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# PortCalls

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## BOC denies 46 'ghost' accreditation applications

- The Bureau of Customs denies accreditation of 46 ghost importers and processed the accreditation of 3,760 importers and customs brokers in the first quarter
- There were 3,106 regular importers, 96 non-regular importers, and 558 licensed customs brokers who applied during the period
- 46 offices were found non-existent among 1,195 sites of applicant importers inspected
- Accreditation of 111 importers and 30 customs brokers that have violated provisions of the

Customs Modernization and Tariff Act were also revoked

THE Bureau of Customs' (BOC) Account Management Office (AMO) has denied accreditation of 46 "ghost" or non-existent importers and processed the accreditation of 3,760 importers and customs brokers in the first quarter of 2022.

AMO also revoked or suspended the accreditation of 111 importers and 30 customs brokers after they were found to have violated provisions of Republic Act No. 10863 or the Customs Modernization and Tariff Act, BOC said in a statement.

Of the 3,760 processed applications, Turn to page 4



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	ETD MNL	ETA SIN		ETA SIN	NOU	LTK	SUV	MRP	AKL	TRG		
Rita	007S	May 8	May 13	Vanuatu Chief	2207S	May 18	Jun 3	Jun 5	Jun 7	Nov 30	Jun 11	-
Rita	008S	May 21	May 27	Samoa Chief	2208S	Jun 2	Jun 15	Jun 18	Jun 19	Nov 30	Jun 23	-
Intelligent Pursuit	014S	Jun 12	Jun 17	Port Villa Chief	2209S	Jun 19	Jul 3	Jul 5	Jul 6	Nov 30	Jul 11	-

## PHILIPPINES TO PAPUA NEW GUINEA &amp; SOLOMON ISLANDS

	ETD MNL	ETA SIN		ETA SIN	POM	LAE	LIHIR	ORO BAY	RABAUL	MADANG	KIMBE	HONIARA
Intelligent Pursuit	012S	May 15	May 20	Coral Chief	2213S	May 22	Jun 5	Jun 9		Jun 18	Jun 21	
Intelligent Pursuit	013S	May 29	Jun 3	Carpenters Vega	2214S	Jun 6	Jun 19	Jun 23				Jul 5
Intelligent Pursuit	014S	Jun 12	Jun 17	Rabaul Chief	2215S	Jun 19	Jul 3	Jul 7		Jul 18	Jul 21	

## PHILIPPINES TO GUAM &amp; DILI

	ETD MNL	ETA SIN		SIN	DILI		ETD MNL	ETA PUS		ETD PUS	GUAM	SAIPAN				
Calidris	092S	Apr 25	Apr 29	Selatan Damai	119E	May 6	May 12	Fitz Roy	0024N	Apr 18	Apr 27	CMA CGM Dakar	2206S	Apr 30	May 6	
Rita	007S	May 8	May 13	Selatan Damai	120E	May 20	May 26	Fitz Roy	0024N	Apr 18	Apr 27	CMA CGM Herodot	160S	May 3	May 11	May 10
Rita	008S	May 21	May 27	Selatan Damai	121E	Jun 3	Jun 9	Hyundai Integral	0122N	Apr 25	Apr 30	CMA CGM Herodot	160S	May 3	May 11	May 10
Rita	009S	Jun 5	Jun 10	Selatan Damai	122E	Jun 17	Jun 23									

## PHILIPPINES TO SOUTH PACIFIC

	ETD MNL	ETA PUS		ETA PUS	NOUMEA	LAUTOKA	SUVA	MAJURO	TARAWA	PAGO	APIA	TONGA	VILA	SANTO	PAPETE	
Fitz Roy	0024N	Apr 18	Apr 27	New Guinea Chief	2209S	Apr 30	May 24	May 27	May 28	May 14	May 16	Jun 2	Jun 1	Jun 6	May 22	Jun 18
Hyundai Integral	0122N	Apr 25	Apr 30	Tropical Islander	0146S	May 5	May 25	May 28	May 29			Jun 3	Jun 3	Jun 1	May 23	Jun 8
Kimolos Trader	0003N	May 1	May 6	South Islander	0147S	May 16	Jun 5	Jun 8	Jun 10			Jun 15	Jun 15	Jun 12	Jun 2	Jun 3

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## Airlines post steady cargo growth, rebound in passenger traffic

- **Global air cargo demand rose 2.9% year on year in February as the sector stayed on its growth trajectory while manufacturers ramped up activity following the easing of pandemic restrictions, IATA announced**
- **Passenger traffic rebounded 115.8% in the same month, as a waning Omicron outbreak led governments to ease travel restrictions that had been put in place since early 2020, when the COVID-19 contagion spread worldwide**
- **Willie Walsh, IATA's director general, says the picture may be different in March, when the economic impacts of the Ukraine war and sanctions on Russia take hold**

GLOBAL air cargo continues to grow, with demand up 2.9% year on year in February despite a challenging operating backdrop. Passenger traffic bounced 115.8% y-o-y as travellers welcomed the easing of travel restrictions amid waning Omicron infections outside of Asia.

