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Turn to pages 8-11

PortCalls

ISSN 0118-1483 MONDAY February 28, 2022 VOL. 27 NO. 17 – P30.00



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BOC issues E-TRACC rules on import, export cargoes for CBWs

- The Bureau of Customs rolled out guidelines for adoption of the Electronic Tracking of Containerized Cargoes System on import and export cargoes for customs bonded warehouses
- Starting March 1, E-TRACC will be fully implemented on export cargoes for CBWs at the ports of Batangas, Cagayan De Oro, Davao, and Subic
- From April 4, the system will be 100% implemented for CBW exports at Cebu port and CBW imports and exports at the sub-port of Dadiangas
- BOC officers responsible for processing import or export clearance will not approve any import or export Single Administrative Document without E-TRACC booking

THE Bureau of Customs (BOC) rolled out guidelines for the adoption of the Electronic Tracking of Containerized Cargoes (E-TRACC) System on import and export cargoes for customs bonded warehouses (CBW).

According to Assessment and Operations Coordinating Group (AOCG) Memo No. 45-2022, E-TRACC will be fully implemented on CBW exports at

Turn to page 4

21 regulatory agencies now onboard single window platform TradeNet

- Twenty-one trade regulatory government agencies are now on board TradeNet while the remaining 55 are expected to connect to the platform this year
- Of the total, four were onboarded in 2020 while 17 started using the platform last year
- TRGAs use TradeNet for processing applications and issuing certificates, permits, accreditation, and authorization for pilot participating stakeholders

TWENTY-ONE trade regulatory government agencies (TRGA) are already onboard TradeNet, the country's national single window (NSW), while the remaining agencies are expected to join the platform this year, according to the Bureau of Customs (BOC).

Turn to page 12



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AyalaLand Logistics income up 11% in 2021 on strong industrial lot sales, warehouse leasing

- AYALALAND Logistics saw an 11% year-on-year growth in income in 2021 on steady demand for industrial lots and increased leasable area
- Revenues from industrial lot sales and warehouse leasing grew 62% and 16%, respectively
- Commercial leasing revenue contracted 20%
- ALLHC recognized P49 million revenue from cold storage, its new business segment

AyalaLand Logistics Holdings Corp. (ALLHC) recorded an 11% growth in net income to P780 million in 2021, boosted by steady demand for industrial lots and increased leasable areas.

Revenues rose 7% to P3.99 billion with revenues from industrial lot sales reaching P2.05 billion, 62% higher than the P1.27 billion in 2020, ALLHC said in a statement.

Warehouse leasing revenue was P404 million, up 16% from P348 million in the previous year. Commercial leasing revenue, on the other hand, contracted 20% to P419 million from P526 million due to quarantine restrictions during the year, the company said.

In 2021, ALLHC entered the cold storage market by acquiring two facilities, adding 7,300 pallet positions into its portfolio, and recognized revenue of P49 million from this new segment.

The company ended 2021 with a total warehouse gross leasable area (GLA) of 224,000 square meters, an 8% growth from 207,000 sqm in 2020.

On February 4, ALLHC acquired a 64,000 sqm ready-built facility in Sto. Tomas, Batangas, its first industrial property in the province.

The new asset will carry the brand name ALogis Sto. Tomas, boosting the company's ALogis warehouse leasing portfolio to 288,000 sqm to date in line with its goal of building a national footprint.

ALLHC earlier said it was still set on building its national footprint by growing its warehouse GLA to 500,000 sqm, establishing its presence in 10 key locations across the country, and creating new business platforms by 2025.

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.

