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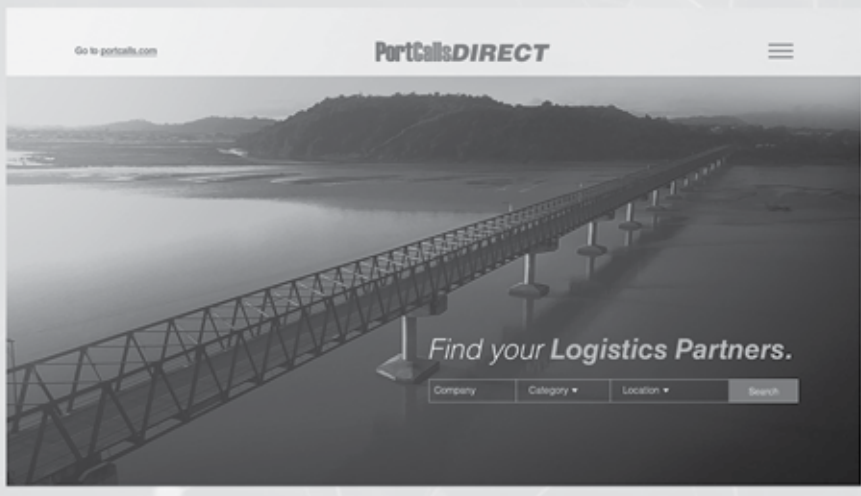


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Customs implements liquidation/billing system

- The Bureau of Customs' Liquidation and Billing System will go on stream at all ports nationwide on April 13
- The portal will allow BOC's Liquidation and Billing Division to efficiently audit and evaluate post-entry transactions of shipments
- The system will determine and inform consignees of fines, penalties and other charges that are due for collection

(MISTG) will implement the Liquidation and Billing System (LBS) at all ports nationwide on April 13.

The LBS is an online portal that allows BOC's Liquidation and Billing Division (LBD) to efficiently audit and evaluate post-entry transactions of shipments, the agency said in a statement.

The system determines and informs consignees of fines, penalties and other charges that are due for collection, BOC added. It also aids LBD personnel in the post-release adjustment (PRA) process by providing an interface for checking and verifying a declaration's correctness

THE Bureau of Customs' Management Information System and Technology Group

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DA pushes 2-pronged approach to curb agri smuggling

- The Department of Agriculture eyes intensified border protection and provision of logistics and infrastructure support to farmers to curb agricultural smuggling
- Agriculture Secretary William Dar warns DA officials and staff of administrative charges and suspension if they connive with illegal importers and smugglers
- From 2019 to 2022, the value of technically smuggled agri-fishery commodities totalled P667.50 million, of which P10 million worth was intercepted
- 153 container vans and 5,000 boxes of fishery goods worth P548.5 million were seized last year

THE Department of Agriculture has put forward a two-pronged approach to curb agricultural smuggling in the country that involves intensifying border protection and providing logistics and infrastructure support to farmers, the agency said in a statement.

“First, let us continue to intensify our border protection and coordination efforts with the Bureau of Customs (BOC) and other agencies. *Kapag may* (If there’s misdeclaration, right there and then, *dapat i-hold na agad ang* (hold) goods,” Agriculture Secretary William Dar said in a recent meeting with DA key officials to address agricultural smuggling.

“Second, we need to continuously provide our farmers with the much-needed logistics and infrastructure support so they

could produce more and sell their products with reasonable profit, especially during the peak season when prices are low. With such DA support and assistance, *hindi rin sila mapag sasamantalahan ng mga trader* (farmers can’t be taken advantage of by traders),” the DA chief added.

Dar also warned erring DA officials and staff that they would face appropriate administrative cases and suspension if found guilty of conniving with illegal importers and smugglers.

“Smugglers usually get away with their crime by passing through legal channels, using technical smuggling schemes, like misdeclaration, undervaluation, or misclassification. Let us strengthen the law by looking at the lapses where we can further improve the system. At the moment, only

the BOC has the police power, but we can inspect and recommend to BOC confiscation of smuggled goods,” Dar said.

According to DA Assistant Secretary Federico Laciste Jr. from the DA-Wide Field Inspectorate, technically smuggled agri-fishery commodities from 2019 to 2022 totalled P667.50 million, of which P10 million worth was intercepted during the same period.

