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PortCalls

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BOC lists incidental fees off-dock, off-terminal operators may charge consignees

- The Bureau of Customs has identified pass-on charges off-dock and off-terminal operators may collect from consignees
- According to CMO 07-2022, incidental fees should be charged based on revenue ton and supported by an official receipt

supported by an official receipt." The types of incidental charges and their sources are:

- Return of empty container—truck operators
- Control fees—shipping lines
- Parking fee—shipping lines
- Detention, demurrage or storage charges on empty and loaded containers—shipping lines and/or terminal operators
- Electronic Tracking of Containerized Cargo System charge—E-TRACC service provider
- X-ray fees—X-ray service provider, if applicable
- Terminal Appointment Booking

THE Bureau of Customs has released the incidental or pass-on charges off-dock and off-terminal customs facilities and warehouse (CFW) operators may collect from cargo consignees.

Under Customs Memorandum Order No. 07-2022, dated March 11, the charges "should be proportionately charged to the consignee, based on RT [revenue ton], as

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Automatic extension of importer, broker accreditation mulled

- A planned customs order seeks to allow automatic extension of accreditation of importers and customs brokers of good standing
- The Bureau of Customs hopes to issue the CMO before end of the first quarter as incentive for stakeholders to comply with customs rules
- The bureau will use the Universal Risk Management System to profile qualified stakeholders

THE Bureau of Customs is drafting a customs memorandum order (CMO) that will allow automatic extension of accreditation of importers and customs brokers of good standing.

The bureau hopes to issue the CMO before end of the first quarter, Customs Commissioner Rey Leonardo Guerrero said during the virtual Business Summit 2022 on March 17. BOC co-organized the summit with the Makati Business Club, Institute for Solidarity in Asia,

Management Association of the Philippines, and Financial Executives Institute of the Philippines.

BOC assistant commissioner Vincent Philip Maronilla, in a text message to *PortCalls*, said the policy is an incentive for stakeholders to comply with customs rules.

He noted BOC will use its Universal Risk Management System (URMS) to profile qualified stakeholders.

Implemented in 2020, the URMS reviews and updates parameters of BOC's

selectivity system, and conducts a continuing study/profile of importers, exporters and customs brokers, among others.

Importers and customs brokers' accreditations are currently valid for one year unless suspended, revoked, or cancelled.

Last year, BOC sought comments on its proposed customs administrative order on the accreditation of importers. In the proposal, the validity of importers' accreditation will be two years. — *Roumina Pablo*

After 11 years, CDO port resumes international container operations

- The Port of Cagayan de Oro welcomed its first foreign container ship on March 14
- This is the first time in 11 years that a foreign boxliner has sailed into the port
- Portuguese-flagged AS Romina carried 2,961 TEUs, of which 2,808 TEUs were import containers and the rest, exports

at the Macabalan port stopped.

Portuguese-flagged AS Romina sailed into the port from China carrying 2,961 twenty-foot equivalent units (TEUs), 2,808 TEUs of which were import containers and the rest, exports, the Philippine Ports Authority (PPA) said in a Facebook post.

The vessel contained various products like buttermilk, dry veneer, frozen products, truck parts, appliances and furniture, among others, according to the Bureau of Customs-Port of Cagayan de Oro.

Vessel operator APL estimates arrival

of three to four international containerized shipments in Cagayan de Oro every month. The Port of Cagayan de Oro hopes the arrivals will increase with potential entry of other carriers to spur revenue generation capability of the port.

The arrival of the maiden voyage was witnessed by customs officials led by Deputy Collector for Operations Elizabeth Delas Llagas, Deputy Collector for Administration Atty. Roswald Joseph Pague including port cargo handler Oroport Cargo Handling Services officials led by its Vice President Lindsey Bernacer,

Executive Secretary Bong Pelones and Port Services Division Manager Ruby Gumapon.

District Collector Atty. Elvira Cruz said the resumption of international calls is expected to boost the business and economic climate in Northern Mindanao.

PPA for its part said international containerized operations at the Port of Cagayan de Oro is seen as a big boost to the country's drive to become one of the major players in the global containerized market as the world recovers from the effects of the COVID-19 pandemic.

THE Port of Cagayan de Oro on March 14 welcomed its first foreign container ship, 11 years after international box operations

PAL eyes more hybrid flights, last-mile deliveries to boost cargo business

- Philippine Airlines will continue to develop all-cargo markets and operate more hybrid flights as it shifts from reliance on passenger traffic as only revenue source
- The airline is set to integrate its cargo reservation system with a new mobile cargo app and website
- PAL will soon offer last-mile cargo deliveries directly to homes and offices in the Philippines
- 2021 cargo revenue was the highest ever at above \$300 million

officer Stanley Ng said in a speech during the airline's recent 81st anniversary celebration.

He said the carrier will continue to develop all cargo markets to end its dependence on passenger traffic as a single revenue source.

The airline will operate more hybrid flights – carrying only cargo in one direction and passengers in the other direction using the same aircraft, Ng said.

Further, PAL will innovate by integrating its cargo reservation system with a new mobile cargo app and website, as well as create more cashless payment options.

Ng said the carrier would also soon offer last-mile cargo deliveries directly to homes and offices in the Philippines.

PAL director Lucio Tan III, in a separate speech during the ceremony, said PAL pivoted to become a cargo-driven airline during the pandemic, converting

passenger aircraft to virtual freighters without taking out seats to fly all-cargo services to prime markets.

Operating with 100 aircraft in 2018, Tan noted PAL recorded cargo revenues of \$193 million. In 2021, with fewer than 50 aircraft in actual service, the airline reached its highest cargo revenue in history, which Tan expects to surpass \$300 million.

"Through the crucible of the crisis, Philippine Airlines discovered a new capacity to remake ourselves on the fly," Tan he said.

Moving forward, Tan said PAL "will adopt a youthful outlook and will no longer be tied to the old traditional airline models that ran on legacy systems and comfortable notions of the past."