NLEX Connector nearly half-done, for yearend completion

- Work on the P23.2 billion, 8-km NLEX Connector project is 45% done and should be finished by yearend
- Right-of-way acquisition is 87% accomplished
- The Department of Public Works and Highways commits to turn over the remaining ROW by June
- The project's 5.15-km Section 1 has a 64.5% completion rate to date and the 2.75-km Section 2, 3.1%

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	A KOU	2205N	27-Feb	28-Feb	1-Mar	2-Mar	3-Mar
	XINQUNDAO	2207N	-	7-Mar	8-Mar	9-Mar	10-Mar
	A KOU	2206N	5-Mar	6-Mar	7-Mar	8-Mar	9-Mar

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VICTORY VOYAGER	N021	27-Mar	29-Mar	30-Mar	BF PERCH	021N	17-Mar	19-Mar	20-Mar
VICTORY VOYAGER	N022	2-Apr	4-Apr	5-Apr	BF PERCH	022N	23-Mar	25-Mar	26-Mar

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CONSTRUCTION of the P23.2 billion 8-kilometer NLEX Connector is 45% complete and is expected to be finished by yearend, according to the Department of Public Works and Highways.

Right-of-way (ROW) acquisition is also 87% done, according to Public Works and Highways undersecretary Rafael Yabut. "The DPWH team is committed to turn over by June 2022 the remaining right-of-way so we can complete this road by yearend," he said during a recent inspection of the Sta. Mesa section, where work began this February.

The 5.15-km Section 1 from C3, Caloocan to España, Manila is now 64.5% complete while the 2.75-km Section 2 from España to Polytechnic University of the Philippines in Sta. Mesa, Manila, is 3.1% done.

NLEX Connector extends the North Luzon Expressway southward from the Caloocan Interchange on C3, traverses España Boulevard and R. Magsaysay Boulevard, and connects to the Skyway Stage 3 near PUP Sta. Mesa.

A public-private partnership project of the DPWH and tollway company NLEX Corp., the elevated expressway is seen as a long-term solution to traffic congestion in Metro Manila, benefitting thousands of motorists and commuters, especially on major thoroughfares such as EDSA and C5.

The NLEX Connector is part of the Luzon Spine Expressway Network and will run above the Philippine National Railway tracks. The PNR ROW is being shared by the NLEX Connector and the North-South Commuter

Railway tracks, which are also under construction.

The NLEX Connector will be an integrated expressway link between the NLEX and Metro Manila Skyway Stage 3, significantly cutting travel time from NLEX to Southern Luzon by at least 60%.

As expressways are not covered by the truck ban, the NLEX Connector can accommodate Class 3 vehicles or large trucks. It is seen to significantly improve the mobility of truckers and accessibility of Manila's ports, as well as Ninoy Aquino International Airport and Clark International Airport.

When completed, the elevated road will reduce travel time from NLEX to South Luzon Expressway to just 20 minutes and benefit at least 35,000 motorists/vehicles per day.

Using the four-lane toll road, travel time from Clark to Calamba will also be reduced from approximately 3 hours to 1 hour and 40 minutes.

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High freight rates blamed on box shipping network dysfunction

- *Head haul freight rates remain high despite some slowing after surging more than 5.5 times in the past 18 months to February 2021 level, report says*
- *Transport Intelligence's Global Ocean Freight Rates Index shows slowing rate hikes across all lanes and even some falling rates on US West Coast, triggered by strong consumer demand*
- *High ocean freight rates not due to increases in demand, but the dysfunction of network of container shipping, rise in the container availability index shows, the report say*

HEAD haul freight rates in global ocean shipping remain high despite some slowing after surging more than 5.5 times in the past 18 months to the February 2021 level, Transport Intelligence says in a report.

The Ti Global Ocean Freight Rates Index shows slowing rate increases across all lanes and even some falling rates on routes into the US West Coast, the report, "Ocean Freight Rate Tracker," said.

The report said high ocean freight rates today were not due to gross volume increases in demand, but the dysfunction of network of container shipping as indicated by the rise in the container availability index.

High levels of consumer demand amid resurgent economic activity triggered the rate explosion following a slump due to the coronavirus pandemic. Backhaul rates are also being pushed up by fuel prices, container shortages and port congestion, the report said.

