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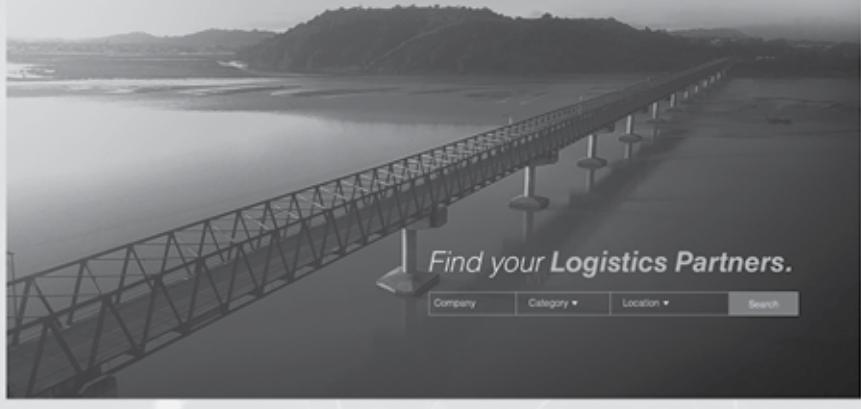
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Toyota gets first-ever PH AEO accreditation; 4 others up next

- Toyota Motors Philippines has been granted level 1 accreditation under the Bureau of Customs' Authorized Economic Operator Program
- The company is the first importer granted AEO accreditation since BOC launched the program in 2019
- As Level 1 AEO member, Toyota is exempt from renewal of accreditation; eligible to conduct self-assessment and supplementary goods declaration; and enjoys a dedicated help desk
- The AEO Office is currently processing the application of four other importers

TOYOTA Motors Philippines Corp. (TMPC) has been granted level 1 accreditation under the Bureau of Customs' (BOC) Authorized Economic Operator (AEO) Program, the first importer in the country to have qualified under the program, BOC deputy commissioner Edward James Dy Buco told PortCalls in a text message.

Aside from TMPC, Dy Buco said the *Turn to next page*

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AyalaLand Logistics breaks ground on Pampanga, Batangas cold storage facilities

- AyalaLand Logistics Holdings Corp. will break ground for two cold storage facilities on its Pampanga and Batangas properties to double its capacity by 2023
- The future Pampanga facility will be a key component of the envisioned agro-industrial hub serving the area
- The Batangas cold storage is projected to address increasing demand for more facilities in Southern Luzon
- ALLHC says it expects further growth in the industrial real estate space by expanding its cold storage assets

AyalaLand Logistics Holdings Corp. (ALLHC) will break ground for two cold storage facilities on its Pampanga and Batangas properties to double its capacity by 2023, as it eyes further growth in the industrial real estate space by expanding its cold storage assets.

The future Pampanga facility will be a key component of the envisioned agro-industrial hub serving the area while the Batangas cold storage will address increasing demand for more facilities in Southern Luzon, ALLHC said in a statement.

ALLHC entered the cold storage industry in 2021 with two acquired facilities in Laguna. The company is now keen on branching out to new locations in response to the rising demand for temperature-controlled facilities.

Triggered by multiple drivers, the growth of the cold storage industry has been pushed into the spotlight, ALLHC said. It said high consumer spending on

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food items, sustained high importation of meat, seafood, dairy and a spike in vaccine rollouts, and demand for other temperature drugs are driving demand growth.

Fast-growing segment

"Cold storage is a fast-growing segment given increasing domestic consumption and limited modern facilities in the market. Combining our capabilities in both cold and dry storage, ALLHC will be equipped to service both types of customers," ALL-

HC president and chief executive officer Maria Rowena Tomeldan said.

Last year, ALLHC acquired the Technofreeze cold storage facility in Laguna Technopark that houses 17 cold storage rooms with 4,000 pallet positions, marking the company's first foray into cold logistics.