International cargo players saw demand grow 2.5%, the International Air Transport Association reported on April 6, citing several factors that benefitted air cargo in February. Carriers measure freight demand in cargo ton-kilometers and passenger traffic in revenue passenger-kms.

Total cargo traffic market share by

region in terms of CTK is: Asia-Pacific 32.4%, Europe 22.9%, North America 27.2%, Middle East 13.4%, Latin America 2.2%, and Africa 1.9%.

On the demand side, manufacturing activity ramped up after the early February Lunar New Year holiday, said IATA, a group of some 290 airlines worldwide. It said capacity was positively influenced by the general and progressive easing of COVID travel protocols and fewer flight cancellations and winter weather operational disruptions.

"Demand for air cargo continued to expand despite growing challenges in the trading environment. That is not likely to be the case in March as the economic consequences of the war in Ukraine take hold," said Willie Walsh, IATA's director general.

"Sanction-related shifts in manufacturing and economic activity, rising oil prices and geopolitical uncertainty will take their toll on air cargo's performance," Walsh warned.

Adjusting the comparison for the impact of the early Lunar New Year by averaging January and February's performance, demand increased 2.7% y-o-y. Yet, while cargo volumes rose, year-on-year growth slowed from 8.7% in December.

Capacity grew 12.5% from a year ago, with that of international operations up 8.9%. As against pre-COVID levels, capacity was constrained at 5.6% below that of February 2019.

IATA said factors in the operating environment included the 6.3% general consumer price inflation in February in Group of Seven countries, the peak since late 1982. While inflation curbs purchasing power, it is balanced against higher levels coming out of the pandemic.

Other factors included the Purchasing Managers' Index indicator tracking global new export orders falling to 48.2 in March, the lowest since July, and China and Hong Kong's zero-COVID policy continuing to create supply chain disruptions due to flight cancellations.

IATA said the impact of Russia's invasion of Ukraine on February 24 had a limited effect globally on airlines' performance that month. But, in March, the negative impacts of the war and related sanctions, particularly higher energy costs and reduced trade, will be felt.

Passenger traffic more than doubled in February from year-ago levels, beating the 83.1% y-o-y gains in January. "The recovery in air travel is gathering steam as governments in many parts of the world lift travel restrictions," said Walsh.

"States that persist in attempting to lock out the disease, rather than managing it as we do with other diseases, risk missing out on the enormous economic and societal benefits that a restoration of international connectivity will bring."

Despite the total traffic rising 115.9%, it was down 45.5% from February 2019, IATA said.

Domestic traffic shot up 60.7% from

a year ago, building on a 42.6% increase in January 2022 compared with January 2021. Markets tracked by IATA varied widely. Domestic traffic in February was 21.8% below the volumes in February 2019.

International RPKs rose 256.8% in February from a year ago, eclipsing a 165.5% y-o-y increase in January against a year earlier.

Asia-Pacific airlines had a 144.4% y-o-y rise in February traffic, up somewhat over the 125.8% gain registered in January 2022. Capacity rose 60.8% and the load factor was up 16.1 percentage points to 47.0%, the lowest among regions.

European carriers saw their February traffic rise 380.6% versus February 2021, improving over the 224.3% y-o-y increase in January 2022. Capacity rose 174.8%, and load factor climbed 30.3 percentage points to 70.9%.

North American carriers registered a 236.7% y-o-y traffic rise in February, significantly higher than the 149.0% rise in January 2022 y-o-y. Capacity rose 91.7%, and load factor climbed 27.4 percentage points to 63.6%.

"As the long-awaited recovery in air travel accelerates, it is important that our infrastructure providers are prepared for a huge increase in passenger numbers in the coming months," said Walsh. "The peak Northern summer travel season will be critical for jobs throughout the travel and tourism value chain. Now is the time to prepare."

## PEZA accepting applications for hybrid work arrangement

- **The Philippine Economic Zone Authority is accepting applications for a hybrid work arrangement from registered IT-BPO companies and business enterprises**
- **The hybrid arrangement may be in place until September 2022**
- **Since April 1, PEZA-registered IT-BPOs have reverted to the 70-30 work policy: as long as enterprises' export sales do not go below 70%, 30% of the workforce may work from home**

THE Philippine Economic Zone Authority is accepting applications for hybrid work arrangement from registered information technology-business process outsourcing (IT-BPO) companies and business enterprises (RBE).