Turn to page 7

BOC issues E-TRACC rules...

Continued from page 1

the ports of Batangas, Cagayan De Oro, Davao and Subic on March 1.

From April 4, the system will be 100% in place for CBW exports at Cebuport and CBW imports and exports at the subport of Dadiangas in General Santos.

AOCG Memo 45-2022 directed concerned customs officers and offices to ensure all covered containers processed adhere to provisions of Customs Memorandum Order (CMO) No. 04-2020, which implements the E-TRACC System, as well as specific guidelines under the AOCG memo.

BOC examiners/appraisers or any authorized customs officers responsible for processing import or export clearance will not approve any import or export Single Administrative Document without the required E-TRACC booking as prescribed under CMO 04-2020.

Under AOCG Memo No. 45-2022, the transfer of full container load (FCL) and loose cargo load (LCL) container for export should be sealed with an electronic customs seal (ECS) before leaving the CBW to the port of loading.

The ECS is a GPS-enabled sealing device or lock capable of securing a container and providing real time location information.

FCL containers sealed with ECS from the CBW bound to the port of loading will no longer need under-guarding.

Arming/affixing the ECS should be undertaken by the assigned customs warehouseman, while unsealing or disarming the ECS at the port will be undertaken by the Customs Container Control Division personnel.

For CBW imports, the transfer of FCL also requires an ECS before leaving the container yard at the port of discharge.

The transfer of LCL, meanwhile, should follow current rules and regulations and still be under-guarded by warehouseman and/or customs guard to the client member warehouse/sub-contractors. This will be followed by the urgent need to disarm the ECS and to strip the container.

For CBW imports to miscellaneous bonded warehouses, AOCG Memo No. 45-2022 ruled that FCL containers should be sealed with an ECS and therefore will not need under-guarding. The steps to unseal the ECS at the destination will be performed by the warehouseman or customs guard.

For CBW imports to common bonded warehouses, FCL containers bound from

the port to the mother warehouse and to client member warehouse should also be sealed with an ECS.

In case of FCLs for garments, the warehouseman/guard, upon arrival of container at the mother bonded warehouse, will undertake the unsealing procedure.

For FCL containers for miscellaneous bonded warehouse, the warehouseman, upon arrival of the container at the mother bonded warehouse, should undertake visual evidence of the container and check if the ECS is still intact. After inspection, the truck carrying the FCL should then proceed to the member CBW, and the security guard assigned at the member CBW will again take visual evidence and transmit information to the concerned BOC office. The customs warehouseman/guard should then remove the ECS from the container once "end trip" is authorized by BOC.

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 economic zones, Freeports, and collection districts, and for imports, inter-island shipments, and CBWs. In August 2021, BOC held a public

consultation on the proposed implementation of E-TRACC in all airports of entry.

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

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

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



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We've Only Just Begun

By HENRIK BATALLONES
SCMAP Marketing and Communications Executive



SCMAP PERSPECTIVE

SURELY we can be forgiven for not seeing the forest for the trees, especially in the last couple of years, when COVID-19 forced us inward (literally), made us think of more immediate concerns, and led us to conclude that the situation is dire, and will be dire for a while.

It's not that it isn't true. It's that, in these situations, we tend to miss the bigger picture. While the Philippine economy lost a lot of opportunities because of an inability to more decisively grapple with the pandemic, in macroeconomic terms we're still in a good position to recover what we have lost. Yes, it won't be instantaneous. Estimates from different economists suggest it may take between five and ten years for the economy to regain what it had lost - and that's before factoring in lost opportunities. While vaccination numbers are improving, consumer confidence still isn't quite where it was before the pandemic.

But we've seen previews of where we can be once all (or, at least, most)

anxiety is allayed. The Philippine digital economy leapt to USD 17 billion in 2021, almost double than the year before, according to the latest e-Conomy Report by Google, Temasek and Bain. E-commerce is certainly surging, and there's still room to grow. But we know customers will not go purely digital just because it's available. We've seen the long lines outside Ikea as it opened its first Philippine branch late last year. We've heard of how people are still itching to do the things they haven't been able to do freely in the past couple of years - say, traveling. That's not to mention the digital divide that still exists in other parts of the country. Imagine when most, if not all, of those hurdles are overcome.