In late 2021, the company bought its second cold storage facility from GMV Materials Inc. Following the acquisition of the 3,300-pallet position facility also at Laguna Technopark, ALLHC now has

7,300 pallet positions in the portfolio of ALogis Artico, its cold storage brand.

A subsidiary of Ayala Land Inc., ALLHC has principal business interests in holding companies, commercial leasing, industrial lot sales and development, and retail electricity supply. Its subsidiaries include Laguna Technopark Inc., Unity Realty Development Corp., Orion Land Inc., Tutuban Properties Inc., LCI Commercial Ventures Inc. and FLT Prime Insurance Corp.

Toyota gets first-ever PH AEO accreditation...

Continued from previous page

AEO Office, which handles accreditation and implementation of the program, is currently processing the application of four other importers.

TMPC is the largest automotive company in the country with over 70 dealers nationwide. Its manufacturing plant has the capacity to produce over 55,000 units per year as of December 2020.

In a February 9 memo, Dy Buco directed concerned BOC officers and offices to afford TMPC benefits pursuant to Customs Memorandum Order (CMO) No. 09-2020, which provides guidelines for the pilot implementation of the AEO program for importers and exporters.

As an AEO member, TMPC will be exempted from renewal of accreditation under any customs accreditation system. In lieu of the annual renewal of accreditation, AEO members are only required to periodically update its information and corresponding documentary requirements

pursuant to membership responsibilities of an AEO under CMO 09-2020.

TMPC as a Level 1 member is also eligible for self-assessment, supplementary goods declaration, and a dedicated help desk.

The memo said BOC may allow the car company to use trade documents (eg, bill of lading, invoice) to self-assess its duty and tax liability. "For this purpose, information declared by an AEO member in its Goods Declaration based on its self-assessment shall be accepted" by the bureau, it added.

The AEO Office may consider upgrading a Level 1 member to Level 2 or 3, depending on the AEO's degree of compliance with the requirements of accreditation. For Level 2 members, benefits include those for Level 1 plus a dedicated processing lane, advance clearance process, periodic lodgement, one-time exemption certificate, and expedited customs clearance for exports.

A Level 3 member will have extended additional benefits that the customs commissioner, in consultation with the AEO Office to be created, will identify.

AEO members are, however, still subject to post-clearance audits to ensure compliance.

BOC earlier said part of its 10-point priority program this year is to fully operationalize and promote its AEO program.

This year, BOC said it will actively participate in the ongoing development of an AEO mutual recognition arrangement (MRA) with all Association of Southeast Asian Nations member-countries.

An MRA refers to a formal document between two or more customs administrations outlining 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.

Aside from importers and exporters, other stakeholders will be eligible at a later time to apply for an AEO accreditation. BOC will issue a separate order to implement this.

BOC in December 2019 launched the AEO Program in compliance with the country's commitment to the World Customs Organization's SAFE Framework of Standards to Secure and Facilitate Global Trade.

The AEO Program represents a customs-to-business partnership

that seeks to enhance international supply chain security and facilitate movement of legitimate goods.

Companies accredited under the program will be recognized as trusted allies by the BOC and will be entitled to, among others, dedicated processing lanes, resulting in reduced processing period; recognition as a low-risk company; and reduced inspection or expedited clearance by other Customs authorities should certified status be recognized by overseas countries under a mutual recognition program established by bilateral or multilateral arrangement.

Implementation of the AEO program in the Philippines became possible in 2016 with the passage of Republic Act No. 10863, otherwise known as the Customs Modernization and Tariff Act.

Once granted, accreditation under the AEO Program will last until suspended, revoked, or cancelled through voluntary withdrawal from the program. —**Roumina Pablo**



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E-TRACC goes live at Davao, CDO ecozones from March 1

- The Bureau of Customs will implement starting March 1 the Electronic Tracking of Containerized Cargoes (E-TRACC) System for import and export shipments in Davao and Cagayan de Oro economic zones (ecozones)
- Customs officers will not approve any import or export single administrative document without the required E-TRACC booking
- Web-based E-TRACC allows BOC to track, monitor, and audit the location and condition of cargoes, as well as obtain real-time alarms on diversion and tampering of cargoes

STARTING March 1, the Bureau of Customs (BOC) will implement its Electronic Tracking of Containerized Cargoes (E-TRACC) System for all import and export shipments in economic zones in Davao and Cagayan de Oro, the bureau said.