"We envision PAL as a tech company, using technology to deliver smarter and simpler products that customers will love,"

Tan added.

The airline completed recently its Chapter 11 restructuring, allowing for a US\$505 million fresh capital, reduced debt, and a streamlined fleet.

For April and beyond, Ng said PAL's summer schedule will cover 39 international destinations across 20 countries, as well as more than 1,000 destinations through its codeshare alliance and partnerships.

PAL expects domestic flights at its Manila hub to reach pre-pandemic levels from April onwards, with flights to 27 destinations and more than 450 departures forecast for the summer season. PAL will also build its Cebu hub, expanding flights to 13 domestic routes and deploying some flights to Japan.

The airline earlier announced it would mount more than 1,500 additional flights in March, a 52% increase on its regularly scheduled flights.

PHILIPPINE Airlines will continue to develop its cargo business as it offers more hybrid flights and last-mile cargo deliveries this year.

"PAL is now a cargo airline in our own right," PAL president and chief operating

BOC introduces system for tracking of seized, forfeited goods

- The Bureau of Customs is implementing the Offense Management System to track and monitor seized and forfeited goods to enhance risk assessment and profiling
- CMO 05-2022 sets guidelines for using the OMS to automate the listing of risk profiles of seized and forfeited shipments
- The order covers goods with manifests submitted electronically in advance or processed under the electronic-to-mobile system and subject to seizure and forfeiture

an Offense Management System (OMS) that tracks and monitors the status of seized and forfeited goods to enhance its risk assessment and profiling.

The system, implemented under Customs Memorandum Order No. 05-2022, also collects information, including Inspection Acts, which is the tab in BOC's Electronic-to-Mobile (E2M) system used by customs examiners and appraisers to encode reports and findings on goods declarations. It is also referred to as the risk assessment form of the declaration.

In effect since March 15, CMO 05-2022 sets guidelines for using the OMS to automate the listing of risk profiles of seized and forfeited shipments. It seeks to enhance application of risk assessment

and to increase the effectiveness of threat analysis.

CMO 05-2022 covers goods whose manifests were electronically submitted in advance or processed under the E2M system and are subject to seizure and forfeiture proceedings, for monitoring and risk analysis.

BOC's Risk Management Office will use data in the offense document created in the OMS and analysis of the recorded offense to improve measures for fraud detection.

The implementation of OMS is pursuant to the RMO mandate under Executive Order No. 836 series of 2009, as implemented by Customs

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PortCalls

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THE Bureau of Customs is implementing

ATI's P5B capex earmarked for Manila, Batangas ports upgrade

- Asian Terminals' P5-billion capex in 2022 will be for continuous upgrades of Manila, Batangas gateways and purchase of equipment
- Manila South Harbor's yard and berth facilities expansion will help increase annual throughput capacity to nearly 2 million TEUs by 2024
- The Batangas Passenger Terminal is being upgraded, with Phase 1 coming on stream in the second quarter
- ATI net income fell year-on-year 24.3% in 2021
- But revenue grew 1.8% on higher container volumes
- The company's consolidated volume jumped 3.7% in 2021

driven expenses, rising fuel prices, sustained COVID-19 resiliency measures, and unfavorable foreign exchange rate.

Higher container volumes, however, lifted revenues of P11.16 billion by 1.8% from P10.96 billion in 2020.

ATI handled a consolidated volume of 1.3 million TEUs last year, 3.7% higher than in 2020, with containers in Manila South Harbor and Batangas Container Terminal increasing by 3.9% and 3.8%, respectively.

A portion of the 2022 capex will fund acquisition of more modern and eco-friendly equipment in line with its growth strategy and investment commitment with the Philippine Ports Authority.

Part of the investment program is continuing expansion of yard and berth facilities at Manila South Harbor to handle growing container volumes and bigger ships deployed by freight carriers.

ATI said this would result in quicker and safer terminal turnaround for port users and move the port operator closer to increasing the international trade gateway's annual throughput capacity from 1.4 million twenty-foot equivalent units

PORT operator Asian Terminals Inc. will earmark more than P5 billion for capital expenditure this year as it continues to upgrade its port gateways in Manila and Batangas.

In a disclosure to the local bourse, ATI said its planned investment this year will support ongoing port and logistics infrastructure projects across key sites in Manila, Batangas and Laguna.

The company reported a net income of P2.24 billion in 2021, down 24.3% from P2.95 billion year-on-year due to volume-

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A KOU	2208N	25-Mar	26-Mar	27-Mar	28-Mar	29-Mar
XINQUNDAO	2210N	-	27-Mar	28-Mar	29-Mar	30-Mar
A KOU	2209N	31-Mar	1-Apr	2-Apr	3-Apr	4-Apr

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currently to nearly 2 million TEUs by 2024.

ATI is also upgrading the Batangas Passenger Terminal (BPT), as it transforms the facility into "the biggest, best, and busiest inter-island transport hub in the country."

Phase 1 of the BPT expansion will be operational by the second quarter of this year, in time for the summer peak season.

Upon full completion in 2023, the new BPT will resemble fast-craft terminals in Hong Kong and Macau, featuring fully

airconditioned boarding lounges, food and entertainment kiosks, and other modern amenities, including facilities for differently abled passengers.

"As a trade enabler, we are very bullish of our infrastructure projects which would enable us to deliver faster, safer, and market-responsive services to our customers and further contribute to the country's post-pandemic economic recovery," ATI executive director William Khoury said in a statement.

BOC eyes voluntary pre-shipment check on agri imports

- The Bureau of Customs is proposing a pre-shipment inspection of containerized agricultural shipments to help curb smuggling
- The proposal is optional with faster release time as an incentive, according to BOC assistant commissioner Vincent Philip Maronilla

of containerized agricultural shipments to help curb smuggling of farm products.

BOC made the recommendation in its last business review meeting with Finance Secretary Carlos Dominguez III, according to Customs Commissioner Rey Leonardo Guerrero at the virtual Business Summit 2022 held on March 17.