2022 seems like a good time to really start. As the government continues planning for COVID-19 as an endemic disease, early indicators suggest we may be moving to Alert Level 1 in March (although, personally, it may still be too early). The private sector is planning for another uptick in demand once mobility goes closer to pre-pandemic levels. The fact that it's an election year promises a boost in consumption in the first half of the year. But we can't just rely on the demand being there. Variables remain, for one. More importantly, expectations have also changed. The past two years are as important for its long-term impact on global economies

and consumer preferences. We have to be ready for that.

In 2022, we at SCMAP intend to focus on spotlight innovations across the supply chain, both to provide a glimpse into what's possible, and to encourage stakeholders to reach out to partners old and new in the spirit of collaboration. This much was the theme at our recently concluded Supply Chain Outlook Live event last week. (You can watch the full video on our YouTube channel.) We are happy to hear the government's plans to encourage development of innovative industries are still on pace, and that the private sector is still busy adapting for the digital future that's already happening. With our macroeconomic fundamentals still on strong ground, we can confidently say we've only just begun.

But, again, a lot of work is left to be done. The digital divide doesn't provide an excuse for businesses to defer their digital transformation journey. A survey by the Economic Research Institute for ASEAN and East Asia in early 2021 indicated that only 32% of Filipino businesses embarked on some degree of digitization as a response to the pandemic. Understandable considering the whole short-term/long-term thing, but hopefully by this time that's considered more of an option, if not an imperative. As our white paper co-developed with YCP Solidiance indicates, the pathways to digitalization aren't difficult: it's as easy as starting a conversation with a partner whose expertise is in technology, and having an understanding of what issues need to be addressed. It's not an instantaneous

process, but better being in the midst of preparations now than starting late and being left behind.

On the government's part, it can begin by releasing a holistic plan for dealing with an endemic COVID-19 that prioritizes three things: the health of Filipinos, so they can be assured of not having to deal with any disease alone; supporting industries, particularly those heavily affected, to ensure no one is left behind in the "new normal"; and resuming mobility, to further spur the economy along. We also hope that long-term economic plans and priorities remain in place, particularly in infrastructure spending. We can't discount the fear that things will change once a new president is elected.

And finally, we have to act with urgency. Beyond the pandemic, new crises loom. Increasing prices, particularly in energy, will impact an already-increasing cost of living and may further dampen consumer confidence. Geopolitical disruptions will impact global trade (and an import-reliant Philippines) as well as operating and logistics costs. Only by working together, and consistently, can we face these hurdles head on. Only by working together can we definitively say we have begun this long journey of recovery.

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.

Why Investment in Tech is a Big Decision for Small Freight Forwarders

By AMIT MAHESHWARI, CEO, Softlink Global



IT IN LOGISTICS

INVESTMENT in technology can be apprehensive for new or SME forwarders. Some of the reasons small forwarders are reluctant in technology investments can include:

- The mindset of competing against the biggies
- Worrying about the investment costs being unrecoverable
- The learning curve associated with a new software

If you are a new or SME forwarder, all or most of these must be your queries, too. In this article, I will try to quash these concerns by showing why investment in freight software is ideal

for your company's growth.

You can make it big in the competition

When companies get accustomed to a particular method of operations, it remains constant for years together. With such a mindset, it's tough to make a difference even by implementing technology. If your ambition is to grow - believing it is possible - is the first step.

Technology is an enabler: a platform to maximize your potential. Using your strengths, you can bring efficiency into your operations and go toe to toe with your competition.

Is the cost of investing in technology stopping you?