In 2021, the Sub-Task Group on Economic Intelligence (STG-EI) also confiscated 153 container vans and 5,000 boxes of fishery products with an estimated value of P548.5 million. This year, P109 million worth of misdeclared vegetables, meat, and fishery products were seized, he said.

The STG-EI, in which Laciste is the

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- Opportunities and Challenges in Financing Infrastructure Development Projects in the Philippines and the BIMP-EAGA Region
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Port users seek halt to 949% Pasig River port tariff hike

- Port users are asking the Philippine Ports Authority to stop its planned Pasig River port 949% tariff hike
- The Pasig Port Users Against PPA Tariff Increases says its members will consider moving to the neighboring North Port if the new rate is imposed
- The operation of Pasig River port is currently up for bidding
- The group is seeking instead a tariff rise similar to the 24% hike PPA granted in 2017 to Manila North Harbour Port

A group of port users is asking the Philippine Ports Authority (PPA) to stop an impending tariff increase at the Pasig River port once a new cargo-handling operator is in place.

In a petition to the PPA Board dated April 11, the Pasig Port Users Against PPA Tariff Increases said the new tariff, which will take effect once a winning bidder takes over port operations, will raise the tariff for dry bulk cargo by 949%.

"No amount of improved or additional services, if any at all, can support this unconscionable increase," the group said, adding that if the increase happens its members will consider moving operations to neighboring North Port, operated by Manila North Harbour Port Inc. (MNHPI), and Manila Integrated Cargo Terminal, operated by Northstar Shipping & Marine Services Inc. Those ports' tariffs, they claimed, are similar to Pasig River port's current rates.

Comprising Movers and Managers Corp., J-Tram Integrated and Marketing

Corp., CQ Heirs Shipping Lines, TBB Enterprises, San Nicholas Lines Inc., and JVS Journey Sea Trans. Inc., the group is instead proposing a tariff increase similar to the 24% hike granted by PPA to MNHPI in 2017. Such increase was implemented in three tranches of 8% annually over three years.

"[The country is] still in the first steps of recovery from the very negative economic impact of Covid-19" and "[we are] in the midst of energy price hikes affecting our businesses".


Moreover, the group said the increased tariffs will "unnecessarily and punishingly burden the end consumers, who are already suffering from the current economic crisis."

"Only the PPA and the winning bidder appear to financially benefit from this new tariff scheme," the group stated.

The petition comes after PPA early this month invited bidders for the 15-year contract to manage and operate the port terminal of Pasig River port under the agency's Port Terminal Management Regulatory Framework (PTMRF). The opening of bids is scheduled on April 25.

The winning bidder will use PPA's prescribed tariff under PPA Administrative Order No. 10-2019, which provides a uniform port tariff for operators that win contracts for Tier 3 ports under the PTMRF.

"We are aware that the highest bidder, upon takeover, will bring with it new and excessively high tariffs as experienced at the 12 or so ports, such as Nasipit, Matnog, Sorsogon, Tabaco, Pulupandan, Tacloban, Legazpi, Iligan, Ozamiz, Puerto Princesa, Ormoc, Calapan, Zamboanga, Pagadian, Tagbilaran, Masao and Surigao," the



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group said.

The ports mentioned by the group are Tier 3 ports like Pasig River port and were also bid out under PPA's PTMRF. The agency started bidding out Tier 3 ports under PTMRF in 2020.

Of these, PPA has already awarded the contracts for the ports of Zamboanga, Calapan, Puerto Princesa, Ormoc, Ozamiz, Iligan, Legazpi, Tacloban, Fort San Pedro, Tabaco, Matnog, Pulupandan, Nasipit,

Surigao, Masao, Tagbilaran, Tabaco, Masao. Pagadian port's opening of bids, meanwhile, is scheduled on April 11.

Several stakeholders, including the National Economic and Development Authority-Regional Development Councils (RDC) VIII and IX, earlier asked PPA to suspend implementation of new tariffs under AO 10-2019 at various ports pending consultation with stakeholders.

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Customs earns P80M from auction of overstaying containers

- The Bureau of Customs generated P80.765 million revenue from part of 304 overstaying containers that the bureau disposed of via public auctions in the first quarter this year
- Of total, 96 overstaying boxes were auctioned off, 38 were donated, and 170 were condemned

A total of 304 overstaying containers were disposed of by the Bureau of Customs, nearly a third of them via public auctions

that produced P80.765 million income for the agency, the BOC said.