The hybrid arrangement may be in place until September 2022, or when the state of calamity declared by President Rodrigo Duterte to contain the pandemic lapses, according to PEZA director general Charito Plaza.

Those intending to avail of the hybrid arrangement should apply in writing to PEZA.

The announcement comes after Fiscal Incentives Review Board Resolution No. 19-21 ceased to be applicable from April 1. The resolution allowed registered IT-business process management (IT-BPM) enterprises to continue with their work-from-home (WFH) arrangements until March 31 without adversely affecting their fiscal incentives under Republic Act No. 11534, or the Corporate Recovery and Tax Incentives for Enterprises (CREATE) Act.

FIRB last February denied requests to extend the WFH arrangement under Resolution 19-21, citing that the WFH arrangement is a time-bound temporary measure adopted during the surge of the COVID-19 pandemic and the return to office order was necessary to help the economy bounce back.

## Request for hybrid

PEZA and the IT & Business Process Association of the Philippines had earlier requested FIRB to allow a hybrid work scheme until December 2022 due to concerns of investors and workers amid the ongoing pandemic.

PEZA said it has been issuing letters of authority to RBEs applying for hybrid operation even prior to the COVID-19 pandemic.

"PEZA's work from home scheme for its registered IT-BPOs and RBEs has been conceptualized even before the passage of

Turn to next page

### PortCalls

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# Subic freeport sees imports growing 5.2% and exports 4.1% in 2022

- Subic Bay Metropolitan Authority sees imports at the freeport zone growing 5.2% and exports by 4.1% in 2022
- This follows record 2021 figures, when SBMA beat its pre-pandemic performance
- The agency expects imports to improve to \$1.77 billion and exports to \$1.42 billion
- The SBMA is pilot-testing automation projects to further improve ease of doing business at the freeport

SUBIC Bay Metropolitan Authority (SBMA) is forecasting a 5.2% growth in imports and a 4.1% increase in exports at the Subic freeport zone this year following a record 2021, when the zone exceeded its pre-pandemic performance.

Imports are seen rising year-on-year to \$1.77 billion from \$1.68 billion and exports to \$1.42 billion from \$1.37 billion, according to SBMA Trade Facilitation & Compliance Department (TFCD) officer-in-charge Anna Joy Quito at the recent SBMA 2022 Seaports Forecast webinar.

It must be noted that the forecasts were made before the Russia-Ukraine war and based on a United Nations Economic and Social Commission for Asia and the Pacific report on trade in goods in Asia and the Pacific for 2021-2022 published in November 2021, noted Quito.

The forecasts also follow SBMA's import and export figures in 2021, which already surpassed their 2019 pre-pandemic records by 8.12% and 6.73%.

Quito said SBMA hopes the manufacturing sector in Subic Bay Freeport will be able to sustain the gains made in 2021.

To further improve ease of doing business at the freeport, Quito said the TFCD is continuously updating its Citizen's Charter. TFCD forms and references can now be accessed and downloaded from SBMA's website.

A semestral stakeholders' forum will also be held to update freeport locators, importers and exporters on the latest projects of TFCD.

Three automation projects are being pilot-tested, Quito said. These include the electronic liquidation report system, electronic admission permit system, and enhanced automated export documentation system (AEDS v4). The first two have 31 participants each while the AEDS v4, which aims to speed up export processing via a single platform linked to Bureau of Customs, has six participants.

# PEZA accepting applications for hybrid...

Republic Act No. 11165, also known as the Telecommuting Act, on 20 December 2018," Plaza noted.

She added: "PEZA, therefore, is just restoring the regular ratio of not more than 30% domestic sales allowance and WFH work ratio. PEZA is giving the institutionalization of the hybrid work scheme to include DOLE's [Department of Labor and Employment] protection,

safety, and security of tenure of workers engaged in the virtual or WFH schemes to the next administration."

Plaza said since April 1, PEZA-registered IT-BPOs have been "going back to our regular policy ratio of 70-30 on sales allowance and not more than 30% of WFH." This means enterprises exporting 70% of their sales may adopt a WFH arrangement for not more than

30% of its staff.

PEZA Policy and Planning deputy director general Tereso Panga said the provisions of CREATE Act "do not prohibit PEZA-registered RBEs [and IT-BPOs] from conducting remote work or performing a portion of their activity outside the economic zones."

"As long as our ecozone locators doing hybrid work are complying with

*Continued from previous page*

the minimum 70% export sales and minimum 70% on-site reporting by their workers, they are [and should be] entitled to enjoy our tax incentives," Panga pointed out.

He explained that the 30% WFH arrangement is a permissible activity under PEZA, CREATE and Telecommuting laws.

### In place pre-pandemic

Meanwhile, Plaza emphasized that even before the pandemic, the hybrid work model was already being practiced worldwide, specifically in India, the Philippines' top competitor in the IT-BPO sector.