The freight industry has undergone several changes over the years. If your company wants to stay relevant and move at pace with the competition, your pro-

cesses must adapt to the changing times. Freight software is the medium that lets you not just adapt to the latest happenings but also enhances your company's potential. Software implementation mustn't be looked at as a cost incurred by your company. The investment in a freight ERP brings benefits such as:

- Real-time data accessibility
- Reduced manual process and errors
- Digital documentation leading to faster processing

Software that provides a faster return on investment and a lower total cost of ownership are ideal for a growth-oriented company.

Reluctance to use a new solution

SMEs and larger forwarders can differ in the speed at which they process shipments and how they treat their customers. The accessibility to cloud-based freight ERP has made it possible for SMEs to provide a similar experience as their larger counterparts.

Companies no longer need to allocate weeks of training time to train staff on using new software. Efficient implemen-

tation teams allow you to book your first shipment within the first week. If your staff is provided with crisp, well-planned, and structured training, they will have an open outlook for freight software.

Technology makes forwarding easier for small forwarders

If seen closely, most beliefs about modern freight software being not useful, turn out to be myths. Software is the additive in the machine of freight forwarding that makes company processes efficient. Consider freight management solutions that provide customer support not just during implementation but round the year too. By choosing to adopt technology, you are just one decision away from standing tall in the competition.

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

High freight rates blamed on box shipping...

A headhaul is defined as the freight rate that is the higher of the round-trip origin and destination zip code pairing. A backhaul is the lower of the rates in a round-trip origin and destination pair.

On the transpacific route, head haul rates on lanes from China/East Asia to the US West Coast are at US\$15,218 per 40ft container, more than 14x the price of the back haul route, the report said.

During 2021, head haul rates rose drastically with February 2022 rates shooting up 175.6% year on year, while rates on the back haul climbed 30.2% year on year. The report said head haul rates on the lane

reached an all-time high in September 2021 at US\$19,736 per container.

"While this was followed by three consecutive months of falling rates, the start of 2022 has been marked by two consecutive months of rate increases," the report said.

The Covid-19 pandemic initially caused a sharp fall in the volumes of containers passing through US West Coast ports, but volumes recovered and have been around 60% above March 2020 volumes from mid-2020 onwards.

Steadily rising bunker prices in the Asia Pacific region over the last year took January 2022 rates 30.2% higher

than in March of 2021, after two months of decline at the end of 2021, the report said. It now expects prices returning to an upward trend with a 6.1% increase seen in January 2022.

North American West Coast congestion was the highest of all regions in January 2022 as high imports from Asia led backups at the end of 2021. Average wait times at the Port of Los Angeles were reported to be 17 days with 48 vessels waiting at anchor and berth on average in November.

Congestion fell 35.5% by mid-February from January 1, aided by a pause in Chinese production during the Lunar

New Year paring the average number of vessels waiting at anchor and berth to 21.

Head haul rates on the China/East Asia-Europe lane this month sit at US\$14,728, up 78.9% year on year, while backhaul rates are US\$995, down 33.3%. In contrast, rates a year ago did not show a significant drop in the final months of 2021.

While the direct risks of further pandemic-related disruptions appear to be receding in Europe and North America, vaccine rollouts and lifting of restrictions are uneven globally. The reports cited China, where Covid restrictions caused disruptions at ports and in Shanghai, Ningbo, Xiamen and Tianjin in 2022.

Continued from page 4

CTS LOGISTICS PHILS., INC. WEEKLY CONSOLIDATION TO GUAM / SAIPAN / PALAU

AIRTRPOLIS CONSOLIDATOR PHIL. (02) 8852-7944
ASIA PACIFIC EXPRESS CORP. (02) 8887-5996
CARGO WORTHY FREIGHT SVS., INC. (02) 8817-2800

HAIPHONG, VIETNAM
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AIRTRPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

HAKATA, JAPAN
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
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HAMBURG, GERMANY
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HELSINGBORG, SWEDEN
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AEROMAX (02) 8855-7690

