MNL (NH)	SHANGHAI	SHEKOU
		ETD	ETD	ETA	ETA	ETA	ETA	ETA			ETD	ETA	ETA
HYUNDAI GRACE	0CB6GN1NC	2-Feb	4-Feb	7-Feb	8-Feb	11-Feb	11-Feb	14-Feb	SABRE TRADER	0CGT3S1NC	31-Jan	3-Feb	6-Feb
MTT SAMALAJU	0CB6IN1NC	16-Feb	18-Feb	Phase out after MNL call					CNC MARS	0CGT7N1NC	6-Feb	9-Feb	OMIT
HYUNDAI FORWARD	0CB6KN1NC	10-Feb	13-Feb	OMIT	OMIT	16-Feb	16-Feb	Phase out at Pusan	APL SAIPAN	0CGTBN1NC	8-Feb	10-Feb	13-Feb

(JPX) DIRECT SERVICE TO JAPAN								(PHX) DIRECT SERVICE TO SINGAPORE				
MOTHER VESSEL	VOY. NO.	MNL (NH)	MNL (SH)	TOKYO	YOKOHAMA	NAGOYA	KOBE	MOTHER VESSEL	VOY. NO.	SUBIC	MNL (NH)	SINGAPORE
		ETD	ETD	ETA	ETA	ETA	ETA			ETD	ETA	ETA
SPIL NIKEN	0IZABN1NC	OMIT	16-Jan	30-Jan	30-Jan	1-Feb	2-Feb	CALIDRIS	012I4S	3-Feb	5-Feb	10-Feb
TR. ARAMIS	0IZAMN1NC	2-Feb	3-Feb	7-Feb	7-Feb	9-Feb	10-Feb	GSL MERCER	014I4S	8-Feb	10-Feb	15-Feb
CNC TIGER	0IZAHN1NC	13-Feb	14-Feb	17-Feb	17-Feb	19-Feb	20-Feb	CALIDRIS	016I4S	17-Feb	19-Feb	24-Feb

(BMXKCS) DIRECT SERVICE FM MANILA TO CHINA (MID-WEEK)						
MOTHER VESSEL	VOY. NO.	MNL (NH)	MNL (SH)	LIANYUNGANG	QINGDAO	NANSHA
		ETD	ETD	ETA	ETA	ETA
BEIJING BRIDGE	0KRN6N1NC	7-Feb	9-Feb	14-Feb	16-Feb	20-Feb
TBA	0KRNAN1NC	3-Feb	5-Feb	10-Feb	12-Feb	16-Feb
SPIRIT OF HONG KONG	0KRNEN1NC	22-Feb	24-Feb	1-Mar	3-Mar	7-Mar

(CHINA 1 NB) DIRECT SERVICE TO CHINA							
MOTHER VESSEL	VOY. NO.	DVO (DICT)	MNL (NH)	SHANGHAI	NINGBO	FUQING	SHANTOU
		ETD	ETD	ETA	ETA	ETA	ETA
HENG HUI 5	0QAAON1NC	9-Feb	12-Feb	16-Feb	17-Feb	19-Feb	20-Feb
SPIL CITRA	0QAAQN1NC	13-Feb	16-Feb	20-Feb	21-Feb	23-Feb	24-Feb
BOMAR RENAISSANCE	0QAAAS1NC	20-Feb	23-Feb	27-Feb	28-Feb	2-Mar	3-Mar

(SPX) DIRECT SERVICE TO CHINA						
MOTHER VESSEL	VOY. NO.	MNL (NH)	MNL(SH)	XIAMEN	HONGKONG	SHEKOU
		ETD	ETD	ETA	ETA	ETA
GREEN POLE	0JV7YN1NC	18-Jan	19-Jan	6-Feb	7-Feb	8-Feb
MELLUM	0JV82N1NC	25-Jan	26-Jan	30-Jan	31-Jan	1-Feb
HANSA FRESENBURG	0JV86N1NC	14-Feb	15-Feb	22-Feb	23-Feb	24-Feb

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# Supply chain disruption limits IKEA PH stocks

- The Swedish furniture giant acknowledged unavailability of certain items in its stores, including in the Philippines, due to the "global transport crisis"
- IKEA cited "global shortage of shipping containers, congested seaports, capacity constraints on vessels, and even lockdown in certain markets" as having caused supply challenges
- The company opened its shop in the Philippines, its biggest worldwide, covering 700,000

square feet in November 2021

SORRY, fans of IKEA. Some stocks in the Swedish furniture giant's stores, including in the Philippines, are unavailable due to the "global transport crisis".