BOC co-organized the meeting with the Makati Business Club, Institute for Solidarity in Asia, Management Association of the Philippines and Financial Executives Institute of the Philippines.

PSI is the practice of employing private companies at ports of origin to check shipment details such as price, quantity and quality of imported goods before they are shipped into the country. PSI is currently mandated but only for bulk and breakbulk shipments.

Guerrero said the recommendation was made in light of recent incidents of agricultural products smuggling.

BOC in October last year entered into an agreement with the Department of Agriculture to implement measures to

block the entry of smuggled farm products. The measures include strengthening "second border" inspections and creating a technical working group to review guidelines and procedures on handling imported food items.

BOC in 2021 seized smuggled agricultural products worth about P1.228 billion and filed cases against importers involved in unlawful importation of such products valued at P293.9 million.

Also last year, the bureau scanned 66,379 shipments of agricultural products and issued 50 warrants of seizure and detention against shipments containing misdeclared and undeclared goods.

BOC assistant commissioner Vincent Philip Maronilla, in a text message to PortCalls, said the proposed PSI for agricultural products will be optional, "with incentive in terms of faster release time." He said this was also proposed last year as one of the measures to curb agricultural smuggling "given the limitations our ports have in examining refrigerated containers."

In a stakeholders' forum in 2020, Maronilla had already announced the bureau's plan to implement a voluntary PSI for containerized cargoes to minimize smuggling and facilitate trade of goods.

Under Section 440 (Establishment of Advance Customs Clearance and Control Program) of the Customs Modernization and Tariff Act, BOC "may establish and implement a voluntary program to advance customs clearance and control on containerized cargoes."

Asked if it's possible for government to subsidize initial implementation of the program if approved by the Department of Finance, Maronilla said this is "less likely" given the limited government resources and funds.

Over the years, there had been several plans to implement PSI on containerized shipments to address smuggling, but these were opposed by stakeholders who cited implications of the measure on costs and trade facilitation.

Some members of the World Trade Organization, during its Fifth Trade Policy Review of the Philippines, also

THE Bureau of Customs is proposing an optional pre-shipment inspection (PSI)

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KMTC Ulsan 2207N	-	04/22	04/29	05/04	05/02	05/08	05/06	05/02	05/06	05/06 05/06

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

T/S VIA (PUSAN) - JAPAN MAIN PORT (JPM) AND OUTPORT (JPO)

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Kimolos Trader 0002N	04/04	04/05	04/10	04/14	04/18	04/18	04/18	04/18	04/19 04/19
Fitz Roy 0024N	04/19	04/20	04/25	04/29	05/03	05/03	05/04	05/03	05/04 05/04

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KMTC Bangkok 2204S	04/13	04/15	04/19	04/20	04/24	04/27	04/28	04/21	04/29	05/07 05/07
KMTC Gwangyang 2205S	04/28	04/30	05/04	05/05	05/09	05/12	05/13	05/06	05/14	05/22 05/22

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ETD SOUTH	TOKYO	YOKOHAMA	NAGOYA	KOBE
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Spil Niken 01ZAZN	04/19	04/27	04/27	04/30 05/01

CHI SERVICE LCT MIP: Tue 1200H

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PH cold chain solution project under development

- A database to map out cold chain service providers and forecast sector supply and demand is being developed
- Data generated on cold chain service gaps in agriculture and fish production, retail, and logistics will serve as basis for policy formulation and investment drive
- The project will be piloted in Luzon, specifically Benguet, Cagayan, Isabela, Nueva Vizcaya, Nueva Ecija, Batangas, Quezon, and Camarines Sur
- Focus will be on meat, fruit, vegetable, dairy, and fisheries producers

THE Board of Investments, Department of Environment and Natural Resources-Environmental Management Bureau, and InsightSCS Corp signed a memorandum of understanding to develop a cold chain integrated supply chain solution for the Philippines.

BOI governor Marjorie Ramos-Samaniego, DENR-EMB director William Cuñado, and InsightSCS chief executive officer Pierre Carlo Curay signed the MOU on February 28.

The MOU kick starts the "Development of a Cold Chain Integrated Supply Chain Solution for Evidence-based Policy-Making and Investment Programming" project.

The project is a database that will

map out cold chain service providers, and estimate and forecast sector supply and demand, BOI said in a statement.

It will generate data on present and future cold chain service gap for agriculture and fisheries producers (cooperatives and farmers' associations), retailers, end-buyers and logistics/delivery service providers as basis for policy formulation and investment promotion.

One of the action plans of the Technical Working Group on Cold Chain Services implemented from the fourth quarter of 2021 until 2022, the project is a collaboration among the newly established National Cold Chain Committee (NC3) headed by BOI, Department of Agriculture and the Cold Chain Asso-

ciation of the Philippines Inc. (CCAP).

NC3 was created pursuant to the Philippine Cold Chain Industry Roadmap, a stakeholder-driven and market-oriented roadmap launched in December 2020.

Samaniego said the project is the first step to establishing an integrated tool to promote investment in the cold chain industry and is a milestone in implementation of the industry roadmap.

She added the project provides the technological capability to identify critical cold chain investment areas.

Under the MOU, the parties agreed to launch the pilot project in Luzon, specifically in the provinces of Benguet, Cagayan, Isabela, Nueva Vizcaya, Nueva Ecija, Batangas, *Turn to page 7*

NCR stays in Alert Level 1 until end March

- The National Capital Region along with 47 other areas will be under Alert Level 1 from March 16 to 31, 2022
- Areas not under Alert Level 1 will be under Alert Level 2 from March 16 to 31

THE National Capital Region will remain under the lowest level of COVID-19 alert status, Level 1, from March 16 to 31, 2022.

The Inter-agency Task Force for the Management of Emerging Infectious Diseases also placed more areas under Alert Level 1 during the same period.