KMTC LINE 1x DIRECT SAILING HOCHIMINH EVERY THURSDAY

MERCURY FREIGHT INT'L. INC. (02) 8820-2033
SEAHAWK TRANSPORT INC. (02) 8821-0194

HONG KONG, CHINA
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AEROMAX (02) 8855-7690

KMTC LINE 1x DIRECT SAILING HONGKONG EVERY THURSDAY

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MULTIFREIGHT CONSOLIDATOR (02) 8826-7908

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AEROMAX (02) 8855-7690

HUANGPU, CHINA
CARGO WORTHY FREIGHT SVS., INC. (02) 8817-2800

GATEWAY LOGISTICS, INC. (02) 8527-0439
MAC-NELS SHPG (PHILS) INC. (02) 8843-4424

INCHON, KOREA
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AEROMAX (02) 8855-7690

KMTC LINE 1x DIRECT SAILING INCHEON EVERY THURSDAY

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MAC-NELS SHPG (PHILS) INC. (02) 8843-4424

INDIANAPOLIS, USA
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AEROMAX (02) 8855-7690

ISTANBUL, TURKEY
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AIRTRPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

IZMIR, TURKEY
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AIRTRPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

JACKSONVILLE, FLORIDA, USA
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AEROMAX (02) 8855-7690

JAKARTA, INDONESIA
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AIRTRPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

YANG KEE LOGISTICS WE MOVE TOGETHER JAKARTA

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AIRTRPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

JEDDAH, SAUDI ARABIA
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JOHANNESBURG, SOUTH AFRICA
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KAOHSIUNG, TAIWAN
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KEELUNG, TAIWAN
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AEROMAX (02) 8855-7690

SHIPCO TRANSPORT (PHILS) INC. (02) 8823-2793
TRI-STAR CARGO EXPRESS INT'L. (02) 8542-0063

KEELUNG, TAIWAN
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AEROMAX (02) 8855-7690

APEX 24 Direct Consolidation to KEELUNG

ASIA PACIFIC EXPRESS CORP. (02) 8887-5996
CARGO WORTHY FREIGHT SVS., INC. (02) 8817-2800

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KOBE, JAPAN
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KUWAIT
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
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LAE, PAPUA NEW GUINEA
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AIRTRPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

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LAEM CHABANG, THAILAND
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AIRTRPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

LAGOS, NIGERIA
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AIRTRPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

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ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AIRTRPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

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ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AEROMAX (02) 8855-7690

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ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AIRTRPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

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ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
ASIA PACIFIC EXPRESS CORP. (02) 8887-5996

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ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
ASIA PACIFIC EXPRESS CORP. (02) 8887-5996

LONG BEACH, CALIFORNIA, USA
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AEROMAX (02) 8855-7690

LOS ANGELES, CALIFORNIA, USA
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AEROMAX (02) 8855-7690

LOUISVILLE, KENTUCKY, USA
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AEROMAX (02) 8855-7690

LYTTLETON, NEW ZEALAND
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AIRTRPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

MADRID, SPAIN
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AIRTRPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

MANCHESTER, UK
ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
CARGO WORTHY FREIGHT SVS., INC. (02) 8817-2800

MANZANILLO, MEXICO
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ACESTAR INT'L. SERVICE CORP. (02) 8526-2888
AIRTRPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

MELBOURNE, AUSTRALIA
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AIRTRPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

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TRI-STAR CARGO EXPRESS INT'L. (02) 8542-0063

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KMTC LINE logo and Singapore advertisement with contact info: 8354-0940 to 49

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MULTIFREIGHT CONSOLIDATOR (02) 8826-7908
SEA HAWK TRANSPORT INC. (02) 8821-0194

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ACESTAR INTL. SERVICE CORP. (02) 8526-2888
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NEW YORK, USA
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FREIGHT CONNECTION PHIL. (02) 8527-6780
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MERCURY FREIGHT INTL. INC. (02) 8820-2033

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AIRTROPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