She said recognizing and adapting to this global trend is needed to maintain the country's competitiveness and flexibility in the "new normal".

On alleged claims that some IT-BPOs and RBEs will withdraw from PEZA if the hybrid work model is discontinued in ecozones, Plaza said: "There is no truth that our registered IT-BPOs and RBEs have left our ecozones. Despite having the same fiscal incentives with the BOI, it is not easy to cancel an operation. We also have a protocol that prohibits double registration by an enterprise."

Panga added that moving out of economic zones "can be tedious and costly" and that "IT center developers will be greatly affected by the sudden loss of rental revenue from exiting IT locators."

Panga assured that PEZA is working closely with the BOI on institutionalizing the WFH arrangement in the Strategic Investment Priority Plan (SIPP) to further promote growth of the IT sector and to ensure regulatory coherence, especially on the WFH policy".

The SIPP will determine the priority industries, projects and activities that can be granted fiscal incentives by the government under the CREATE Act.

As of December 2021, PEZA had 1,274 IT locator companies operating in 297 IT centers/parks, providing 1.018 million jobs nationwide and producing exports worth \$15.797 billion.

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A KOU	2211N	24-Apr	25-Apr	26-Apr	27-Apr	28-Apr
XINQUNDAO	2210N	-	21-Apr	22-Apr	23-Apr	24-Apr
A KOU	2212N	30-Apr	1-May	2-May	3-May	4-May
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A KOU	2211S	21-Apr	22-Apr	23-Apr	24-Apr	25-Apr
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Bomar Renaissance 0QAB8N	05/09	05/11	05/16				
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# Cebu Pacific's new Airbus 321neo enters service this month

- Cebu Pacific's new Airbus 321neo will be deployed this month
- The aircraft will be used for domestic flights
- Cebu Pacific's 18th eco-plane is 20% more fuel-efficient and 50% less noisy than previous-generation aircraft

CEBU PACIFIC recently took delivery of its 10th brand-new Airbus 321neo, in line with the airline's sustainability and environment-friendly initiatives.

The newest aircraft, Cebu Pacific's 18th eco-plane, will be used for the domestic network.

It is 20% more fuel-efficient and 50% less noisy than previous-generation

aircraft, the budget airline said.

European airplane maker Airbus installed two LEAP-1A engines that enable the A321neo to reach higher, more fuel-efficient altitudes much faster. The lower fuel burn is more than just a cost savings, it also emits less carbon in the atmosphere, the airline added.

Each Airbus 321neo seat has an A/C compatible USB port allowing passengers to recharge their devices onboard.

The plane joins a fleet that includes the A330neo, dubbed the greenest aircraft in Asia because its 459-seat availability allows it to carry more travellers on a single flight, resulting in the lowest carbon footprint per passenger per kilometer.

"Our shift to the more fuel-efficient neo engine aircraft not only supports our



international destinations to ease restrictions for leisure travelers," Reyes added.

Cebu Pacific earlier said it expects to restore more than 100% of its pre-pandemic domestic capacity this

sustainability strategy, but also enables us to continue offering our trademark low fares for every Juan," Cebu Pacific chief strategy officer Alex Reyes said in a statement.

"The arrival is timely because we see positive developments indicating recovery. We are continuously ramping up our domestic network and are preparing for more

April after boosting its network with the government's easing of pandemic travel restrictions.

To date, Cebu Pacific's fleet comprises 22 A320ceo, six A320neo, seven A321ceo, 10 A321neo, six A330ceo, two A330neo, 14 ATR 72-600, six ATR 72-500, and two ATR freighters.

## BOC denies 46 'ghost' accreditation...

Continued from page 1

3,106 were regular importers, 96 were non-regular importers, and 558 were licensed customs brokers. They submitted their applications through BOC's Customer Care Portal, which allows online processing of applications for accreditation.

A total of 1,195 sites or offices of applicant importers were inspected in January-March by AMO staff, who discovered that 46 of the applicants were non-existent so their applications were denied.

The inspections were meant to ensure the applications were not dummy accounts that may be used for smuggling and other illegal activities.

BOC said revocation or suspension of accreditation is part of AMO's duties as it continuously monitors and conducts post-evaluation of importers and customs brokers.

In 2020, AMO shifted to online application in a bid to facilitate the process.

BOC said the online application for accreditation, as well as the establishment of Customer Care Centers in collection districts, "continues to provide expedient service by implementing Commissioner Rey Leonardo Guerrero's directive of 'no contact policy' while promoting trade facilitation."

In 2021, BOC accredited 16,053 regular importers, 483 non-regular importers, and 2,345 licensed customs brokers.