The additional revenue came from the auction of contents of 96 overstaying containers that included rice and galvanized steel, BOC said in a statement.

Thirty-eight overstaying containers of twine, yarn droppings, and cuttings, were donated to various agencies while 170 containers of used clothing, rotten foodstuff, used oil, used furniture, among other items, were condemned.

BOC noted that the 304 disposed of

overstaying containers were accumulated from January to March this year.

Overstaying containers are either seized or abandoned. Cargoes overstaying for more than 30 days from the date of discharge and not withdrawn on time will be tagged abandoned. Once abandonment is decreed final, BOC will determine the proper disposal of the cargoes.

Under Section 1141 of Republic Act 10863, or the Customs Modernization and Tariff Act, goods for disposal may be donated, declared for official use by BOC,

or sold in a public auction.

Goods suitable for shelter or consisting of foodstuff, clothing materials, or medicines may be donated to the Department of Social Welfare and Development.

BOC said the disposal of overstaying containers aims to facilitate trade by eliminating port and yard congestion, ensuring smooth flow of business within the agency.

In 2021, BOC disposed of a total of 2,407 overstaying containers and had collected P555.444 million in additional revenue from auctioning them off.

PH merchandise trade increases 18.1% in Feb

- Philippine imports and exports in February expanded in double digits for the 13th month in a row
- Merchandise trade grew 18.1%
- Trade deficit, however, increased 30.3%
- Imports jumped 20.1% while exports rose 15%
- Electronic products remained the top import and export commodities

PHILIPPINE merchandise trade in Feb-

ruary grew 18.1% for the 13th month in a row as both imports and exports recorded double-digit increases, according to preliminary data from the Philippine Statistics Authority.

Total external trade in February amounted to \$15.85 billion, higher than the \$13.421 billion recorded in February 2021.

Of the total, 61.1% were imported goods while the rest were exported goods. The trade deficit increased 30.3% to \$3.53 billion in February from \$2.708 billion in the same month last year.

Imports registered growth for the 13th month running, increasing 20.1% to \$9.69 billion from \$8.064 billion in February 2021.

The annual growth in imports was due to increases in six of the top 10 major commodity groups led by mineral fuels, lubricants and related materials, which soared 131.6% year-on-year. This was followed by cereals and cereal preparations, which surged 83.8%; and other food and live animals, which jumped 23.3%.

For January-February this year, imports amounted to \$20.45 billion, up 24% from \$16.49 billion in the

same period in 2021.

Exports grew for the 12th straight month to \$6.16 billion from \$5.357 billion, an improvement of 15%.

The growth was driven by year-on-year increases in eight of the top 10 major commodity groups, led by cathodes and sections of cathodes of refined copper, which soared 130.2%. This was followed by coconut oil, which climbed 118.2%, and other mineral products, up 27.5%.

For January-February, export earnings reached \$12.21 billion, advancing 11.9% from the same period last year.

Among commodity groups, electronic products remained the country's top export goods in February with \$3.44 billion or 55.9% of total earnings. Electronic products were likewise the top imported goods with a value of \$2.40 billion, or a share of 24.8%, of the total.

By major type of goods, exports of manufactured goods still made up the biggest portion of total exports in February at \$5.03 billion representing 81.7% of the total. For imports, raw materials and intermediate goods also accounted for the largest share at \$3.65 billion or 37.7%.

Imports of personal protective equipment (PPE) and medical supplies, includ-

ing COVID-19 vaccines, increased 55.3% to \$63.55 million in February.

This was the first time imports of COVID-related medical supplies recorded a slower increase, as it had been posting three-digit and four-digit increases since June 2021, following a decline in the import of COVID-19 vaccines in February 2022.

For the month, total imports of COVID-19 vaccines were valued at \$40.60 million.

Exports of PPE and medical supplies during the month, meanwhile, dropped 46% to \$0.95 million, its 13th consecutive month of decrease.

By major trading partner, China remained the country's biggest supplier of imported goods, with a value of \$1.77 billion or 18.3% of the total. The next-largest was South Korea at \$908.06 million; followed by Japan at \$908.06 million; Indonesia, \$705.26 million; and United States, \$610.97 million.

In terms of export destinations, the US still led receiving Philippine goods worth \$966.66 million or 15.7% of the total. It was followed by Japan at \$900.02 million; China, \$805.92 million; Hong Kong, \$782.94 million; and Singapore, \$409.89 million.