In a statement on its Facebook page titled "We're all in the same boat", IKEA, said: "The COVID-19 outbreak disrupted the global movement of supply and goods for many business, including the IKEA Philippines."

IKEA opened its shop in the Philippines, its biggest worldwide, covering

700,000 square feet in November 2021.

The company acknowledged the unavailability of certain items due to challenges such as "global shortage of shipping containers, congested seaports, capacity constraints on vessels, and even lockdown in certain markets."

But the company said "stock availability is improving day by day."

Supply chain issues that rocked 2021 look set to continue into 2022 as the world struggles to deal with uncertainty over COVID-19 and the new variants associated with it, according to a recent report

from Transport Intelligence (Ti) Insight.

The whitepaper said the COVID crisis has led to disruption of production, especially across Asia, as a result of the impacts of government lockdowns, a coal shortage, and difficulty among many emerging market exporters in accessing trade finance, which is critical to the functioning of many global supply chains.

"This challenging manufacturing environment has been exacerbated by 'lumpy' demand from Western customers, struggling to understand their own markets. This has resulted in a stop-start pattern to both orders and fulfilment, wreaking havoc with inventory management and, most egregiously, with the capacity planning of shipping lines," the report said.


## MSC, Lufthansa jointly bid for Italian airline

- Mediterranean Shipping Company (MSC) is joining Lufthansa in an attempt to acquire a majority stake in Italy's ITA Airways
- MSC's interest in ITA Airways derives from the possibility of activating synergies with Lufthansa in the passenger and cargo sectors
- MSC and Lufthansa are asking for a 90-day period for exclusive talks and due diligence from the Italian government

CONTAINER shipping liner group Mediterranean Shipping Company (MSC) is joining Lufthansa in an attempt to acquire a majority stake in ITA Airways, formerly the Italian flagship airline Alitalia.

MSC in a statement said that its interest in ITA Airways derives from the possibility of activating synergies with Lufthansa in the passenger and cargo sectors.

MSC and Lufthansa, the flag carrier and largest airline of Germany, are



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FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA SKU	ETA NAN	ETA HKG	
Nithi Bhum	22002N		2-Feb	3-Feb	12-Feb	13-Feb	14-Feb	
Intra Bhum	22004N		10-Feb	11-Feb	15-Feb	16-Feb	17-Feb	

MBX - Manila - Nansha - Shekou - Hongkong							LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA SKU	ETA NAN	ETA HKG	
TS Shenzhen	22003N		OMIT	9-Feb	OMIT	OMIT	OMIT	
Nithi Bhum	22003N		12-Feb	14-Feb	22-Feb	23-Feb	24-Feb	

BMX - Manila - Qingdao - Dalian							LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA TAO			
Beijing Bridge	0KRN6N		6-Feb	7-Feb	10-Feb			
Qingdao Tower	0KRNAN		10-Feb	12-Feb	17-Feb			

SPX1 - Manila - Xiamen - Hong Kong - Shekou							LCT CARGO: NORTH MON 0900H / SOUTH TUE 0900H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA XMN	ETA HKG	ETA SKU	
Green Pole	27N		2-Feb	3-Feb	5-Feb	6-Feb	7-Feb	
Melleum	0JV82N		6-Feb	7-Feb	10-Feb	12-Feb	13-Feb	

SPX2 - Manila - Shanghai - Ningbo - Xiamen							LCT CARGO: NORTH SAT 0900H / SOUTH SUN 0900H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA SHA	ETA NBO	ETA XMN	
Hansa Fresenburg	21015E		6-Feb	OMIT	9-Feb	11-Feb	13-Feb	
Green Pole	27E		10-Feb	12-Feb	15-Feb	16-Feb	19-Feb	