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MOTHER VESSEL	VOY. NO.	BATANGAS ETD	GENSAN ETD	DAVAO ETA	NANSHA ETA	HONGKONG ETA	SHEKOU ETA
CNC MERCURY	1CP0EN1NC	20-Apr	24-Apr	26-Apr	29-Apr	30-Apr	30-Apr
AS ROMINA	1CP0IN1NC	26-Apr	-	2-May	6-May	7-May	7-May
SAN GIORGIO	1CP0MN1NC	3-May	6-May	9-May	13-May	14-May	14-May

## (CP8-EB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL(NH) ETD	MNL (SH) ETD	SHANGHAI ETA	NINGBO ETA	XIAMEN ETA
NORDPUMA	0JV98E1NC	18-Apr	19-Apr	23-Apr	25-Apr	28-Apr
ASIATIC PRIDE	0JV9CE1NC	25-Apr	26-Apr	10-May	12-May	15-May
MELLUM	0JV9GE1NC	2-May	3-May	7-May	9-May	12-May

## (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
FRITZ ROY	0CB76N1NC	18-Apr	20-Apr	OMIT	27-Apr	27-Apr	27-Apr	30-Apr
HYUNDAI INTEGRAL	0CB78N1NC	25-Apr	27-Apr	1-May	2-May	5-May	5-May	8-May
KIMOLOS TRADER	0CB7AN1NC	2-May	4-May	OMIT	OMIT	7-May	7-May	OMIT

## (CSE) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	SHANGHAI ETA	SHEKOU ETA
CNC SATURN	1CG74N1NC	29-Apr	2-May	5-May
MOUNT BUTLER	1CG78N1NC	4-May	8-May	11-May
CNC BANGKOK	1CG7CN1NC	11-May	15-May	18-May

## (JPX) DIRECT SERVICE TO JAPAN

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL (SH) ETD	TOKYO ETD	YOKOHAMA ETD	NAGOYA ETA	KOBE ETA
SPIL NIKEN	01ZAZN1NC	-	17-Apr	21-Apr	21-Apr	23-Apr	24-Apr
GH TRAMONTANE	01ZB1N1NC	-	27-Apr	2-May	2-May	4-May	5-May
CMA CGM MOMBASA	01ZB3N1NC	-	1-May	5-May	5-May	7-May	8-May

## (PHX) DIRECT SERVICE TO SINGAPORE

MOTHER VESSEL	VOY. NO.	SUBIC ETD	MNL (NH) ETA	SINGAPORE ETA
CALIDRIS	03614S	24-Apr	26-Apr	1-May
LOG IN DISCOVERY	03814S	29-Apr	1-May	6-May
CALIDRIS	04014S	6-May	8-May	Phase out

## (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 PERTH	0KROIN1NC	30-Apr	2-May	6-May	8-May	12-May
DERBY D	0KROMN1NC	6-May	8-May	13-May	15-May	19-May
JONATHAN SWIFT	0KROQN1NC	13-May	15-May	14-May	16-May	20-May

## (CHINA 1 NB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	DVO (DICT) ETD	MNL (NH) ETD	SHANGHAI ETD	NINGBO ETA	FUQING ETA	SHANTOU ETA
SPIL CITRA	0QAB6N1NC	17-Apr	20-Apr	24-Apr	25-Apr	27-Apr	28-Apr
BOMAR RENAISSANCE	0QAB8N1NC	24-Apr	27-Apr	28-Apr	29-Apr	1-May	2-May
HENG HUI 5	0QABAN1NC	1-May	4-May	11-May	12-May	14-May	15-May

## (SPX) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL(SH) ETD	XIAMEN ETA	HONGKONG ETA	SHEKOU ETA
ASIATIC PRIDE	0JV9AN1NC	22-Apr	22-Apr	27-Apr	28-Apr	29-Apr
MELLUM	0JV9EN1NC	23-Apr	23-Apr	25-Apr	26-Apr	27-Apr
XIN LONG YUN 89	0JV9IN1NC	2-May	3-May	5-May	6-May	7-May

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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

## PETITION TO CEASE THE IMPLEMENTATION OF TARIFF INCREASE OF UP TO 949% AT THE PORT OF PASIG WITH COUNTER PROPOSAL

TO: THE PHILIPPINE PORTS AUTHORITY BOARD OF DIRECTORS  
 CHAIRMAN MR. ARTHUR P. TUGADE  
 VICE-CHAIRMAN MR. JAY DANIEL R. SANTIAGO  
 MR. KARL KENDRICK T. CHUA  
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 MR. ROBERT A. EMPEDRAD  
 MR. PHILIP S. TUAZON  
 CC: MAYOR FRANCISCO MORENO DOMAGOSO

April 11, 2022

DEAR SIR/S/MADAMES,  
 Greetings!

It has come to our attention that the Philippine Ports Authority will subject to public bidding the Pasig Port services, with the terminal contract to be awarded to the highest bidder.