Assessment and Operations Coordinating Group (AOCG) Memo No. 44-2022 issued by BOC said full implementation of the system by March will cover the following ecozones:

- Cagayan de Oro Port – exports
 - Balo-I Agro Industrial Economic Zone
 - Bukidnon Agro-Resources Export Zone
 - CIIF Agro Industrial Park
 - Jasaan Misamis Oriental Special Economic Zone
 - Philippine Packing Agricultural Export Processing Zone
 - Phividec Industrial Estate
 - Jacobi Carbons Philippines Inc.
 - Taganito Special Economic Zone
- Davao Port – imports and exports
 - Anflo Industrial Estate
 - Darong Agri-Development Corp.
 - AJMR Agro-Industrial Economic

PH strategic goods exports surge to \$4.5 billion in 2021

- Strategic goods export authorizations issued by the Department of Trade and Industry's Strategic Trade Management Office in 2021 generated \$4.5 billion in revenues, a whopping 124,900% jump from the \$3.6 million recorded in 2020
- Exports of information security systems, equipment, and components accounted for 98% of the overall value, while semiconductors and integrated circuits made up 2%
- The US was the top destination of strategic goods exports, accounting for 60% of the total value, followed by Japan, Singapore, South Korea, and China
- Intangible transfers of technology that is a subset of strategic goods generated \$650,000 worth of new investments in 2021

STRATEGIC goods export authorizations issued by the Department of Trade and Industry's Strategic Trade Management Office in 2021 generated \$4.5 billion in revenues, a whopping 124,900% jump from the \$3.6 million recorded in 2020.

Exports of information security systems, equipment, and components accounted for 98% of the overall value, while semiconductors and integrated circuits made up the remaining 2%, DTI said in a statement.

The US was the top destination of strategic goods exports, accounting for 60% of the total value, followed by Japan (21%), Singapore (5%), South Korea (4%), and China (3%).

Additionally, intangible transfers of technology that is a subset of strategic goods generated \$650,000 worth of new investments in 2021. These include nuclear energy contracts won by business process outsourcing companies that provide services to firms and corporations in other countries.

Trade Undersecretary Ceferino Rodolfo said "increased confidence in the Philippines as a safe and secure investment location for strategic goods manufacture and cross-border trade is reflected in the surge of strategic goods exports."

"This is excellent news, especially considering the economic downturn brought by the COVID-19 pandemic and the preventive measures implemented to contain it. We value the confidence that

- Zone
- Other Philippine Economic Zone Authority (PEZA)/free zones in Davao

All export containers from the covered ecozones should adhere to AOCG Memo No. 493-2021, which provides guidelines for the implementation of E-TRACC exports in ecozones, BOC said.

All import transactions, meanwhile, should adhere to AOCG Memo No. 168-2020, which provides the amended E-TRACC guidelines for PEZA imports, the bureau said.

AOCG Memo 44-2022 states that BOC examiners/appraisers or any authorized customs officers responsible for processing import or export clearances will not approve any import or export single administrative document without the required E-TRACC booking, as prescribed by Customs Memorandum Order No. 04-2020, which implements the system.

E-TRACC is a Web-based system launched in 2020 to track the inland movement of containerized cargoes during transit and transfer to other customs territories and facilities. It allows BOC to track, monitor, and audit the location and condition of cargoes, as well as obtain real-time alarms on diversion and tampering of cargoes.