The 47 other areas under Alert Level 1 are:

Luzon: Abra, Apayao, Baguio City, Kalinga, Dagupan City, Ilocos Norte, Ilocos Sur, La Union, Pangasinan, Batanes, Cagayan, City of Santiago, Isabela; Quirino, Angeles City, Aurora, Bataan, Bulacan, Nueva Ecija, Olongapo City, Pampanga, Tarlac, Zambales, Batangas, Cavite, Laguna, Lucena City, Marinduque, Puerto Princesa City, Romblon, Naga City, Catanduanes

Visayas: Aklan, Bacolod City, Capiz, Guimaras, Iloilo City, Cebu City, Siquijor, Biliran, Ormoc City, Tacloban City

Mindanao: Zamboanga City, Cagayan de Oro City, Camiguin, Davao City, Butuan City

Areas not under Alert Level 1 will be under Alert Level 2 from March 16 to 31.

Areas under Alert Level 1 are those where case transmission is low and decreasing, total bed utilization rate, and intensive care unit utilization rate is low, while areas under Alert Level 2 are areas where case transmission is low and decreasing, healthcare utilization is low, or case counts are low but increasing, or case counts are low and decreasing but total bed utilization rate and intensive care unit utilization rate is increasing.

In areas under Alert Level 1, all private offices and workplaces, including public and private construction sites,

may operate at full 100% capacity. Public transportation in areas can be at full seating capacity.

In areas under Alert Level 2, establishments, or activities, will be allowed to operate, or be undertaken at a maximum of 50% indoor venue capacity for fully vaccinated individuals and those below 18 years of age, even if unvaccinated, and 70% outdoor venue capacity.

Intrazonal and interzonal movement are allowed but reasonable restrictions may be imposed by local government units.

Ayala to sell MCX holdings for P3.8B to Villar Group

- Ayala Corp has agreed to sell all its stake in MCX Project Company Inc to the Villar group's Prime Asset Ventures
- The transaction is worth P3.8 billion
- MCXPCI will hold the concession agreement for the Muntinlupa-Cavite Expressway project

AYALA Corporation has signed an investment agreement for the sale of MCX Project Company Inc. (MCXPCI) to the Villar group's Prime Asset Ventures Inc. (PAVI) for P3.8 billion.

MCXPCI is a special purpose corporation that will hold the concession assets, rights, and obligations under the concession agreement for the Muntinlupa-Cavite Expressway Project, AC said in a disclosure.

PAVI will make the P3.8 billion payment to AC in two tranches: P3.219 billion at the financial close and P581 million when AC's lockup period lapses, as prescribed under the MCX concession agreement.

The spinoff of the MCX project from AC to MCXPCI and the sale of ownership stake from AC to PAVI are subject to consent of the Department of Public Works and Highways, the project grantor.

AC said the sale of MCXPCI is aligned with its strategic priority of realizing value from certain non-core assets and sharpen-

ing its focus on the continued expansion of its core businesses in real estate, banking, telecommunications, and power, as well as scaling up its emerging businesses in healthcare and logistics.

In addition, the transaction supports AC's target to raise US\$1 billion from value realization initiatives by 2023, executed through a combination of strategic partnerships and divestment of certain non-core assets, it said. Proceeds will be used to fund future investments and further strengthen the company's balance sheet.

AC entered into the MCX Project concession agreement with DPWH in 2012. The concession assets and obligations under the agreement are embedded in AC, which is in the process of being transferred to MCXPCI after receiving DPWH's consent to dispose of the asset.

In a March 10, 2022 letter, DPWH consented to the transfer of concession assets and obligations from AC to MCXPCI.

The P2.01-billion MCX, formerly the Daang Hari-South Luzon Expressway connector road, is a four-kilometer, four-lane toll road that connects Bacoor, Cavite to SLEX. It became operational in 2015.

PAVI is the investment and holdings company of the Villar Group that holds investments in subsidiaries in various industries, including power and water utilities, IT and telecommunications.

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MOTHER VESSEL	VOY. NO.	SUBIC ETD	CAGAYAN ETD	DAVAO (DICT) ETA	HKG (HIT) ETA	SHEKOU (CCT) ETA	
AS ROMINA	0CP40N1NC	24-Mar	26-Mar	28-Mar	1-Apr	2-Apr	
NORDLEOPARD	0CP4QN1NC	29-Mar	31-Mar	2-Apr	6-Apr	7-Apr	
AS ROMINA	0CP4SN1NC	5-Apr	7-Apr	9-Apr	13-Apr	14-Apr	

(CP6) DIRECT SERVICE TO CHINA & PUSAN (WEEKEND)								
MOTHER VESSEL	VOY. NO.	MNL(SH) ETD	MNL(NH) ETD	LIANYUNGANG ETA	QINGDAO ETA	PUSAN(HYUT) ETA	PUSAN(HBTC) ETA	SHANGHAI ETA
KIMOLOS TRADER	0CB72N1NC	4-Apr	6-Apr	10-Apr	11-Apr	14-Apr	14-Apr	17-Apr
TBA	0CB74N1NC	BLANK SAILING						
FRITZ ROY	0CB76N1NC	18-Apr	20-Apr	24-Apr	25-Apr	28-Apr	28-Apr	1-May

(JPX) DIRECT SERVICE TO JAPAN							
MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	TOKYO ETD	YOKOHAMA ETD	NAGOYA ETA	KOBE ETA
CNC TIGER	0IZAPN1NC	-	20-Mar	23-Mar	23-Mar	25-Mar	26-Mar
SPII NIKEN	0IZARN1NC	-	23-Mar	27-Mar	27-Mar	29-Mar	30-Mar
GH TRAMONTANE	0IZATN1NC	-	31-Mar	4-Apr	4-Apr	6-Apr	7-Apr

(BMXKCS) DIRECT SERVICE FM MANILA TO CHINA (MID-WEEK)							
MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	LIANYUNGANG ETA	QINGDAO ETA	NANSHA ETA	
CMA CGM LAPIS	0KRO6N1NC	1-Apr	3-Apr	8-Apr	10-Apr	14-Apr	
CMA CGM SYDNEY	0KROAN1NC	8-Apr	10-Apr	15-Apr	17-Apr	21-Apr	
QINGDAO TOWER	0KROEN1NC	15-Apr	17-Apr	22-Apr	24-Apr	28-Apr	