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VESSEL	VOY	MNS ETD/TUE/WED	MNN ETD/WED/THU	SUBIC ETD/THU/FRI	SHA ETA/TUE	NBO ETA/THU	JGY ETA/SAT
NO VESSEL/CANCELLED VOYAGE		Feb 1	Feb 2	Feb 4	Feb 9	Feb 10	Feb 12
NO VESSEL/CANCELLED VOYAGE		Feb 8	Feb 9	Feb 11	Feb 16	Feb 17	Feb 19
NO VESSEL/CANCELLED VOYAGE		Feb 15	Feb 16	Feb 18	Feb 23	Feb 24	Feb 26
NO VESSEL/CANCELLED VOYAGE		Feb 22	Feb 23	Feb 25	Mar 2	Mar 3	Mar 5

LCT: (SOUTH) MON/1200H: (MIP) TUE/1200H: (SUBIC) THU/1200H • FRI SAILING  
FOR PERISHABLE GOODS: (SOUTH) TUE/1200H: (MIP) WED/1200H: (SUBIC) FRI/1200H

WM1 SERVICE DIRECT MANILA - SHANTOU(2) - QUANZHOU(2-3) - XIAMEN(3-4)						
VESSEL	VOY	MIP ETD/MON	MNS ETD/TUE	SWA ETA/THU	QUA ETA/FRI	XMN ETA/SAT
SINOTRANS TIANJIN	2204N					CANCELLED ROUND VOYAGE
SINOTRANS TIANJIN	2205N					CANCELLED ROUND VOYAGE
SINOTRANS TIANJIN	2206N					CANCELLED ROUND VOYAGE
SINOTRANS TIANJIN	2207N					CANCELLED ROUND VOYAGE

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

CPS SERVICE DIRECT MANILA - SHANGHAI(4) - NINGBO(5)						
VESSEL	VOY	MNN ETD/THU	MNS ETD/FRI	SFS	SHA ETA/SAT	NBO ETA/SUN
SITC GENSAN	2202N	CANCELLED VOYAGE				
CANCELLED VOYAGE		Feb 10	Feb 11	-	Feb 18	Feb 19
CANCELLED VOYAGE		Feb 17	Feb 18	-	Feb 25	Feb 26
CANCELLED VOYAGE		Feb 24	Feb 25	-	Mar 4	Mar 5

LCT: (MIP) TUE/1800H: (SOUTH) WED/1800H • FRI SAILING  
FOR PERISHABLE GOODS: (MIP) WED/1800H: (SOUTH) THU/1800H

CNP2 SERVICE DIRECT MANILA NH - MANILA SH - SUBIC - QINGDAO - NINGBO - QUANZHOU							
VESSEL	VOY	MNN ETD/WED	MNS ETD/THU	SUBIC ETD/FRI	TAO ETA/WED	NBO ETA/THU	QZJ ETA/SAT
AS FENJA	026N	Feb 2	Feb 3	Feb 4	Feb 16	Feb 18	Feb 20
ISEACO FORTUNE	052N	Feb 9	Feb 10	Feb 11	Feb 23	Feb 25	Feb 27
CANCELLED VOYAGE		Feb 16	Feb 17	Feb 18	Mar 2	Mar 4	Mar 6
AS FENJA	027N	Feb 23	Feb 24	Feb 25	Mar 9	Mar 11	Mar 13

LCT: (NORTH) MON/1200H: (SOUTH) TUE/1200H: (SUBIC) THU/1200H • FRI SAILING  
FOR PERISHABLE GOODS: (NORTH) TUE/1200H: (SOUTH) WED/1200H: (SUBIC) FRI/1200H

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MOTHER VESSEL	VOY. NO.	ETD BTG	ETD MNL(NH)	ETA NAN	ETA SHE	ETA HOC	ETA SHH	ETA BKK	ETA LCH	
WISDOM GRACE	2203N	5-Feb	7-Feb	SKIP	SKIP	SKIP	SKIP	20-Feb	21-Feb	
SITC INCHON	2205N	12-Feb	14-Feb	16-Feb	18-Feb	21-Feb	24-Feb	25-Feb	27-Feb	