PortCalls

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A.P. Moller-Maersk launches Maersk Air Cargo

- A.P. Moller-Maersk launched Maersk Air Cargo, the company's main air freight offering
- The company will be fully operational by the second half of 2022
- It will progressively deploy five aircraft: two new B777F and three leased B767-300 freighter
- The new venture will operate out of Billund airport

A.P. Moller-Maersk launched on April 8 Maersk Air Cargo, its main air freight offering.

Expected to be fully operational by the second half of 2022, Maersk Air Cargo will launch daily flights from its hub in Billund, Denmark's second largest airport, A.P. Moller-Maersk said in a statement.

Maersk last operated from Billund in 2005. From the continent, Maersk Air Cargo will progressively deploy a controlled capacity of five aircraft: two new B777F and three leased B767-300 freighter. Three new B767-300 freighters will also be added to the US-China operation, which will be initially handled by a third-party operator. The new aircraft are expected to be operational from the second half 2022 and onwards up to 2024.

Maersk said it seeks to have approximately one third of its annual air tonnage carried within its own controlled freight network. This, it said, will be achieved through a combination of owned and leased aircraft, replicating the structure that the company has within its ocean fleet. The remaining capacity will be provided by strategic commercial carriers and charter flight operators.

Maersk Air Cargo takes over operations of

in-house aircraft operator, Star Air. The transfer has been approved by the Danish Civil Aviation Authority.

Maersk Air Cargo also announced its intent to enter into an agreement with the Flight Personnel Union, which is a part of the Danish Confederation and Trade Unions.

Maersk said its owned controlled capacity, powered by Maersk Air Cargo, is designed to make supply chain journeys more resilient and intuitive. As a standalone service, Maersk Air Freight can help customers make the most of opportunities by getting their air cargo to the right place at the right time.

"Air freight is a crucial enabler of flexibility and agility in global supply chains as it allows our customers to tackle time-critical supply chain challenges and provides transport mode options for high value cargo. We strongly believe in working closely with our customers. Therefore, it is key for Maersk to also increase our presence in the global air cargo industry by introducing Maersk Air Cargo to cater even better for the needs of our customers," said Aymeric Chandavoine, Global Head of Logistics and Services, A.P. Moller-Maersk.

"Maersk Air Cargo is an important step of the Maersk Air Freight strategy, as it will allow us to offer customers a truly unique combination of air freight integrated with other transport modes. We see an increased and continued demand for air cargo both today and going forward as well as a growing demand for end-to-end logistics, why it is important for us to strengthen our own-controlled capacity and advance further on our air freight strategy," according to Torben Bengtsson, Global Head of Air & LCL (Less than Container Load), A.P. Moller-Maersk.

Billund Airport CEO Jan Hesselund, for his part, said: "We have had growth, defied the Corona and set a new record year in cargo in 2021. It does not happen without good partners, and we do what we can to make our partners good. Now Maersk Air Cargo enters the stage at Billund Airport and raises it a notch. We are incredibly proud that we are being chosen as Maersk's European hub for air freight, and we look forward to developing the collaboration to even new heights."

DA pushes 2-pronged approach... *Continued from page 2*

alternate chair, is an integrated regulatory enforcement unit comprising DA, BOC, Department of Trade and Industry (DTI), National Intelligence Coordinating Agency (NICA), and Philippine National Police-Criminal Investigation and Detection Group (PNP-CIDG).

On April 4, 2022, the STG-EI led by the DA-Bureau of Plant and Industry, confiscated 46 boxes of smuggled carrots and broccoli being sold at Divisoria Market.

The smuggled vegetables were seized by BPI for infringement of the Food Safety Act of 2013. Laciste said BOC is investigating further to buildup a case against the identified owners of the contraband for violating the Anti-Agricultural Smuggling Act of 2016.

Laciste said the STG-EI and BOC have been conducting surprise inspections to prevent the proliferation of smuggled vegetables that pose serious public health hazards due to non-compliance with sanitary and phytosanitary measures.

On providing logistical support to local farmers, Dar underscored the need to establish more cold storage facilities to reduce postharvest losses and help farmers recover.

"We need to partner with the local government units and farmers' cooperatives and associations (FCAs) in putting up more cold storage facilities to maintain the freshness and quality of farm and fishery products and sell them at relatively higher prices," he said.

Onion farmer groups from Mindoro Occidental have been lamenting that their produce is being sold at bargain prices amid other challenges such as rising fertilizer and oil prices due to the Russia-Ukraine war.