(CHINA 1 NB) DIRECT SERVICE TO CHINA							
MOTHER VESSEL	VOY. NO.	DVO (DICT) ETD	MNL (NH) ETD	SHANGHAI ETA	NINGBO ETA	FUQING ETA	SHANTOU ETA
SPII CITRA	0QAAYN1NC	20-Mar	23-Mar	27-Mar	28-Mar	30-Mar	31-Mar
BOMAR RENAISSANCE	0QAB0N1NC	27-Mar	30-Mar	5-Apr	6-Apr	8-Apr	9-Apr
HENG HUI 5	0QAB2N1NC	3-Apr	6-Apr	11-Apr	12-Apr	14-Apr	15-Apr

(SPX) DIRECT SERVICE TO CHINA								
MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	XIAMEN ETA	HONGKONG ETA	SHEKOU ETA		
MELLUM	0JV8YN1NC	21-Mar	22-Mar	26-Mar	27-Mar	28-Mar		
HANSA FRESENBURG	0JV92N1NC	NIL SAILING						
NORDPUMA	0JV96N1NC	5-Apr	6-Apr	10-Apr	11-Apr	12-Apr		

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IMPORTANT ANNOUNCEMENT

ADHOC CALL AT PHBTG FOR JPX SERVICE ETD BTG DEC 15 / ETD MNS: DEC 16

ABOVE SCHEDULES ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

Trans-Asia gets formal notice of tax perks for ro-ro vessel operation

- Trans-Asia Shipping Lines received from the Fiscal Incentives Review Board approval notice for tax perks on the operation of a P1.5-billion ship
- Perks include four years of income tax holiday, five years of enhanced tax deductions, and 11 years of import duty exemptions

CEBU-BASED Trans-Asia Shipping Lines Inc. received on March 17 a notice of approval of application for tax incentives involving operation of a roll-on/roll-off

(Ro-Ro) vessel.

In a regulatory disclosure, Trans-Asia parent firm Chelsea Logistics and Infrastructure Holdings, Inc. (CLC) said the notice was dated March 16.

The Fiscal Incentives Review Board (FIRB) had already said on March 15 it approved a set of tax incentives for Trans-Asia's proposed operation of its P1.5-billion Cebu-based ship, the MV Trans-Asia 21.

The grant includes four years of income tax holiday, five years of enhanced deductions, and 11 years of duty exemption on

importations.

Trans-Asia is a Cebu shipping company that transports passengers and cargo on its ro-ro passenger ferries and cargo vessels. The shipping line was acquired in 2019 by CLC.

MV Trans-Asia 21 is a newly built steel-hulled Ro-Ro vessel delivered last year. The vessel sails the Cebu-Cagayan de Oro route on a "reduced travel time and still comparable rate, setting itself apart in the market as a convenient, cost-friendly, and competitive inter-island vessel in the country," FIRB said.

Finance Secretary and FIRB chairman Carlos Dominguez III said the tax incentive approval "aligns with the national government's aim to modernize transportation and to increase competition in the shipping industry in the Philippines."

Trade Secretary and FIRB co-chair Ramon Lopez supported the approval, saying the project "will continue generating revenue for the government even after the incentive period, which is a substantial economic benefit the FIRB considers in granting tax incentive applications."

Lopez noted there are a limited number of shipping lines serving the Cebu-Cagayan de Oro-Cebu route, "thus, the entry of a new player will contribute to enhancing the competitiveness of the region's water transport with a focus on passenger safety, welfare, and comfort."

According to Trade Undersecretary and BOI managing head Ceferino Rodolfo, potential benefits from the project will outweigh the cost of granting the incentives, primarily driven by additional revenue from the activity and substantial domestic spending on direct materials.

With increased access to sea transportation, the project is expected to stimulate greater flow of goods and services between the cities of Cebu and Cagayan de Oro, Rodolfo said.


BOC introduces system for tracking of seized...

Continued from page 2

Administrative Order No. 06-2009 and CMO 51-2009.

EO 836 transformed the former Risk Management Group into the RMO, which, among others, reviews and updates parameters of BOC's selectivity system, conducts a continuing study/profile of importers, exporters and customs brokers, and maintains a database of all smuggling cases and related data.

BOC also implemented in 2020 a Universal Risk Management System, which also reviews and updates parameters of the selectivity system and conducts a continuing study/profile of importers, exporters and customs brokers.



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Jan	22004N		25-Mar		26-Apr		29-Mar
Nithi Bhum	22007N	BLANK SAILING DUE TO VSL ADJUSTMENT					

MBX - Manila - Nansha - Shekou - Hongkong							
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA	SKU
Cape Flint	22006N		28-Mar		OMIT		ONW / 31-Mar
TS Kelang	22002N	BLANK SAILING DUE TO VSL ADJUSTMENT					

BMX - Manila - Qingdao - Dalian							
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA	TAO
Lorraine	0KRO2N		24-Mar				26-Mar
CMA CGM Lapis	0KRO6N		31-Mar				2-Apr

SPX1 - Manila - Xiamen - Hong Kong - Shekou							
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA	XMN
Mellum	0JV8YN		22-Mar				23-Mar
TS Kelang	22002N		1-Apr				OMIT

SPX2 - Manila - Shanghai - Ningbo - Xiamen							
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA	SHA
Green Pole	29E	BLANK SAILING DUE TO PARTNER INTERNAL ARRANGEMENT					
Mellum	0JV98E		4-Apr				5-Apr