(CARGO): BATANGAS: THU 2359H | DOCS: THU 1700H SAT SAILING | (CARGO): MNN: FRI 1700H MON SAILING

CMI SERVICE (BATANGAS - SHANGHAI - XIAMEN - SHEKOU - NANSHA - HO CHI MINH - JAKARTA - SEMARANG - MAKASSAR)												
MOTHER VESSEL	VOY. NO.	ETD BTG	ETA SHA	ETA NBO	ETA XIA	ETA SHE	ETA NAN	ETA BIN	ETA JKT	ETA SEM	ETA SUR	ETA MKN
CARDIFF TRADER	2203N	5-Feb	7-Feb									
MERATUS TOMINI	2203N	12-Feb	16-Feb	18-Feb	20-Feb	21-Feb	23-Feb	26-Feb	1-Mar	3-Mar	5-Mar	7-Mar

LCT (CARGO): BATANGAS/THU 2359H/PRE-ADVISED/ED/ARRASTRE/FSI: THU 1700H (SAT SAILING)

CPX1 SERVICE (MNL SH - BATANGAS - CEBU - CAGAYAN - DAVAO - DALIAN - TIANJIN - QINGDAO - SHANGHAI)											
MOTHER VESSEL	VOY. NO.	ETD MNL SH	ETD BTG	ETD CEB	ETD DICT	ETD CDO	ETA SHA	ETA DLG	ETA TNG	ETA TAO	ETA SHA
SITC BATANGAS	2205N	7-Feb	8-Feb	10-Feb	21-Feb	SKIP	26-Feb	28-Feb	2-Mar	4-Mar	6-Mar

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

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 CDO	ETD GEN	ETD DVO	ETA SHA	ETA QIN	ETA WEN	ETA XMN
SITC PORT KLANG	2205N	13-Feb	16-Feb	SKIP	19-Feb	SKIP	21-Feb	26-Feb	28-Feb	3-Mar	4-Mar

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

CPS SERVICE (MNL NH - MNL SH - XIAMEN - SHANGHAI - NINGBO)					
MOTHER VESSEL	VOY. NO.	ETD MNL(NH)	ETA MNL(SH)	ETA SHA	ETA NBO
CANCELLED VOYAGE					
CANCELLED VOYAGE					

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 MNL NH	ETA SHIHU	ETA WEI	ETA XMN
SITC TOKYO	2208N				CANCELLED VOYAGE
SITC TOKYO	2210N	9-Feb	11-Feb	12-Feb	13-Feb

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

CPX3 SERVICE (MNL NH - MNL SH - QUANZHOU (SHIHU) - QUANZHOU (WETTOU) - XIAMEN)					
MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA SHE	ETA NAN	ETA XMN
PHUC THAI	2208N	3-Feb	5-Feb	7-Feb	
PHUC THAI	2210N				CANCELLED VOYAGE

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

SPM SERVICE (MNL SH - SHEKOU - HONGKONG)				
MOTHER VESSEL	VOY. NO.	ETD MNL(SH)	ETA SHE	ETA HNG
VICTORY VOYAGER	N014	3-Feb	5-Feb	6-Feb
VICTORY VOYAGER	N015	10-Feb	12-Feb	13-Feb

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

**Terminal Office:**  
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South: (02) 8252-7029 – Maning/Vicente/Karen  
E-mail for pre-advise: southterminal@sitcphil.com.ph; logisticssouthterminal@gmail.com; phmns@sitc.com

**FOR EMPTY PRE-ADVISE, PLEASE SEND E-MAIL TO:**  
mnl\_eqc@sitcphil.com.ph

**SITC CONTAINER LINES PHILS., INC.**  
7th Floor Tower A Two E-com Center, Bayshore Ave., Mall of Asia Complex, Pasay City  
Tel. No.: (02) 7798 1888 / Fax No.: (02) 7798 1898  
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Tel. No.: (047) 250-2832  
CTC: Ms. Reynalyn Navidad