"With more cold storage facilities, we will be able to reduce postharvest losses by at most 35%, this could be added up to our national food supply, bringing down prices for the benefit of millions of Filipinos," Dar said.

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GSL MERCER	014N	APR 8	APR 9	014S	APR 16	APR 16	APR 17	APR 18	Phase out	
CALIDRIS	092N	APR 15	APR 17	092S	APR 22	APR 22	APR 23	APR 25	APR 29	MAY 1
LOG-IN DISCOVERY	017N	-	-	017S	-	-	APR 30	MAY 2	MAY 6	MAY 8
CALIDRIS	093N	APR 29	MAY 1	093S	MAY 6	MAY 6	MAY 7	MAY 9	Phase out	
LOG-IN DISCOVERY	018N	MAY 6	MAY 8	018S	MAY 13	MAY 13	MAY 14	MAY 16	Phase out	

SINGAPORE / SOUTH PHILIPPINES EXPRESS (SPE)

VESSEL	Inbound VOY	SINGAPORE		Outbound VOY	DAVAO		GENSAN		SINGAPORE	
		ETA	ETD		ETA	ETD	ETA	ETD	ETA	ETD
KOTA HAPAS	0342E	APR 10	APR 11	0342W	APR 15	APR 16	APR 17	APR 19	APR 24	APR 25
DANU BHUM	484E	APR 17	APR 18	484W	APR 22	APR 23	APR 24	APR 26	MAY 1	MAY 2
KOTA HAPAS	0343E	APR 24	APR 25	0343W	APR 29	APR 30	MAY 1	MAY 3	MAY 8	MAY 9
DANU BHUM	485E	MAY 1	MAY 2	485W	MAY 6	MAY 7	MAY 8	MAY 10	MAY 15	MAY 16
KOTA HAPAS	0344E	MAY 8	MAY 9	0344W	MAY 13	MAY 14	MAY 15	MAY 17	MAY 22	MAY 23

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BOC post-clearance audit group collects P534M in Q1

- The Bureau of Customs Post-Clearance Audit Group took in additional revenues of P534.292 million in the first quarter this year
- Of the total, P498.882 million was generated from 39 prior disclosure program applications and P35.410 million from 59 audit notification letters issued
- BOC expects to collect a total of P12.932 billion additional revenue from the enforcement of 54 demand letters arising from post-clearance audits conducted in 2019, 2020, and 2021

THE Bureau of Customs Post-Clearance Audit Group (PCAG) collected P534.292 million of additional revenues in the first quarter this year.

Of the total, P498.882 million came from 39 prior disclosure program (PDP) applications and P35.410 million from 59 audit notification letters (ANL) issued by PCAG, the bureau said in a statement.

BOC said it expects to take in a total of P12.932 billion from the enforcement of 54 demand letters arising from post clearance audits conducted in 2019, 2020, and 2021, which have become final and executory for failure of audited importers to contest the same.

The BOC took over again in 2016 the

function of post-clearance audit, formerly called post-entry audit, from the Department of Finance, where the function was transferred in 2014.

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

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

An ANL informs a company that it will be subjected to post-clearance audit and details the audit procedure.

Under the order, within three years from the date of final payment of duties and taxes or from customs clearance, BOC may audit, inspect, verify, and

investigate records pertaining to any goods declaration. The declaration includes statements, declarations, documents, and electronically generated or machine-readable data.

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

According to BOC's 2021 annual report, PCAG has already conducted post-clearance audit verification and investigation of Super Green Lane members, pharmaceutical companies, and importers of foodstuff, alcohol, tobacco, mechanically deboned meat, rice, oil, and others.

This effort has led to the collection of more than P1.5 billion worth of deficient customs duties, taxes, and other charges, including fines or penalties paid by importers in 2021 and a total of P5 billion since 2018.

Customs reiterates need for import clearances for meat, food products

- Only meat and food product imports cleared by the Department of Agriculture and Department of Health will be released from customs ports
- BOC to strictly enforce a prescription by the Food Safety Act of 2003 that food shipments must be inspected and cleared by the DA and DOH at their first port of entry
- The Bureau of Customs said it is strictly implementing the rule requiring import clearances for meat and food products issued by the Department of Agriculture (DA) and Department of Health (DOH) before products are released from ports, the agency said in a statement.
- BOC said the Food Safety Act of 2003 requires that imported food shipments undergo inspection and clearance procedures by the DA and DOH "at the first port of entry to determine compliance with national regulations."