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SINOTRANS MANILA 2206N		Mar 22	Mar 23	Mar 25	Mar 30	Mar 31	Apr 2
EASLINE QINGDAO N030		Mar 29	Mar 30	Apr 1	Apr 6	Apr 7	Apr 9
SINOTRANS MANILA 2207N		Apr 5	Apr 6	Apr 8	Apr 13	Apr 14	Apr 16
EASLINE QINGDAO N031		Apr 12	Apr 13	Apr 15	Apr 20	Apr 21	Apr 23

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	2211N	Mar 21	Mar 22	Mar 24	Mar 25	Mar 26
SINOTRANS TIANJIN	2212N	Mar 28	Mar 29	Mar 31	Apr 1	Apr 2
SINOTRANS TIANJIN	2213N	Apr 4	Apr 5	Apr 7	Apr 8	Apr 9
SINOTRANS TIANJIN	2214N	Apr 11	Apr 12	Apr 14	Apr 15	Apr 16

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
ZHONGWAIYUNXINGANG 2205N		Mar 17	Mar 18	-	Mar 25	Mar 26
TBN	2206N	Mar 24	Mar 25	-	Apr 1	Apr 2
ZHONGWAIYUNXINGANG 2207N		Mar 31	Apr 1	-	Apr 8	Apr 9
TBN	2207N	Apr 7	Apr 8	-	Apr 15	Apr 16

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
ISEACO FORTUNE	054N	Mar 23	Mar 24	Mar 25	Apr 6	Apr 8	Apr 10
WAN XING DA	135N	Mar 30	Mar 31	Apr 1	Apr 13	Apr 15	Apr 17
AS FENJA	029N	Apr 6	Apr 7	Apr 8	Apr 20	Apr 22	Apr 24
ISEACO FORTUNE	055N	Apr 13	Apr 14	Apr 15	Apr 27	Apr 29	May 1

LCT: (NORTH) MON/1200H: (SOUTH) TUE/1200H: (SUBIC) THU/1200H • FRI SAILING
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SITC INCHON	2209N	26-Mar	28-Mar	30-Mar	1-Apr	4-Apr	7-Apr	8-Apr	10-Apr
SITC RIZHAO	2209N	2-Apr	4-Apr	6-Apr	8-Apr	11-Apr	14-Apr	SKIP	17-Apr

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

CM1 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 HAN	ETA JKT	ETA SEM	ETA MAK
SITC ULSAN	2207N	26-Mar	30-Mar	1-Apr	3-Apr	4-Apr	6-Apr	-	12-Apr	14-Apr
SITC SHEKOU	2207N	2-Apr	6-Apr	8-Apr	10-Apr	11-Apr	13-Apr	-	19-Apr	21-Apr

LCT (CARGO): BATANGAS/THU 2359H/PRE-ADVISED/EDI/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 DLI	ETA TNS	ETA TAO	ETA SHH	ETA NBO
SITC MAKASSAR	2207N	28-Mar	29-Mar	31-Mar	4-Apr	6-Apr	9-Apr	11-Apr	13-Apr	15-Apr	17-Apr	SKIP
SITC CEBU	2207N	4-Apr	5-Apr	7-Apr	11-Apr	13-Apr	16-Apr	18-Apr	20-Apr	22-Apr	24-Apr	SKIP

LCT (CARGO): MNL SH/THU 1200H (SAT SAILING) • BATANGAS/SAT 0600H (MON SAILING) • CEBU/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 PENANG	2209N	SKIP	23-Mar	SKIP	SKIP	SKIP	2-Apr	4-Apr	7-Apr	8-Apr	
PORT KLANG	2209N	27-Mar	SKIP	SKIP	2-Apr	4-Apr	9-Apr	11-Apr	14-Apr	15-Apr	

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					
G ACE	2207N	1-Apr	2-Apr	6-Apr	9-Apr

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	2222N	23-Mar	25-Mar	26-Mar	27-Mar
SITC TOKYO	2224N	30-Mar	1-Apr	2-Apr	3-Apr

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

CPX3 SERVICE (MNL NH - MNL SH - QUANZHOU (SHIHU) - QUANZHOU (WEITOU) - XIAMEN)

MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA SHE	ETA NAN	ETA XMN
TBA	2222N	24-Mar	26-Mar	28-Mar	
TBA	2224N	31-Mar	2-Apr	4-Apr	

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	N021	24-Mar	26-Mar	27-Mar
VICTORY VOYAGER	N022	31-Mar	2-Apr	3-Apr

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Toy dinosaurs from KL yield 1kg of shabu worth P7M

- Bureau of Customs-Port of Clark seized 1,000 grams of methamphetamine hydrochloride
- Known as "shabu" in the Philippines and "ice" elsewhere, the shipment was stuffed in 31 pieces of dinosaur toys shipped from Kuala Lumpur
- A seizure and detention warrant was issued on March 15 against the P7 million contraband for violating the Customs Modernization and Tariff Act and Comprehensive Dangerous Drugs Act
- A controlled delivery operation by

BOC and PDEA on March 16 led to the arrest of the claimant

THE Bureau of Customs-Port of Clark seized 1,000 grams of methamphetamine hydrochloride, locally known as "shabu" and "ice" overseas, worth an estimated P6.9 million that were found stuffed in 31 toy dinosaurs.

The shipment from Kuala Lumpur, Malaysia was subjected upon arrival to x-ray scanning, which revealed images of organic substances and prompted BOC-Clark to conduct a 100% physical examination of the parcel.

Plastic packs of crystalline substances

suspected to be shabu were found stuffed in the toys, BOC said in a statement.

The shipment was then subjected to K-9 sniffing that positively indicated the presence of illegal drugs. A field testing conducted using a Rigaku spectrometer reader also confirmed the shipment contained shabu.

Samples were submitted to the Philippine Drug Enforcement Agency (PDEA) for chemical laboratory analysis, which confirmed that the crystalline substances were indeed shabu.

A warrant of seizure and detention was issued against the shipment on March 15 for violations of Republic Act 10863

(Customs Modernization and Tariff Act) and RA 9165 (Comprehensive Dangerous Drugs Act of 2002).