PORT KLANG/PORT KELANG, MALAYSIA
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AIRTROPOLIS CONSOLIDATOR PHIL. (02) 8852-7944
ASIA PACIFIC EXPRESS CORP. (02) 8887-5996

PORT SAID, EGYPT
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CARGO WORTHY FREIGHT SVS., INC. (02) 8817-2800

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FREIGHT CONNECTION PHIL. (02) 8527-6780
GATEWAY LOGISTICS, INC. (02) 8527-0439

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VICTORS FREIGHT INTL CORP. (02) 8528-0412

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ASIA PACIFIC EXPRESS CORP. (02) 8887-5996
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ASIA PACIFIC EXPRESS CORP. (02) 8887-5996
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ACESTAR INTL. SERVICE CORP. (02) 8526-2888
AIRTROPOLIS CONSOLIDATOR PHIL. (02) 8852-7944
ASIA PACIFIC EXPRESS CORP. (02) 8887-5996

AIRTROPOLIS CONSOLIDATOR PHILS. INC. Singapore advertisement with phone numbers: 8852-7944, 8511-7758

APEX Weekly Consolidation to Singapore advertisement with phone numbers: 8887-5996, 8887-5480

YANG KEE LOGISTICS WE MOVE TOGETHER Singapore advertisement with phone numbers: 8843-9854, 8820-1149

TRI-STAR CARGO EXPRESS INTL. (02) 8542-0063
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ASIA PACIFIC EXPRESS CORP. (02) 8887-5996

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AIRTROPOLIS CONSOLIDATOR PHIL. (02) 8852-7944
ASIA PACIFIC EXPRESS CORP. (02) 8887-5996

TALLINN, ESTONIA
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ASIA PACIFIC EXPRESS CORP. (02) 8887-5996
CARGO WORTHY FREIGHT SVS., INC. (02) 8817-2800

TAMATAVE, MADAGASCAR
ACESTAR INTL. SERVICE CORP. (02) 8526-2888
ASIA PACIFIC EXPRESS CORP. (02) 8887-5996
CARGO WORTHY FREIGHT SVS., INC. (02) 8817-2800

MAC-NELS SHPG (PHILS) INC. (02) 8843-4424
SHIPCO TRANSPORT (PHILS) INC. (02) 8823-2793
YANGKEE LOGISTICS PHILS., INC. (02) 8820-1149

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CARGO WORTHY FREIGHT SVS., INC. (02) 8817-2800
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WELLINGTON, NEW ZEALAND
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WINNIPEG, CANADA
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WISMAR, GERMANY
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WROCLAW, POLAND
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BOC eyes new time release study...

tainer Terminal (MCT), Port of Manila (POM), and Zamboanga.

According to the 2020 TRS, the average processing time for imported containerized cargo at the five ports were as follows:

- MICP: 1 day, 22 hours and 9 minutes
- POM: 2 days, nine hours and 44 minutes
- Davao port: 2 days, 15 hours and 37 minutes
- MCT: 1 day, 12 hours, and 5 minutes
- Zamboanga: No containerized cargo arrived at this port during the TRS period

For processing of exports at the Manila ports, the average time, which covered the processing of export declaration from submission at the Customer Care Portal

System (CCPS), were as follows:

- MICP: 4 hours, 38 minutes and 3 seconds
- POM: 1 day, 13 minutes and 30 seconds
- For exports at the Mindanao ports, processing of which covers the submission of export declaration to issuance of Authority to Load, the average processing times were the following:
 - Zamboanga port: 3 days, 15 hours, 28 minutes and 21 seconds
 - Davao port: 21 hours, 21 minutes and 9 seconds
 - MCT: 19 hours, 6 minutes, 13 seconds

The 2020 TRS showed processing at BOC improved with the introduction of computerization and online systems and enhancement of risk management.