Several memos have been issued since 2020 on the gradual inclusion into the system of various ecozones, free ports and collection districts and, for imports, inter-island shipments, and customs bonded warehouses (CBW). In August 2021, BOC also held a public consultation on the proposed implementation of E-TRACC in all airports of entry.

Under CMO 04-2020, an electronic customs seal (ECS) is required during the transfer of cargo to a container yard/container freight station or other customs



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facilities and warehouses; transit of cargo bound for free zones, inland customs offices, depots, or terminals; transit to CBWs; export of cargo from free zones, inland customs offices, depots or terminals and CBWs to port of loading; and transfer of shipments subject to further verification or monitoring.

BOC said the trackers, or the ECS, are designed to emit an alert on any tampering to allow BOC's Enforcement and Security Service Quick Reaction Team to act swiftly to prevent any smuggling activities.

All container vans covered by CMO 04-2020 should be affixed with an ECS before being cleared to depart from the

starting point or point of discharge for the voyage to the end point or point of destination.

Except when warranted under CMO 04-2020, customs cargo clearance must be fully completed before any shipment can be sealed with an ECS, the bureau said.

Booking for an E-TRACC trip can be made one day early or up to one hour before departure of the container.

E-TRACC requires payment of P500 within a 10-km radius from the port of discharge and P700 beyond the 10-km radius from the port of discharge. The charge covers both arming and disarming of the ECS. – **Roumina Pablo**

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PH strategic goods exports surge...

Continued from previous page

investors have placed upon us because this will pave the way for the full economic recovery of the country."

The Philippines has been named the most improved country in implementing strategic trade controls in the 2021/2022 Peddling Peril Index, with the country moving from 86th to 49th position in 2021. The report assessed 200 nations based on their adoption, implementation and enforcement of strategic trade controls.

Strategic goods are items with civilian and military applications that can be used as materials or parts of weapons of mass destruction (WMDs). Various countries have enacted strategic trade control laws in compliance with their obligation in numerous treaties and international agreements to prevent the proliferation of WMDs.

The Philippines enacted Republic Act No. 10697, also known as the Strategic Trade Management Act (STMA), in 2015.

The STMA complies with the United Nations Security Council Resolution No. 1540, which "imposes binding obligations on all states to adopt legislation to prevent the proliferation of nuclear, chemical and biological weapons, and their means of delivery, and establish appropriate domestic controls over related materials to prevent their illicit trafficking."

STMO serves as the executive and technical agency of the government in establishing the management systems for trade in strategic goods pursuant to the STMA.

In October 2019, the STMO began accepting applications for the registration of firms that intend to engage in cross-border strategic goods trade. Likewise, it began accepting applications for authorization to export dual-use goods in July 2020.

To date, STMO has issued 13 export authorizations and registered 46 companies that intend to engage in or are engaged in cross-border trade of strategic goods.

Tollway operator set for annual repair work on NLEX, SCTEX

- Tollway company NLEX Corp. will start this month its yearly repair of pavement covering 79,063 sqm of the North Luzon Expressway and 18,718 sqm of the Subic-Clark-Tarlac Expressway

in a statement.

J. Luigi Bautista, NLEX Corp. president and general manager, said the maintenance work will result in smooth driving and enhanced safety on the road.

“While we have frequent road inspections and repairs, this yearly program is more comprehensive and will vastly improve the quality of our roads for the benefit of thousands of motorists plying our expressways every day,” said Bautista.

He stressed that “in doing our pavement repair program, we follow the ISO standards and ensure that we fulfill our quality, health and safety, and environmental responsibilities.”

The pavement repair program, which is one of the company’s strategies in asset preservation, is set to be completed in the second quarter this year.

TOLLWAY company NLEX Corp. is set to start this month its annual pavement repair program covering 79,063 square meters of the North Luzon Expressway (NLEX) and 18,718 sqm of the Subic-Clark-Tarlac Expressway.