**Batangas Office**  
3/F New PPA Admin Bldg. Port Access Calicanto, Batangas City  
Tel. No.: (043) 702-8900  
CTC: Ms. Katrina Salivio

**Cebu Office**  
Unit 901, 9th Floor Apple One Equicom Tower Cebu Business Park, Cebu City  
Tel. No.: (032) 401-0828  
CTC: Ms. Luanne Mejorada

**Cagayan de Oro Office**  
1/F MICTSI Bldg., MCT Complex, Sugbongcogon, Tagoloan 9001, Misamis Oriental  
Tel. No.: (088) 890-4559  
CTC: Ms. Emelyn Azote

**Davao City Branch**  
Ground Floor Unit 103 Topaz Tower Bldg., Damosa I.T Park, J.P. Laurel Ave., Lanang, Davao City  
Tel. No.: (082) 297-6753  
CTC: Ms. Alma Orellina

**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

Schedules are subject to change without prior notice

# Barcelona keeps Philexport chairmanship for 2022-2023

- George Barcelon is re-elected chairman of the Philippine Exporters Confederation, Inc.'s Board of Trustees for 2022-2023
- Other top posts are held by re-electionists William Co, Sergio Ortiz-Luis, Jr., Luis Sicat, and Bernardo Benedicto III

GEORGE Barcelon was recently re-elected chairman of the Philippine Exporters Confederation, Inc.'s (PHILEXPORT) Board of Trustees and as trustee for the footwear and leathergoods sector for 2022-2023.

Trustee for the associate sector Wil-

liam Co was re-elected vice chairman.

Keeping his post as president is Sergio Ortiz-Luis, Jr., who is also representing the resource-based sector. Luis Sicat, trustee for the fine jewelry and fashion accessories sector, will continue to serve as corporate secretary.

Representing the metals sector, Bernardo Benedicto III was re-elected as treasurer.

Elected Board members were Engr. Eunina V. Mangio, associate sector; Dr. Francis C. Chua, automotive and automotive parts and components sector; Oscar A. Barrera, chemicals sector; Ferdinand A. Ferrer, electronics sector; Roberto C.

Amores, fresh and processed food sector; Myrna C. Bituin, furniture sector; Diana H. Santos, garments sector; Milagros L. Lacson, holiday decors, gifts and premiums sector; Apolinar E. Aure, housewares sector; Jon Mykel V. Teodoro, information technology, products and services sector; Apolinar G. Suarez, Jr., non-metallic mineral manufactures sector; Robert M. Young, textiles and fabrics sector; and Dr. Guillermina T. Gabor, tourism sector.

"Being at the forefront of Philippine export development and promotion, PHILEXPORT remains committed to deliver its mandate especially as we reach our 30-year milestone this year. For as long as

our resources and mandate will allow, we remain at the service of the industry and its stakeholders as we champion exports as the country's major economic driver," Barcelon said.

For his part, Ortiz-Luis said: "The organization continues to evolve to meet the ever-changing market demands and realities especially as we transition towards the technology-based fourth industrial revolution... So far despite the disruptions, we are able to deliver export support with significant help from government and private sector cooperators and partners, including our members who had been the major driver behind our zeal to serve."



## Exciting Sector

By HENRIK BATALLONES  
SCMAP Marketing and Communications Executive



### SCMAP PERSPECTIVE

THERE'S always been talk about how exciting it is to be in the supply chain sector, especially as more people understand the critical role it plays in keeping businesses competitive.

Certainly there has been talk in the last couple of years, as COVID-19 upended economies around the world, consumption patterns changed, and businesses pivoted and innovated to survive.

The past few months have certainly been exciting, as we saw major industry players further consolidate their presence. A few weeks back we heard that global shipping line Maersk was acquiring LF Logistics. A few months ago, DSV Panalpina acquired the logistics operations of Agility. This mirrors, on a larger scale, moves that we've seen in the Philippine market over the

past few years, with major conglomerates entering the supply chain sector through acquisitions (see SM acquiring 2GO), joint ventures (see DHL and JG Summit) and investments (see Fast Group's shopping spree).