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, ILAGAN, OZAMIZ, PUERTO PRINCESA, ORMOC, CALAPAN, ZAMBOANGA, PAGADIAN, TAGBILARAN, MASAO and SURIGAO.

We hereby respectfully ask the PPA Board, who we view to be enablers of the Philippine economic recovery, that the application of these rates at the Port of Pasig be stopped for the following reasons:

1. The increases in tariff are up to 949% (dry bulk). No amount of improved or additional services, if any at all, can support this unconscionable increase;
2. The rates in neighboring MNHPI and assumedly of Northstar are similar to the rates of Pasig Port. Increasing rates at Pasig Port will cause us to consider moving our operations to MNHPI (and possibly Northstar) (Table 1);
3. We are still in the first steps of recovery from the very negative economic impact of Covid19;
4. We are in the midst of energy price hikes affecting our businesses;
5. The increased tariffs will further unnecessarily and punishingly burden the end consumer, who are already suffering from the current economic crisis;
6. Only the PPA and the winning bidder appear to financially benefit from this new tariff scheme

We hereby counter-propose the following:

The tariff increase be similar to that granted to MNHPI in 2017 i.e. 24% increase implemented in 3 tranches of 8% each over three years.

We sincerely hope that our concerns and counter-proposal be addressed with the utmost urgency. Sincerely yours,

Pasig Port Users Against PPA Tariff Increases

**Josefino G. Baltazar**  
 President  
 Movers and Managers Corporation

**Raquel M. Poco**  
 President/CEO  
 J-Tram Integrated and Marketing Corp.

**Genmark R. Quincela**  
 General Manager  
 CQ Heirs Shipping Lines

**Lemuel F. Fabula**  
 President & General Manager  
 San Nicholas Lines, Inc.

**Josephine V. Serrano**  
 President Owner  
 JVS Journey Sea Trans. Inc.

**Fatima S. Gandionco**  
 Sales and Marketing Manager  
 G Power Cargo Handling Services (OPC)

Mega Equip. International Corp. June 2013	Manila North Harbor Port Inc. July 2019	Pasig River Port - New Rates April 2022	MEGA vs. PASIG RIVER PORT
<b>I. General Cargo</b> Cargoes in sacks, bags, cartons, etc/Metric Ton BASIS Arr/Stev + 12% vat 75.95	<b>I. General Cargo</b> Rev. Ton Non Palletized BASIS Arrastre + 12% vat 177.25 Stev 41.60	<b>I. General Cargo</b> Rev. Ton Non Palletized BASIS Arrastre + 12% vat 543 Stev 543.00 Per Cbm or mt w/c ever is higher	<b>% Increase</b> 614.944%
<b>Prime Commodities</b> Rice Rev. Ton 75.95 Sugar Rev. Ton 75.95 corngrits Rev. Ton 75.95 Canned Milk Rev. Ton 75.95 Canned Fish Rev. Ton 75.95 Edible Oil Rev. Ton 75.95 Eggs Rev. Ton 75.95 School Supplies Rev. Ton 75.95 Dressed Chicken Rev. Ton 75.95 Flour Metric Ton 75.95	<b>Prime Commodities</b> Rev. Ton Rice 100.45 37.95 Sugar 100.45 37.95 corngrits 100.45 37.95 Canned Milk 169.5 37.95 Canned Fish 177.25 37.95 Edible Oil 177.25 37.95 Eggs 177.25 37.95 School Supplies 177.25 37.95 Dressed Chicken 177.25 37.95 Flour Metric Ton 99.80 37.00	<b>Prime Commodities</b> Rev. Ton Rice 130.00 Sugar 130.00 corngrits 130.00 Canned Milk 130.00 Canned Fish 130.00 Edible Oil 130.00 Eggs - per doz 130.00 School Supplies 130.00 Dressed Chicken-styro box 130.00 Flour - 20 kg 130.00	<b>% Increase</b> 130 71.1655% 130 71.1655% 130 71.1655% 130 71.1655% 130 71.1655% 130 71.1655% 130 71.1655% 130 71.1655% 130 71.1655% 130 71.1655% 130 71.1655%
<b>II BULK</b> Dry Bulk metric ton 24.40 Liquid metric ton 24.40	<b>II BULK</b> Dry Bulk metric ton Liquid metric ton	<b>II BULK</b> Dry Bulk metric ton 256.00 Liquid metric ton 14.00	<b>% Increase</b> 949.180%
<b>III HEAVY LIFT</b> 5 tons or more metric ton 248.8	<b>III HEAVY LIFT</b> 5 tons or more metric ton 448.75 41.6	<b>III HEAVY LIFT</b> 5 tons or more metric ton	
<b>IV LINE HANDLING</b> less than 25 GT 51.00 25 up to 100 GT 86.00 101 up to 500 GT 174.00 501 up to 1000 GT 214.00 1001 up to 3000 GT 301.00 3001 up to 5000 GT 388.00 5001 up to 10,000 GT 517.00 10,001 up to 20,000 GT 604.00 Above 20,000 GT 690.00	<b>IV LINE HANDLING</b> less than 25 GT 61 25 up to 100 GT 102 101 up to 500 GT 206 501 up to 1000 GT 258 1001 up to 3000 GT 360 3001 up to 5000 GT 464 5001 up to 10,000 GT 618 10,001 up to 20,000 GT 719 Above 20,000 GT 826	<b>IV LINE HANDLING</b> less than 25 GT 115.00 25 up to 100 GT 195.00 101 up to 500 GT 395.00 501 up to 1000 GT 490.00 1001 up to 3000 GT 685.00 3001 up to 5000 GT 885.00 5001 up to 10,000 GT 1175.00 10,001 up to 20,000 GT 1370.00 Above 20,000 GT 1600.00	<b>% Increase</b> 115.00 125.490% 195.00 126.744% 395.00 127.011% 490.00 128.972% 685.00 127.575% 885.00 128.093% 1175.00 127.273% 1370.00 126.821% 1600.00 131.884%