On March 16, BOC and PDEA conducted a controlled delivery operation at the consignee's address in Caloocan City that resulted in the claimant's arrest.

From January to date, BOC-Clark has recorded six major drug arrests that led to the seizure of a total of P25 million worth of illegal drugs.

The UN Convention against Illicit Traffic in Narcotic Drugs and Psychotropic Substances (1988) has recommended the use of controlled delivery to combat drug trafficking.

Freight Forwarders Are at A Crossroads

By AMIT MAHESHWARI, CEO, *Softlink Global*



IT IN LOGISTICS

IN an ever-changing business landscape, the quality of decision-making defines true leaders. But situations like the pandemic can throw your plans off track. Unprepared forwarders have just managed to make it past with makeshift adjustments. In rare cases, some even have had to shut shop. But the wise ones saw opportunities disguised as disruptions.

Now, as normalcy returns, forwarders are faced with another situation where they must act carefully.

Today, forwarders are at a crossroads as they plan their next move. The dilemmas currently facing freight facilitators are:

- How to approach the return of complete normalcy
- Differentiate among the competition
- Bring efficiency in operations
- Manage demand fluctuations
- How to brace for disruptions

- Attract customers and maintaining customer satisfaction
- Increase profitability

The role of forwarders isn't much different than from two decades ago. But today's demand, competition and customer behavior asks the question: Are you doing enough?

If any of the above puzzles you too, read on for some insights to plan your next move.

Forwarders' action plan must include analyzing past events, addressing the customer's current pain points, and preparing to capture the future.

Breaking down history

Shippers want convenience. If your company can't convert customers even after receiving inquiries, your process may have gaps. With the advancement of technology, customers demand a faster response time from forwarders. Today, the average time to receive a freight quote from a digital freight forwarder is less than 60 seconds. Can you imagine today making your customer wait for 3 days for a similar quotation?

It's time to move on from a forwarder-focused approach to being customer-first. At the crossroads, you must aim to become fully equipped to provide timely and quality service.

What do your customers want?

Real-time information matters. Customers want to know where their shipments are. Like speed and transparency, real-time information also has become a customer priority. Traditionally, getting approval for documents and invoices for your customers is a manual process. But freight billing software is changing that.

With automation, you can avoid billing and invoice errors just like in the past. To provide the customer with up-to-date details, you must have processes that facilitate auto-scheduling of timely information. From quote to invoice, show your customer that you stand for transparency.

Although freight forwarding involves coordination with multiple parties, your customer expects to view updates in a central location. A freight forwarding ERP software helps present your customers with a consolidated view of reports. At the crossroads, also plan to give your customers real-time information at their convenience.

Safeguarding vs breakdowns

Forwarders must be consistent. Sustained progress weathers the storm of disruptions. How you navigate through

demand fluctuation, financial and operational challenges can define your ability to pull through tough times.

Without complete visibility of your current operations, your decision-making can suffer. Via a freight ERP software, you can leverage data to make operational and financial projections. At a crossroads, fight the roller coaster rides of disruptions with strong control over your finances. A forwarder aided with a view of past trends and can make projections is adept at managing uncertainties. Develop the ability to mitigate risks with data-backed decisions.

Taking a customer-centric approach gets you closer to your customer. Technology helps overcome inefficiencies of the past, fend off disruptions and build responsive processes that fulfill your customers' current expectations. So at a crossroads, rethink customer expectations, revamp processes and march into the future with confidence.

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.

Manila warehouse yields P110M worth of suspected fake goods

- Bureau of Customs inspection in Binondo, Manila nets about P110 million worth of smuggled goods with suspected fake brand names
- Investigators eye possible violations of the Intellectual Property Code of the Philippines and the Customs Modernization and Tariff Act

Some P110 million worth of smuggled goods suspected to be copies of luxury brands were seized by Bureau of Customs and army operatives during a recent inspection of a warehouse in Binondo, Manila.

Armed with a Letter of Authority issued by Customs Commissioner Rey Leonardo Guerrero, the team from the Customs Intelligence and Investigation Service

Field Office-Intellectual Property Rights Division, BOC-Port of Manila, and Armed Forces of the Philippines inspected the warehouse located at One Soler, Binondo.

BOC said an initial inventory of the goods showed numerous items bearing the trademarks of Hermes, Christian Dior, Louis Vuitton and Gucci, as well as Marvel, Disney, Hot Wheels, Hello Kitty, Cars, Spiderman, Toy Story, and Iron Man.



Further investigation is underway for possible violations of Republic Act 8293, or the Intellectual Property Code of the Philippines, and RA 10863, or the Customs Modernization and Tariff Act.

In its annual report, BOC said it seized P21.651 billion worth of counterfeit goods in 2021.

PH cold chain solution project...

Quezon and Camarines Sur, focusing on priority commodities such as meats (e.g., livestock and poultry), fruits, vegetables (e.g., onion, potato, carrots), dairy, and fisheries, either fresh or processed.

The MOU beefs up objectives of the Cold Chain Industry Roadmap and the national development programs of government in building food security and resilience, reducing post-harvest losses, and deepening the integration of producers, manufacturers, traders, and retailers, BOI said.

It noted access to refrigeration is crucial to inclusive economic development through a cold chain that links agricultural products of smallholder farmers in rural

areas to a wider market, increasing their incomes and raising their quality of life.

Cold chain also ensures the distribution of vaccines, extends shelf life, prevents spoilage and food losses, and ensures availability of buffer stock in times of crisis or disasters, BOI added.

InsightSCS is a software company specializing in logistics solutions supporting end-to-end supply chain visibility. The company, through a grant from the Department of Science and Technology-Philippine Council for Industry, Energy and Emerging Technology Research and Development, is also set to develop the DeliverE 2.0: Cold Chain Integrated Supply Chain, a digital platform integrating

cold chain processes, allowing real-time monitoring of cold chain assets and stored produce that can be used to forecast supply and demand of cold chain services in the country.