DURING first border inspection, BOC, along with DA and DOH, examines only 10% of the subject container.

Full physical examination will be conducted only during second border inspection by DA agencies, the Bureau of Animal Industry, Bureau of Plant Industry, and Bureau of Fisheries and Aquatic Resources, at their accredited warehouses.

Accordingly, the DA and DOH will determine whether an imported meat or food product is contaminated by a disease, such as the avian influenza (H5N1) or bird flu virus.

BOC said it has been cascading the list of countries affected by the H5N1 virus to all its ports and has been very vigilant in implementing the rules.

DA and BOC signed early this year a data-sharing agreement to facilitate exchange of information on traded agricultural commodities, primarily on unfair trade practices and surge of imports.

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

P3.9B worth of contraband seized

- The Bureau of Customs seized contraband goods valued at P3.89 billion in the first quarter
- The top three seized commodities were counterfeit goods, illegal drugs, and cigarettes/tobacco
- BOC issued 31 alert orders, of which 20 were positive for violation of customs laws

THE Bureau of Customs (BOC) recorded 158 seizures of smuggled goods with an estimated value of P3.89 billion in the first quarter of 2022.

The top three seized commodities were counterfeit goods amounting to P1.91 billion; illegal drugs valued at P1.53 billion; and cigarettes/tobacco worth P132.56 million, BOC said in a statement.

From January to March, 31 alert orders were issued, of which 20 were positive for violation of pertinent customs laws and regulations. During the same period, BOC implemented 25 letters of authority to inspect and visit facilities, of which 16 yielded positive results.

BOC also recorded 450 foreign vessels that deviated from their navigational path and entered Philippine territorial waters. Out of this, 405 vessels were boarded and inspected by BOC; 124 were inspected and had departed the country; 41 were inspected, and 12 are to be inspected and still in the country.


Port users seek halt to 949% Pasig...

Continued from page 3

The Philippine Chamber of Commerce and Industry Tacloban-Leyte Inc. had said that the 360% increase in tariff at the Tacloban port would push up prices of commodities such as rice, cement, sugar, and feeds.

Philippine Inter-island Shipping Association also requested the Lower House Committee on Transportation to review AO 10-2019, saying its rates are higher than the previous rates of Tier 3 ports and of North Port, the premier domestic port at Manila North Harbor.

During the August 2019 public hearing on the then proposed new uniform tariff for ports under PTRMF, PPA said it based its proposal on Cagayan de Oro port's rates, the highest among PPA ports. — Roumina Pablo



HYUNDAI MERCHANT MARINE PHILIPPINES CO. INC.

USA SERVICE

PACIFIC SOUTHWEST 3 SERVICE via SINGAPORE									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	ETA LAX	ETA OAK	
CALIDRIS	0092S	04/25	04/29	ONE CONTRIBUTION	0049E	05/09	06/14	06/20	
LOG IN DISCOVERY	0017S	05/02	05/07	ONE COMMITMENT	0055E	05/11	06/02	06/08	
RITA	0007S	05/09	05/13	ONE COMPETENCE	0081E	05/18	06/19	06/25	

PACIFIC NORTHWEST 3 (PN3) via BUSAN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SRPUS	MOTHER VESSEL	VOY. NO.	ETD SRPUS	ETA VAN	ETA SEA	
HYUNDAI INTEGRAL	0122N	04/25	04/30	SEASPAN YANGTZE	0020E	05/02	05/13	SKIP	
KIMOLOS TRADER	0003N	05/01	05/06	HYUNDAI COURAGE	0100E	05/20	06/14	SKIP	
TBA	0001N	05/16	05/25	YM TOGETHER	0030E	05/28	06/07	SKIP	

PACIFIC SOUTHWEST 4 SERVICE via KAOHSIUNG									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KAO	MOTHER VESSEL	VOY. NO.	ETD KAO	ETA LAX	ETA OAK	
SPIL NIRMALA	0029N	04/24	04/26	YM UNIFORMITY	0058E	04/29	06/01	SKIP	
SPIL NIRMALA	0030N	04/29	05/01	YM UNIFORM	0223E	05/13	05/27	SKIP	
SPIL NIRMALA	0031N	05/04	05/06	YM UNIFORM	0223E	05/13	05/27	SKIP	