Some stretches of pavement from Balintawak to Sta. Ines and Tarlac to Tipi will be replaced in sections and overlaid with new layers of asphalt, while less damaged parts will be patched, NLEX Corp. said

Aside from the road repairs, the tollway company is upgrading and strengthening the Candaba Viaduct, San Matias Bridge, and Pasig-Potrero Bridge.

It is also building the 8-kilometer NLEX Connector, an elevated expressway section traversing Caloocan Interchange along C3 Road/5th Avenue, España Boulevard, all the way to the vicinity of the Polytechnic University of the Philippines in Sta. Mesa, Manila.



PH counters EU claims on human rights violations

- The Department of Trade and Industry said the Philippines remains compliant with international conventions as a requirement under the European Union's Generalised Scheme of Preferences Plus program**
- The European Parliament last week reiterated its call to temporarily withdraw the Philippines from the GSP+ program over the country's alleged continued human rights violations**
- The Parliament called on the European Commission to set clear and time-bound benchmarks for the Philippines to comply with its human rights obligations under the GSP+ scheme**
- The legislature urged the Commission to immediately begin procedures leading to the withdrawal procedure unless there is substantial improvement and Philippine authorities cooperate**
- DTI said a dialogue mechanism is in place where concerns raised by the EU legislative body can be further clarified**

THE Philippines remains compliant with international conventions as a requirement under the European Union's (EU) Generalised Scheme of Preferences Plus (GSP+) program, according to the Department of Trade and Industry (DTI).

The statement is in response to the resolution adopted by the European Parliament on February 17 that reiterated a call to temporarily withdraw the Philippines from the GSP+ program over alleged continued human rights violations in the country.

GSP+ is an EU program that allows beneficiary countries' products duty-free access to the European market. The Philippines received beneficiary country status under the EU GSP+ in December 2014. Under this, the Philippines may export 6,274 eligible products duty-free to the EU market. Before December 2014, the country was covered by the regular EU GSP, which provides zero duty to only 2,442 products and reduced tariffs to 3,767 products.

About 26% of total Philippine exports to the EU valued at EUR 1.6 billion (P27.2 billion at today's exchange rate) enjoyed preferential treatment under the scheme in 2020.

DTI said there is a dialogue mechanism in place where issues and concerns raised by the EU legislative body can be further clarified.

Trade Secretary Ramon Lopez said the Philippines has been cooperative with the EU and has repeatedly addressed its concerns in existing dialogue mechanisms. He stressed the Philippines remains compliant with the 27 international core conventions on human rights (HR), labor, environment and good governance to enjoy GSP+ treatment.

"The allegations are not new, and the Philippine government has always responded and been giving submissions to facilitate the EU GSP+ monitoring to show the country's compliance with the 27 international core conventions on HR, labor, environment and good governance," Lopez said.

Trade assistant secretary Allan Gepty reiterated that, as in the past, the Philippine government is more than willing to cooperate and work with the EU to clarify and shed light to these issues and concerns. "This is not the first time that the European Parliament approved such kind of resolutions. The European Parliament has also passed similar resolutions in 2016, 2017, 2018, and 2020. The Philippine government remains ready to cooperate and work with the EU to clarify these issues and concerns," he said.

In the resolution, the EU Parliament called on the European Commission, the executive branch of the European Union, "to set clear, public, time-bound benchmarks for the Philippines to comply with its human rights obligations" under the GSP+.

The Parliament said it "strongly reiterates its call on the Commission to immediately initiate the procedure which could lead to the temporary withdrawal of GSP+ preferences if there is no substantial improvement and willingness to cooperate on the part of the Philippine authorities".

The EU Parliament made a similar call in a resolution it passed in September 2020, urging the Commission to immediately start the procedure for the temporary withdrawal of the GSP+ privileges of the Philippines "given the seriousness of the human rights violations in the country."

Also in 2018, the EU Parliament repeated its call to Philippine authorities to stop alleged extrajudicial killings carried out through President Rodrigo Duterte's war on drugs, saying these actions were against the country's international obligations under programs such as the EU's GSP+ and the PH-EU Partnership on Cooperation and Agreement.