Deliver-E, an end-to-end logistics platform that aims to connect farmers and micro, small, and medium enterprises to consumers, was launched in December 2020.

BOI will collaborate with InsightSCS in the development of DeliverE 2.0 to produce data, specifically a dashboard of such, that would locate existing cold storage service providers, present current and forecasted demand and supply as well as identify areas with service gaps.

BOC eyes voluntary pre-shipment check...

expressed their reservations about the PSI requirements.

Apart from the PSI, Guerrero noted that BOC has already instituted measures to improve its risk management system to allow the bureau to profile and detect suspicious shipments and address the

problem of illegal importations.

In 2020, BOC implemented the Universal Risk Management System, which reviews and updates parameters of BOC's selectivity system, and conducts a continuing study/profile of importers, exporters and customs brokers, among

others matters.

Recently, BOC issued Customs Memorandum Order No. 05-2022 that implements the Offense Management System, which tracks and monitors the status of seized and forfeited goods to enhance risk assessment and profiling. — *Roumina Pablo*

BOC lists incidental fees off-dock, off-terminal operators...

Continued from page 1

- System charge – terminal operators
- Container maintenance fee – shipping lines
- Warehouse inventory system fees – accredited service provider

At the request of the importer, the off-dock and off-terminal CFW operator should present details or source of the incidental charges, including the manner by which the pro-rating has been computed. The charge should not be collected if the importer has already paid the same.

Fees excluded in CMO 07-2022 are subject to BOC approval.

CMO 07-2022 covers shipments delivered to off-dock and off-terminal CFWs. It revises CMO 41-2015, which provides revised rates to be charged by off-dock container yard/container freight stations.

Off-dock CFWs, as defined under Customs Administrative Order No. 09-2019, are customs facilities located outside the seaport established for the temporary storage of goods and are considered part of customs premises and control.

These include container yards, container freight stations, seaport temporary warehouses, airport temporary warehouses, and inland container depots.

Off-terminal CFWs are customs facilities located outside airports established for the temporary storage of goods and are considered part of the customs premises and control.

CMO 07-2022 takes effect 15 days after its publication in a newspaper of general circulation. — *Roumina Pablo*

Continued from page 3

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APEX 24 Weekly Consolidation to SINGAPORE

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US gov't unveils FLOW initiative to improve supply chain

- Freight Logistics Optimization Works (FLOW) is a freight information exchange initiative designed to improve overall flow of goods
- US President Joe Biden's administration tapped key stakeholders, port directors and supply chain business leaders to launch the new initiative
- The Department of Transportation will bring stakeholders together initially to produce a proof-of-concept freight information exchange by the end of summer

US President Joe Biden's administration has launched a major supply chain initiative, Freight Logistics Optimization Works (FLOW), to help speed up delivery times and reduce costs for American consumers.

The initiative announced on March 15 by the White House, Vice President Kamala Harris, and the US Department of Transportation involves trucking companies, ports, retailers and major ocean carriers sharing data with one another.

Director of the National Economic Council Brian Deese and Secretary of Transportation Pete Buttigieg met with key stakeholders, port directors and business leaders in the country's goods movement supply chain to launch the initiative.

DOT will act as "an honest broker and convener to bring supply chain stakeholders together to problem solve and overcome coordination challenges." They are initially expected to produce a proof-of-concept freight information exchange by the end of summer.

The White House said the com-

mitment to move the transport logistics system to 21st century digitization follows a commitment to move towards 24/7 operations made last fall.

Participants discussed the progress made to date in working collaboratively across private sector stakeholders and with federal and state governments to address supply chain bottlenecks at ports.

These included a drop in long-term dwelling containers, for example, by 60% at the Ports of Los Angeles and Long Beach since November, and a reduction in empty containers (by over 30% at LA port since January), and the creation of pop-up sites for containers at Savannah.

They underscored the value of greater data transparency across the supply chain and how this would benefit not only their companies but also the system more broadly, cutting waste and reducing costs for consumers.

The White House said a more reliable, predictable and accurate information exchange on goods movement is the hallmark of a globally competitive 21st century supply chain and is especially vital to small and medium businesses that lack visibility into the current system.

Participants said this type of digital infrastructure was more important than ever because of supply chain disruptions due to global events like COVID-19 and Russia invading Ukraine.

The White House said the initiative includes 18 initial participants that represent diverse perspectives across the supply chain, including private businesses, trucking, warehousing, and logistics forums, ports and more – with the hope to add more partners in future.

These key stakeholders, which include global container shipping giants Mediterranean Shipping Co and CMA-CGM, will work together with the administration to develop an information exchange to ease supply chain congestion and speed up goods movement.

Last year, ports and the private sector moved a historic amount of goods with record holiday sales and delivery times below pre-pandemic levels. Today, real retail inventories excluding cars are 6% more than at end-2019 and products at grocery and drug stores are 90% in stock, just 1 percentage point below pre-pandemic levels, the statement said.

Initial partners in FLOW include the port authorities of Long Beach, Los Angeles, Georgia, ocean carriers CMA CGM and MSC; terminal operators Fenix Marine Terminal and Global Container Terminals; businesses Albertsons, Gemini Shippers, Land O' Lakes, Target, True Value; trucking firm CH Robinson, chas-

sis provider DCLI and FlexiVan; logistics and warehousing players FedEx, Prologis and UPS.

FLOW was roundly welcomed by stakeholders.

"We are honored to be recognized as a leader in supply chain management and asked to serve on this White House task force. These have been exceptional times, and I'm very proud of the innovative solutions our entire operations, merchandising and inventory teams employed to get products to our retailers as quickly as possible," said Chris Kempa, True Value chief executive.

Port of Los Angeles executive director Gene Seroka said he was looking forward to helping drive the initiative forward. "This nationwide supply chain data visibility effort will support system resiliency, improve our trade competitiveness and empower American businesses to get products to market with greater consistency and reduced cost," Seroka said.



The Port of Long Beach is the second-busiest container seaport in the United States. Photo from <https://pollb.com/>

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