Of course, it's not all about long-established players. E-commerce and last mile logistics continue to drive buzz among investors and observers, tapping into still-evolving markets with tremendous growth potential. (In the Philippines alone, our online economy doubled in 2021; it now stands at USD17 billion, according to the latest e-Conomy SEA report.) We have new titans such as Shopee and Grab—and I should also mention the blockbuster merger between Indonesian companies Gojek and Tokopedia—as well as various startups looking to leverage technologies to bring more value to its partners and customers.

It's this quest for added value that drives all this activity in the supply chain space. Some companies would love to be able to portray themselves as a one-stop shop to principals, handling most,

if not all, facets of physical distribution and storage. Other companies are keen to acquire logistics expertise to complement their core competencies. (Think of how the 2GO acquisition benefits SM's nationwide retail network.) There's a greater opportunity for innovations and best practices to spread to more enterprises and supply chains.

But ultimately, the pandemic has also highlighted more inefficiencies that have arguably led to the delays and bottlenecks that we've seen in the past couple of years, not to mention operational difficulties exacerbated by shifting lockdowns and general uncertainty. The big players' response: greater economies of scale! That's an easier sell.

The potential downside, of course, is the loss of expertise. As logistics players consolidate, we risk losing talent that can contribute greatly to a supply chain's efficient movement. We may also lose local know-how that remains important even as goods are increasingly moved from one point of the globe to another. (At the height of the pandemic the talk was of shrinking supply chains to a regional or national level to ensure less disruption. What we've seen now seems to be an opposite reaction.) There's also the question of the impact of these moves, in the long run, to logistics frontliners.

How can their job security be ensured and protected?

The other question I have in mind is how all these moves will benefit the Philippines. Sure, all the global players I mentioned earlier have a presence in the country, but are we able to take advantage of the new opportunities that present themselves? Our logistics costs remain higher than our neighboring countries. While this is partly down to our being an archipelago—more points inevitably mean more costs—we still have many inefficiencies we can address to drive down costs. The proposed amendments to the Public Service Act would, among others, allow fully foreign-owned companies to invest in various points in Philippine logistics, enabling transfer of expertise and knowledge. Our support for this, as outlined in a joint position paper with other business groups last week, is with the hope that we can fully take advantage of these opportunities and ensure our supply chains remain competitive and world-class.

*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](http://scmap.org).*

## P80M in smuggled goods seized in Bulacan

- The Bureau of Customs confiscated imported unregistered mosquito coils, motorcycle parts/accessories, kitchenware, TV antennas, power tools, infringed toys, and books, among others
- The smuggled goods will be subjected to seizure and forfeiture proceedings for violation of the Intellectual Property Code and

### Customs Modernization and Tariff Act

VARIOUS smuggled goods worth an estimated P80 million were seized by the Bureau of Customs during a joint operation at a warehouse in Pandi, Bulacan.

The operation was conducted on January 26 by operatives from the Customs Intelligence and Investigation Service-

Manila International Container Port, National Bureau of Investigation, and Philippine Coast Guard who were armed with a letter of authority and mission order.

Discovered were imported unregistered mosquito coils, motorcycle parts/accessories, kitchenware, TV antennas, power tools, infringed toys, and books, among others.

The smuggled goods will be subjected to seizure and forfeiture proceedings for violation of Republic Act (RA) No. 8293 or the Intellectual Property Code of the Philippines, and Section 1113 (Property Subject to Seizure and Forfeiture) of RA 10863 or the Customs Modernization and Tariff Act.

In 2021, BOC recorded 1,006 seizures of shipments with an estimated value of P28.426 billion.

## DOTr to unvaxxed workers: Get jabbed...

Continued from page 3

The decision intends to protect unvaccinated and partially vaccinated workers who use public transportation from contracting COVID-19 and later developing severe infections, DOTr Undersecretary for Administrative Service Artemio Tuazon, Jr. said in a statement.

"This is to ensure that only those fully protected against COVID-19 are safe from using public transport. Data show that workers who remain unvaccinated against the virus that causes COVID-19 are more vulnerable to severe and critical infections," Tuazon, who is also an official representative to the IATF, explained.