GSP+ is based on the concept of sustainable development, and countries that wish to join the program must commit to effectively implement the core international conventions on human and labor rights, environmental protection, and good governance. If not, they may be removed from the special program.

The EU legislative body also said it "strongly condemns the thousands of extrajudicial killings and other serious human rights violations related to President Rodrigo Duterte's 'war on drugs' in the Philippines."

The resolution cited a June 30, 2020 report by the United Nations High Commissioner for Human Rights that found the killings related to the government's anti-drug campaign were "widespread and systematic."

According to civil society organizations, between 12,000 and 30,000 people have been killed since the drug raids began when Duterte assumed the presidency on July 1, 2016. The authorities attribute 6,200 deaths to police action during these raids.

In addition, the EU Parliament condemned all intimidation and violence against those seeking to expose allegations of such abuses in the country, such as human rights activists, journalists and critics.

Among other issues, the Parliament denounced government officials' "red-tagging" activists, journalists and critics, exposing them to potential harm and called for the abolition of the National Task Force to End Local Communist Armed Conflict, which is in charge of carrying out red-tagging activities.

It urged the government to amend the Anti-Terrorism Act and its implementing rules and regulations to bring them into line with international standards on counter-terrorism.

While urging the Filipino authorities to thoroughly investigate any extrajudicial killings and similar violations, the EU Parliament also called on them to respect the right to freedom of expression, and to ensure that journalists can do their work without fear.

It urged an end to the persecution of all independent journalists in the country, including Nobel Peace Prize laureate Maria Ressa, and reiterated its call to end the political harassment of Senator Leila de Lima.

The EU Parliament also voiced fears that during the upcoming election and campaign period, political rights online and offline will be further violated and restricted, and called on all candidates to stop using disinformation campaigns and troll armies, and to commit to fair and fact-

based campaigning.

In response to the resolution, the Department of Foreign Affairs said in a statement it condemns the "misguided attempt of the European Parliament to interfere in the Philippine electoral process through its Resolution raising already discredited allegations of human rights violations in the thin hope of heavily influencing the outcome in favor of its choice."