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	0092S	04/25	04/29	YM WELLHEAD	0034E	05/03	05/28	05/31	06/03	06/05
LOG IN DISCOVERY	0017S	05/02	05/07	YM WIDTH	0026E	05/15	06/09	06/12	06/15	06/17
RITA	0007S	05/09	05/13	YM WIDTH	0026E	05/15	06/09	06/12	06/15	06/17

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	0092S	04/25	04/29	HUMEN BRIDGE	0083E	05/08	06/03	SKIP	06/09	06/12
LOG IN DISCOVERY	0017S	05/02	05/07	ONE HELSINKI	0048E	05/12	06/08	SKIP	06/14	06/17
RITA	0007S	05/09	05/13	HYUNDAI FAITH	0099E	05/21	06/17	SKIP	06/23	06/26

FAR EAST PENDULUM 1 (FP1) VIA SGSIN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	LEH
CALIDRIS	0092S	04/25	04/29	ONE HONGKONG	0075W	05/07	05/25	05/28	05/31
LOG IN DISCOVERY	0017S	05/02	05/07	NYK OCEANUS	0068W	05/17	06/06	06/09	06/12
RITA	0007S	05/09	05/13	NYK OCEANUS	0068W	05/17	06/06	06/09	06/12

FAR EAST PENDULUM 2 (FP2) VIA SGSIN										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	ANR	LGP
CALIDRIS	0092S	04/25	04/29	YM WELLSRING	0011W	05/10	06/01	06/04	06/07	06/10
LOG IN DISCOVERY	0017S	05/02	05/07	YM WELLSRING	0011W	05/10	06/01	06/04	06/07	06/10
RITA	0007S	05/09	05/13	ONE OWL	0018W	05/24	06/14	06/17	06/20	06/23

FAR EAST EUROPE 2 (FE2) via KAOHSIUNG										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	GBSOU	FRLEH	DEHAM	NLTRM
CALIDRIS	0092S	04/25	04/29	MOL TRUST	0019W	05/04	05/31	06/08	06/12	06/18
LOG IN DISCOVERY	0017S	05/02	05/07	AL ZUBARA	0018W	05/12	06/02	06/05	06/07	06/11
RITA	0007S	05/09	05/13	TIHAMA	0020W	05/25	06/16	06/19	06/21	06/25

MIDDLE EAST VIA SHEKOU											
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SHK	MOTHER VESSEL	VOY. NO.	ETD SHK	AEDXB	SADMN	QAHMD	AEAUH	OMSOH
CNC SATURN	0012N	04/29	05/08	SOUTHAMPTON EXPRESS	0030W	05/22	06/05	06/08	06/10	06/14	SKIP
MOUNT BUTLER	0107N	05/04	05/10	SOUTHAMPTON EXPRESS	0030W	05/22	06/05	06/08	06/10	06/14	SKIP
CNC BANGKOK	0002N	05/09	05/16	SOUTHAMPTON EXPRESS	0030W	05/22	06/05	06/08	06/10	06/14	SKIP

KPX (KOREA PHILIPPINES EXPRESS)									
FEEDER VESSEL	VOY. NO.	ETA PHMNL	ETA VNNGN	ETA HKHKG	ETA CNSHK	ETA KRINC			
EMORA	2204S	05/10	05/13	05/16	05/18	SKIP			
KMTC BANGKOK	0108S	05/11	05/14	05/17	05/18	SKIP			

CHINA SOUTH EAST 2				
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA CNSHA	ETA CNSHK
CNC SATURN	0012N	04/29	05/04	05/08
MOUNT BUTLER	0107N	05/04	05/07	05/10
CNC BANGKOK	0002N	05/09	05/13	05/16

TTP SERVICE (TIANJIN TO PHILIPPINES)						
FEEDER VESSEL	VOY. NO.	ETD MNL NH-SH	ETA CNLYG	ETA CNTAO	ETA KRPUS HNC - TOC	ETA CNSHA
HYUNDAI INTEGRAL	0122N	04/25 - 04/26	SKIP	SKIP	04/30 - SKIP	SKIP
KIMOLOS TRADER	0003N	05/01 - 05/03	SKIP	SKIP	05/06 - SKIP	SKIP
FITZ ROY	0025N	05/09 - 05/11	05/14	SKIP	SKIP - SKIP	SKIP