Tuazon said that 30 days following the announcement of the new protocol, only workers in NCR who are fully vaccinated (completed the two-dose primary series vaccination such as for the Pfizer, AstraZeneca, Sinovac, or Moderna brands; or the one-dose vaccination such as for the Janssen brand) will be allowed to use public transportation.

Within the 30-day window, partially vaccinated workers are still allowed to board public transportation. However, they will also not be allowed to use public transportation if vaccination remains incomplete after the 30-day window.

Tuazon added that the joint decision of DOLE, DILG, and DOTr supports the government's ongoing thrust to ramp up vaccination efforts, especially amid the high transmission of the Omicron variant.

"This joint decision is also meant to support the vaccination drive of the entire government. We want our workers to get fully vaccinated especially now that there is no longer a shortage of COVID-19 vaccines, and there is a threat of highly transmissible variants of the virus. We are giving our workers the time to get

themselves vaccinated," Tuazon added.

The DOTr official, however, clarified that the joint decision is not discriminatory.

"As jointly decided by the DOLE, DILG and DOTr, workers who will remain unvaccinated 30 days after the announcement are not being barred from their workplaces. They are simply not allowed to use public transportation, but can still use other means such as active transport, private vehicles, or company shuttle services," Tuazon said.

DOTr started implementation of the controversial "No Vaccination, No Ride" policy on January 17. Under DOTr Department Order (DO) No. 2022-001, public transportation access is limited to vaccinated individuals when NCR is under Alert Level 3 status or higher.

The policy applies to all domestic travel to, from, and within NCR via public transportation by land, air, and sea while the area is placed under Alert Level 3 status or higher.

Exempt are persons with medical conditions as evidenced by a signed medical certificate; and those who will procure essential goods and services as evidenced by a barangay health pass and other appropriate proof.

DOTr in a separate statement clarified that individuals who have received only the first dose but are out to do essential activities such as go to work, have a medical examination, apply for license or passport, or buy food and other necessary goods are exempted from the policy.

DOTr and DOLE also clarified that employees of industries allowed to operate under Alert Level 3 can still board public transport, even if unvaccinated, provided the person can present proof that he/she is going to work, such as a company ID or a Certificate of Employment.

Introductory price  
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APEX 24 Weekly Consolidation to BUSAN / INCHEON

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AIRTOPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

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FABULOUS FREIGHT INTL. SVC., INC. (02) 8829-3531
FREIGHT CONNECTION PHIL. (02) 8527-6780

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KAOSHUNG, TAIWAN. Table with 2 columns: Airline/Service and Phone Number. Includes ACESTAR, Airtropolis, etc.

SHIPOCO TRANSPORT (PHILS) INC. Table with 2 columns: Airline/Service and Phone Number.

APEX 24. Direct Consolidation to KEELUNG. TEL: 8887-5996. FAX: 8887-5480. EMAIL: consol@apec24.com

KEELUNG, TAIWAN. Table with 2 columns: Airline/Service and Phone Number. Includes ACESTAR, Airtropolis, etc.

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KOBE, JAPAN. Table with 2 columns: Airline/Service and Phone Number. Includes ACESTAR, Airtropolis, etc.

KUWAIT. Table with 2 columns: Airline/Service and Phone Number. Includes ACESTAR, Airtropolis, etc.

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APEX Weekly Consolidation to SINGAPORE

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TAICHUNG, TAIWAN

ACESTAR INTL. SERVICE CORP. (02) 8526-2888 AIRTROPOLIS CONSOLIDATOR PHIL...

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## Singapore logistics technology firm to expand PH presence

- Zyllem's cloud-based technology helps enterprises digitize their entire logistics network for increased efficiency and transparency
- e-commerce in the Philippines experienced a 93% growth in gross merchandise value from US\$9 billion in 2020 to \$17 billion in 2021
- The logistics transport service sector represents an \$11 billion market opportunity that is ripe for disruption through digitalization

GLOBAL logistics technology provider Zyllem, which helps enterprises control their entire distribution in one integrated platform, has announced plans for further expansion in the Philippines.

Singapore-based Zyllem said it is offering its cloud-based technology to enable

enterprises to digitize their entire logistics networks for more efficient, simplified, and transparent operations as e-commerce booms in the country.