Continued from page 3

For the 2021 TRS, meanwhile, 12 ports were covered, and the results were:

- Cebu – import: four days, seven hours, 17 minutes; export: one day, 12 hours, 29 minutes
- Clark – import: five days, 12 hours, 55 minutes; export: 10 minutes
- Subic – import: two days, 12 hours, 11 minutes; export: 56 minutes, 40 seconds
- Ninoy Aquino International Airport – import: three days, 11 hours, 35 minutes; export: 11 minutes, 40 seconds
- Aparri – import: ongoing verification; export: six days, 17 hours, 37 minutes
- Batangas – import: five days, two hours, nine minutes, 50 seconds; export: 14 hours, six minutes
- Iloilo – import: two days, one

hour, 24 minutes; export: two hours, 13 minutes

- Legaspi – import: 14 hours, 21 minutes; export: four days, 16 hours, 34 minutes
- Limay – import: 22 hours, 57 minutes, 15 seconds; export: five hours, 32 minutes
- San Fernando – import: two days, two hours, eight minutes; export: 17 hours, 54 minutes, 40 seconds
- Surigao – import: five days, 18 hours, 33 minutes; export: two days, 15 hours, eight minutes
- Tacloban – import: ongoing data verification; export: 20 hours, 26 minutes

BOC has yet to make available the final copy of the 2021 TRS.

Guerrero earlier recognized the TRS as a valuable tool in enhancing trade facilitation and determining the various factors affecting operations. – **Roumina Pablo**

21 regulatory agencies now onboard single window...

Of the total, four were onboarded in 2020 while 17 started using the platform last year, Customs Commissioner Rey Leonardo Guerrero said in a presentation during a recent Lower House Committee on Ways and Means hearing.

Guerrero said the remaining 55 TRGAs are expected to be onboard TradeNet this year, from a total of 76 that are mandated to use the system.

- The 21 agencies are the following:
- Biodiversity Management Bureau
 - Bureau of Agriculture and Fisheries Standards
 - Bureau of Animal Industry
 - Bureau of Fisheries and Aquatic Resources
 - Bureau of Internal Revenue
 - Bureau of Plant Industry
 - Bureau of Quarantine
 - BOC

- Department of Foreign Affairs-Office of Protocol
- Department of Trade and Industry-Export Marketing Bureau
- Fertilizer and Pesticide Authority
- National Meat Inspection Service
- National Telecommunications Commission
- National Tobacco Administration
- Oil Industry Management Bureau
- Optical Media Board
- Philippine Coconut Authority
- Philippine Drug Enforcement Agency
- Philippine National Police Firearms and Explosives Office
- Philippine Nuclear Research Institute
- Sugar Regulatory Administration

According to various customs memorandum circulars, onboarded TRGAs use

TradeNet for processing applications and issuing, among other things, certificates, permits, accreditation and authorization for pilot participating stakeholders.

TradeNet is a platform for the automated and integrated licensing, permit, clearance, and certification system for TRGAs. It aims to connect all TRGAs to make trade facilitation processes interoperable and efficient.

All TRGAs are mandated to get onboard TradeNet pursuant to Memorandum Circular 2021-01 issued last year by the Anti-Red Tape Authority, the vice chair for NSW Onboarding Matters.

TradeNet also serves as the country's NSW, the platform required to connect to the ASEAN Single Window (ASW).

The ASW is a 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.

TradeNet replaces the NSW Phase 1, which is being operated by BOC since it was launched in 2010 and deployed in 2011. In 2017, the NSW Steering Committee issued a resolution to adopt TradeNet as the new NSW instead.

TradeNet aims to simplify import and export documentary processes covering an initial 7,400 regulated products.

BOC in September last year said it was updating TradeNet's tariff table to enable the onboarding of TRGAs.

A total of 5,746 commodities with validated ASEAN Harmonized Tariff Nomenclature codes applicable to 34 TRGAs were to be encoded into the TradeNet compatible tariff table, which will be the basis for identifying the required permits, licenses, and certificates issued by each TRGA.

Continued from page 1

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