CTI SERVICE									
FEEDER VESSEL	VOY. NO.	ETA/D PHDVO	ETA/D TWKHH	ETA/DCNSHA	ETA/CNNBO	ETA/CNSHK			
GSL ROSSI	0025N	04/19	04/23	04/26	04/27	04/28	04/29	05/02	05/03
COSCO HAIFA	0092N	04/26	04/26	04/30	04/30	05/03	05/04	05/05	05/06
HYUNDAI VOYAGER	0120N	05/03	05/03	05/07	05/07	05/10	05/11	05/12	05/13

NEW SERVICE JKP SERVICE										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA BUS	NGO	YKK	SHI	TYO	YOK	OSK	KBE
BUXLINK	2263N	04/24	04/27	04/30	05/01	05/01	05/02	05/03	05/04	05/05
CALLAO BRIDGE	0208N	05/03	05/06	05/08	05/09	05/09	05/10	05/11	05/12	05/13
RITA	2210N	05/05	05/12	05/14	05/15	05/15	05/16	05/17	05/18	05/19

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BOC x-ray operations bring in P33M in first quarter

- The Bureau of Customs collected P33.041 million from 209,030 containers scanned in the first quarter of the year
- 23 warrants of seizure and detention were issued against shipments that yielded suspicious images during X-ray inspection
- BOC's scanning performance efficiency increased 14% in the first quarter year-on-year

THE Bureau of Customs (BOC) X-Ray Inspection Project (XIP) collected P33.041 million in additional duties and taxes in the first quarter of 2022.

The agency scanned a total of 209,030 containers for the period, with the revenue

coming from 23 warrants of seizure and detention (WSD) issued against shipments that showed suspicious images during X-ray inspection and intensive profiling, BOC said in a statement.

The seized shipments issued with WSD were found to contain misdeclared and undeclared goods in violation of provisions of Republic Act No. 10863, or the Customs Modernization and Tariff Act.

BOC noted that its scanning performance efficiency increased 14% in the first quarter this year compared with the same period last year.

In 2021, four mobile x-ray machines were successfully deployed in various BOC collection districts, contributing to the continuous improvement of XIP's performance, the bureau said.

The four mobile container x-ray machines were turned over to BOC in November 2021 and deployed at the Manila International Container Port, Cebu, Subic, and Cagayan de Oro, which are ports with high-volume scanning operations.

BOC earlier said it had scanned 65% more containers and collected P113.721 million of additional revenues in 2021.

Warehouse yields P600M worth of fake goods

- A Bureau of Customs inspection of a Cavite warehouse yields P600 million worth of copyright-infringing smuggled goods
- The seized goods include motorcycle accessories, footwear and apparel bearing brands such as Nike, Adidas and Gucci

personnel, at the warehouse located at Toclong-San Sebastian Road in Kawit, the agency said in a statement.

An inventory found the seized goods included motorcycle accessories as well as footwear and apparel bearing brands such as Nike, Adidas and Gucci.

Under the Customs Modernization and Tariff Act, copyright-infringing goods are prohibited articles and should immediately be seized or confiscated.

The warehouse has been sealed and further investigation is underway for other possible violations of RA 8293, or the Intellectual Property Code of the Philippines, and the CMTA.

THE Bureau of Customs (BOC) seized copyright-infringing goods worth an estimated P600 million in a warehouse in Kawit, Cavite on March 28.

The smuggled goods were discovered during an inspection by a BOC team, supported by Armed Forces of the Philippines

Customs implements...

Continued from page 1

of value, classification, and computation of duties and taxes, among other charges.

PRA is the process in the liquidation of goods declarations that gives rise to discrepancies in duties and taxes due to adjustments in insurance and freight charges, foreign exchange rates, changes in classification of goods, and other factors that result in their re-appraisal.

In addition, the LBS enables users to monitor collections or refunds of duties and taxes, when necessary.

The system also issues a Final Demand Letter, the last notification letter signed by the district collector informing stakeholders to settle discrepancies and deficiencies based on the PRA.

As part of the MISTG's post-clearance strategic roadmap deliverables, BOC said the LBS strengthens the post-clearance audit process of each BOC port by providing a platform to easily detect and mitigate fraud and revenue leakages, thereby increasing the amount of lost revenue to be recovered.

The launch and implementation of the LBS follow the issuance of Customs Memorandum Order No. 09-2022, which provides procedures in the liquidation of goods declaration for consumption by the LBD or its equivalent units in the collection districts using the LBS and post-entry modification of single administrative document.



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