Zyllem chief operating officer and co-founder Lisa Nguyen said the Philippines, with its explosive e-commerce growth, will benefit from digitalizing its distribution network.

She said e-commerce in the Philippines experienced a 93% growth in gross merchandise value from US\$9 billion in 2020 to \$17 billion in 2021, while the logistics transport service sector represents an \$11 billion market opportunity that is ripe for disruption through digitalization.

Nguyen said local businesses are increasingly seeing the need to provide better and faster services and to optimize their logistics network to meet their customers' requirements.

"The Philippines presents an exciting opportunity to help companies digitize

and optimize their logistics network, eliminating legacy systems, despite the numerous unique logistical challenges that the country presents," she added.

Logistics in the country presents a tremendous challenge due to its geographic makeup, which relies heavily on maritime transport to move goods domestically and internationally.

While road transport is mainly used to move goods to and from ports within each island, infrastructure is still poor with congested urbanized areas. Furthermore, cash on delivery is still a common method of payment for customers and businesses. All of this makes for a low-output environment where shipment delays are frequent, customers are unsatisfied, and providers are performing poorly, the company said.

"Logistics networks are often fragmented with companies having to manage multiple third party logistics partners and

middlemen. Zyllem solves operational pain points with data gathered and fed into a unified dashboard, where customers will be able to take control of their logistic network and streamline their operations," according to Joanna Pawluczuk, head of sales at Zyllem.

The company is able to optimize routes and reduce time spent on planning by 85%, allowing drivers to complete up to 30% more deliveries per day for an enhanced customer experience.

The firm, which started in 2014 as a logistics technology startup in Singapore, has developed an advanced and accessible logistics platform that is used by enterprises across the world in different industries such as retail, distribution, logistics, and e-commerce.

It counts Zuellig Pharma, Metro Drug, Airspeed, and Suy Sing among its key clients and is actively seeking to acquire more customers in the market.

## MSC, Lufthansa jointly bid...

Continued from page 5

asking for a 90-day period for exclusive talks and due diligence from the Italian government, which currently controls ITA Airways.

Lufthansa said it will use the 90-day period to "explore all possible options for cooperation, including a possible equity investment."

ITA Airways in a release on January 24 on its website confirmed it "has received an Expression of Interest from the MSC Group and Lufthansa to acquire the majority of ITA Airways. The MSC Group has agreed with Lufthansa its participation in the partnership on terms to be defined during the Due Diligence."

The release further stated: "Both the MSC Group and Lufthansa have expressed

the wish that the Italian Government maintains a minority stake in the Company. Furthermore, the MSC Group and Lufthansa have requested 90 days of exclusivity to work on this Expression of Interest."

ITA Airways said the board of directors will examine the details of the offer in an upcoming meeting.

ITA Airways, or Italia Trasporto Aereo S.p.A., was created in late 2021 as the successor to the defunct Italian flag carrier Alitalia. ITA operates flights to more than 40 destinations, with around half being domestic routes. Most of the international routes are in the Mediterranean area.

MSC has recently been making a number of acquisition bids as it continues

to rake in bucketfuls of profit from the historic spike in container freight rates.

In the first quarter of 2022, MSC is expected to close its first ocean carrier acquisition with the purchase of a 67% majority stake in Log-In Logistica, a Brazilian shipping and logistics firm.

In December 2021, MSC signed an agreement with the French group Bolloré to acquire Bolloré Africa Logistics, a logistics provider and terminal operator in Africa, on the basis of an enterprise value, net of minority interests, of EUR5.70 billion (\$6.43 billion).

During container shipping's greatest ever boom of the past year, other liner giants such as CMA CGM and Maersk have also invested in maritime and non-maritime

acquisitions.

CMA CGM has purchased CEVA and established a freighter aircraft fleet. Maersk started its expansion into airfreight with chartered airplanes in late 2020 and now intends to acquire global freight forwarder Senator International, which is mainly focused on airfreight, in the first half of this year.

These activities by its competitors may have swayed MSC to show interest in ITA Airways, industry watchers said.



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