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LCT DOCS: WED 1700HRS LCT CNTR: THU 0100HRS				PACIFIC SOUTHWEST 3 SERVICE via SINGAPORE			
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	ETA LAX
CALIDRIS	0088S	03/03	03/08	ONE ALTAIR	0058E	03/12	04/11
GSL MERCER	0011S	03/12	03/18	ONE CONTINUITY	0059E	03/20	04/18
CALIDRIS	0089S	03/18	03/23	YM UBIQUITY	0063E	03/30	04/23
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
HYUNDAI INTEGRAL	0120N	03/04	03/13	YM TIPTOP	0005E	03/15	03/27
HYUNDAI FORWARD 0125N	03/08	03/17	SEASAN THAMES	0025E	03/20	04/01	
HYUNDAI FORWARD 0126N	03/26	04/04	HYUNDAI SINGAPORE	0126E	04/08	04/29	
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
SPIL NIRMALA	0023N	02/24	02/26	YM UNIFORM	0058E	03/12	04/10
SPIL NIRMALA	0024N	03/01	02/04	YM UNICORN	0059E	03/15	03/16
SPIL NIRMALA	0025N	03/09	03/11	YM UNICORN	0063E	03/15	03/16
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
CALIDRIS	0088S	03/03	03/08	YM WITNESS	0033E	03/17	04/10 04/13 04/16
GSL MERCER	0011S	03/12	03/18	ONE STORK	0016E	03/26	04/19 04/22 04/25
CALIDRIS	0089S	03/18	03/23	ONE STORK	0016E	03/26	04/19 04/22 04/25
LCT DOCS: FRI 0800H / LCT CNTR: FRI 0800H				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
CALIDRIS	0088S	03/03	03/08	MOL CHARISMA	0217E	03/17	04/13 04/17 04/19 04/22
GSL MERCER	0011S	03/12	03/18	ONE MAJESTY	0004E	04/08	04/27 05/01 05/03 05/06
CALIDRIS	0089S	03/18	03/23	ONE MAJESTY	0004E	04/08	04/27 05/01 05/03 05/06
LCT DOCS: FRI 0800H / LCT CNTR: FRI 0800H				FAR EAST PENDULUM 1 (FP1) VIA SGSGIN			
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM HAM LEH
CALIDRIS	0088S	03/04	03/09	ONE HAMBURG	0070W	03/20	04/06 04/09 04/12
GSL MERCER	0011S	03/12	03/18	ONE HARBOUR	0090W	03/21	04/10 04/13 04/16
CALIDRIS	0089S	03/18	03/23	ONE OLYMPUS	0067W	03/30	04/19 04/22 04/25
LCT DOCS: FRI 0800H / LCT CNTR: FRI 0800H				FAR EAST PENDULUM 2 (FP2) VIA SGSGIN			
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM HAM ANR LGP
CALIDRIS	0088S	03/03	03/08	YM WHOLESOME	0030W	03/18	04/09 04/12 04/15 04/18
GSL MERCER	0011S	03/12	03/18	ONE FALCON	0019W	03/25	04/21 04/29 05/04 05/09
CALIDRIS	0089S	03/18	03/23	ONE FALCON	0019W	03/25	04/21 04/29 05/04 05/09
LCT DOCS: FSI: TUE 1200H / CARGO: TUE 1900H				MIDDLE EAST VIA SHEKOU			
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SHK	MOTHER VESSEL	VOY. NO.	ETD SHK	AEDXB SADMN QAHMID AEUAH OMSOH
CNC SATURN	0011N	03/09	03/15	TBA	03/20	04/03	04/06 SKIP
CNC BANGKOK	0001N	03/14	03/21	AL JMELIYAH	0020W	03/30	04/10 04/13 04/15 04/19 04/21
MOUNT BUTLER	0106N	03/17	04/23	AL JMELIYAH	0020W	03/30	04/10 04/13 04/15 04/19 04/21
LCT DOCS: FSI: TUE 1200H / CARGO: TUE 1900H				KPX (KOREA PHILIPPINES EXPRESS)			
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM HAM ANR
KMTC GWANGYANG	0045S	03/10	03/13	03/16	03/17	03/21	03/26
KMTC BANGKOK	0106S	03/15	03/18	03/21	03/22	03/25	03/26
KMTC GWANGYANG	0046S	03/31	04/03	04/06	04/07	04/11	
LCT DOCS: FSI: TUE 1200H / CARGO: TUE 1900H				CHINA SOUTH EAST 2			
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM HAM ANR
CNC SATURN	0011N	03/09	03/09	03/12	03/12	03/15	
CNC BANGKOK	0001N	03/14	03/14	03/18	03/18	03/21	
MOUNT BUTLER	0106N	03/17	03/17	03/20	03/20	03/23	
LCT DOCS: FSI: TUE 1200H / CARGO: TUE 1900H				TTP SERVICE (TIANJIN TO PHILIPPINES)			
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HYUNDAI INTEGRAL	0120N	03/04 - 03/06	03/10	03/11	03/13 - /	-	
HYUNDAI FORWARD	0125N	03/08 - 03/10	03/14	03/15	03/17 - 03/18	03/20	
TBA	03/22 - 03/23	03/26					
LCT: TUE 0400HRS				CTI SERVICE			
FEEDER VESSEL	VOY. NO.	ETA/D PHDVO	ETA/D TWKHH	ETA/DCNSHA			
NZ NINGBO	0009N	03/01	03/01	03/05	03/05	03/08	03/09
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ARTA opens complaints outpost at Matnog Port to deter fixers

- The Anti-Red Tape Authority opened an onsite quick assistance post at Matnog Port**
- The ARTAmbayan outpost at Tagabisay checkpoint aims to deter fixers and other violators of the Ease of Doing Business and Efficient Government Service Delivery Act of 2018**
- Complaints against extortion arising from heavy congestion at the Sorsogon gateway have led to the launch of ARTAmbayan**

been suffering from perennial congestion and truck queuing, especially during the holidays, when passengers travelling home swamp the terminal.