NOTE: NO NEW TARIFF RATES FOR LIVE ANIMALS, VEHICLES, IRON AND STEEL PRODUCTS, LOGS AND LUMBER

# BOC accounts for half of employees investigated by DOF

- The Bureau of Customs accounts for half of employees investigated by the Department of Finance for various complaints and lifestyle checks under the Duterte administration
- A total of 468 employees were investigated in DOF and its attached agencies
- A third or 38% of those investigated were from the Bureau of Internal Revenue

THE anti-corruption arm of the Department of Finance (DOF) has so far investigated a total of 468 employees based on

various complaints and lifestyle checks during the past five years under the Duterte administration.  
 Over half or 55% of the 466 employees investigated were from the Bureau of Customs, while over a third or 38% were from the Bureau of Internal Revenue, according to a report by DOF's Revenue

Integrity Protection Service (RIPS) executive director Ray Gilberto Espinosa to Finance Secretary Carlos Dominguez III.  
 Under the supervision of Finance Undersecretary Bayani Agabin, these investigations were done by RIPS from July 2016 up to December 2021 resulted

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MOTHER VESSEL	VOY. NO.	ETD BTG	ETD MNL(NH)	ETA NAN	ETA SHE	ETA HOC	ETA SHH	ETA BKK	ETA LCH	MOTHER VESSEL	VOY. NO.	ETD MNL(NH)	ETA MNL(SH)	ETA SHA	ETA NBO			
SITC RIZHAO	2211N	23-Apr	25-Apr	27-Apr	29-Apr	2-May	5-May	6-May	8-May	ZHONG WAI YUN XIN GANG	2208N	22-Apr	23-Apr	27-Apr	30-Apr			
WISDOM GRACE	2211N	30-Apr	2-May	4-May	6-May	9-May	12-May	13-May	15-May	G. ACE	2209N	29-Apr	30-Apr	4-May	7-May			
(CARGO): BATANGAS: THU 2359H   DOCS: THU 1700H SAT SAILING   (CARGO): MNL: FRI 1700H MON SAILING										LCT (CARGO): MNL NH/ THU 1200H (FRI SAILING)* MNL SH/ FRI 1200H (SAT SAILING)								
CMI SERVICE (BATANGAS- SHANGHAI - XIAMEN - SHEKOU - NANSHA - HO CHI MINH - JAKARTA - SEMARANG - MAKASSAR)														CPX5 SERVICE (MANILA NH - MNL SH - SHEKOU - HONGKONG - NANSHA)				
MOTHER VESSEL	VOY. NO.	ETD BTG	ETA SHA	ETA NBO	ETA XIA	ETA SHE	ETA NAN	ETA BIN	ETA JKT	ETA SEM	ETA SUR	ETA MNA	MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA SHIHU	ETA WEI	ETA XMM
SITC ULSAN	2209N	23-Apr	27-Apr	29-Apr	1-May	2-May	4-May	-	10-May	12-May	14-May	16-May	SITC TOKYO	2228N	20-Apr	22-Apr	23-Apr	24-Apr
SITC SHEKOU	2209N	30-Apr	4-May	6-May	8-May	9-May	11-May	-	17-May	19-May	21-May	23-May	SITC TOKYO	2230N	27-Apr	29-Apr	30-Apr	1-May
LCT (CARGO): BATANGAS/THU 2359H/PRE-ADVISED/ED/ARRASTRE/FSI: THU 1700H (SAT SAILING)										LCT (CARGO): MNL NH/MON 2359H (WED SAILING)								
CPX1 SERVICE (MNL SH - BATANGAS - CEBU - CAGAYAN - DAVAO - DALIAN - TIANJIN - QINGDAO - SHANGHAI)														CPX3 SERVICE (MNL NH - MNL SH - QUANZHOU (SHIHU) - QUANZHOU (WEITOU) - XIAMEN)				
MOTHER VESSEL	VOY. NO.	ETD MNL SH	ETD BTG	ETD CEB	ETD DICT	ETD CDD	ETA SHA	ETA DLI	ETA TNG	ETA TAO	ETA SHA	ETA NBO	MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA SHE	ETA NAN	ETA XMM
SITC MAKASSAR	2209N	25-Apr	26-Apr	28-Apr	2-May	4-May	7-May	9-May	11-May	13-May	15-May	SKIP	TAN CANG GLORY	2217N	21-Apr	24-Apr		
SITC CEBU	2209N	2-May	3-May	5-May	9-May	11-May	14-May	16-May	18-May	20-May	22-May	SKIP						
LCT (CARGO): MNL SH/ THU 1200H (SAT SAILING) * BATANGAS/SAT 0600H (MON SAILING) * CEBU/SUN 0600H(TUE SAILING)										LCT (CARGO): MNL NH/TUE 1700H (WED SAILING) MNL SH/FRI 1700H								