Corruption issues

The issue of fixing and corruption at Matnog Port has beset the terminal and compounded cargo truck queuing, particularly on roads leading to the terminal.

Port and maritime agencies last year said measures were laid out to address the issues, particularly those that hampered shipping operations at the port due to congestion and truck queuing.

ARTA said it had held meetings and hearings with members of the private sector, various national government agencies and local government units to address the issues at Matnog Port. It has also intensified its monitoring operations and investigations on the ground.

In January, the Philippine Ports Authority (PPA) said it would expedite repair of facilities at the port to encourage shipping lines to deploy more vessels.

For the long term, construction of the Sorsogon Ro-Ro Terminal starting this year should address the perennial congestion at Matnog Port, where repairs of damaged facilities are now in full swing. PPA is also putting up a truck holding area this year.

Sorsogon Provincial Administrator Enrique Renoria, Matnog Municipal Administrator Dionebel Figueroa and the provincial police earlier agreed to set up a checkpoint and issue queuing tickets three kilometers before the entrance to the port to prevent fixers from preying on hapless port users.

THE Anti-Red Tape Authority (ARTA) has launched an onsite quick assistance post at Matnog Port where the public can relay their concerns about fixing and red tape at the busy Sorsogon gateway.

The ARTAmbayan outpost at Tagabisay checkpoint also aims to deter fixers and other violators of Republic Act (RA) No. 11032, or the Ease of Doing Business and Efficient Government Service Delivery Act of 2018.

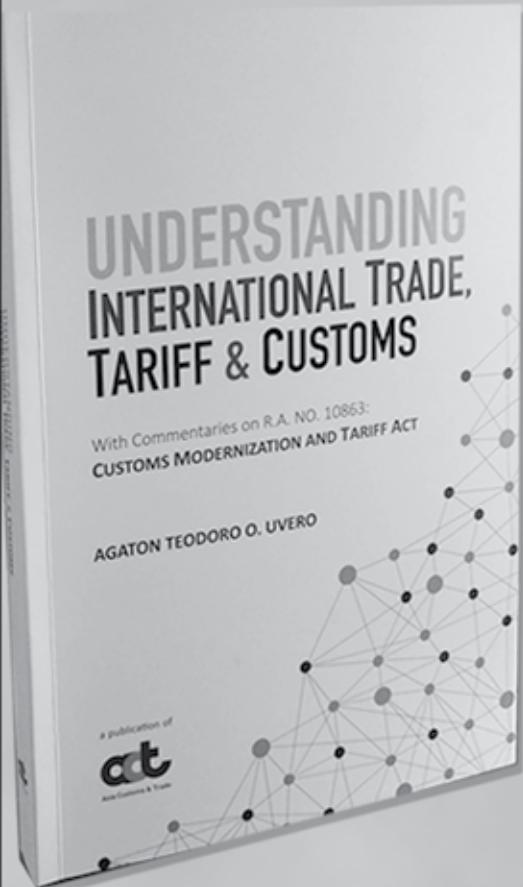
ARTAmbayan was launched after ARTA received complaints that the port was heavily congested, leading to the proliferation of extortion activities.

ARTA said ARTAmbayan should strengthen the agency's capacity and make its services more accessible to the public, especially in handling concerns and complaints, as part of its mandate under RA 11032.

The ARTAmbayan outpost will be manned by trained volunteers from the agency.

Matnog Port is a jump-off point from Luzon to the Visayas and Mindanao. It handles roll-on/roll-off (Ro-Ro) vessels and services passengers. The port has

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