CPX6 SERVICE (MNL NH-MNL SH-DAVAO (SASA)-DAVAO (DICT)-GEN SAN-SHANGHAI-QINGDAO)														SPM SERVICE (MNL SH - SHEKOU - HONGKONG)				
MOTHER VESSEL	VOY. NO.	ETD SUBIC	ETD MNL(NH)	ETD MNL SH	ETD CDD	ETD GEN	ETD DVO	ETA SHA	ETA QUN	ETA WEN	ETA XMM	MOTHER VESSEL	VOY. NO.	ETD MNL(SH)	ETA SHE	ETA HNG		
SITC PORT KLANG	2211N	SKIP	20-Apr	SKIP		SKIP	25-Apr	30-Apr	2-May	5-May	6-May	VICTORY VOYAGER	N025	21-Apr	23-Apr	24-Apr		
SITC SINGAPORE	2211N	24-Apr	27-Apr	SKIP		SKIP	2-May	7-May	9-May	12-May	13-May	VICTORY VOYAGER	N026	28-Apr	30-Apr	1-May		
LCT (CARGO): SASA-FRI 1900H (SUN SAILING) / DICT-SAT 1200H (MON SAILING) / GEN SAN-SUN 2400H (TUE SAILING)																		

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 CTC: Ms. Katrina Salivio

**Davao City Branch**

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**General Santos City Branch**

2nd Floor JMP3 Building, Brgy. Labangal General Santos City, 9500  
 Tel. No.: 0917 529 9224/ 0925 845 6817  
 CTC: Ms. Ranelyn Acharon

## Digital Container Shipping Association tests digital B/Ls

- The Digital Container Shipping Association publishes beta releases of its standards for booking process and bill of lading to gather public feedback
- DCSA says the project will bring container shipping closer to a standardized electronic bill of lading that will boost efficiency and transparency, and promote paperless trade

AN Amsterdam-based group that is seeking to establish end-to-end digitalization of container shipping documentation has published beta releases of its standards for booking process and bill of lading to gather and add public input to the standards.

Once the review period ends, Digital Container Shipping Association will revise the standards based on the public input and release new versions within three months.

DCSA, a non-profit group aiming to further digitalize container shipping technology standards, published beta versions of its DCSA Standards for Booking

Process 1.0 and Bill of Lading 2.0 on April 5 in collaboration with its nine member carriers.

Publication of booking process standards is the second step towards end-to-end digitalization of the shipping documentation process after DCSA published its electronic bill of lading (eBL) standards, the group said in a press release.

DCSA Standards for the Booking Process 1.0 will enable frictionless sharing of digitalized shipping data, eliminating the need to rekey booking information into the eBL. DCSA Standards for the Bill of Lading 2.0 are aligned with DCSA booking process standards to enable automatic uptake of booking process data.

The company unveiled a website, www.dcsa.org/feedback, where interested parties can review and provide feedback on the beta versions of the standards.

The newly released standards publications are the DCSA Standard for the Booking Process 1.0 beta, DCSA Standard for the Bill of Lading 2.0 beta, DCSA Interface Standard for the Booking Process, DCSA Interface Standard for the Bill of

Lading, and the associated DCSA Industry Blueprint and DCSA Information Model. All documents can be downloaded free.

DCSA said the beta versions' publication brings the industry closer to a standardized, universally accepted electronic bill of lading that will increase efficiency, enhance transparency, facilitate compliance and eliminate paper from international trade.

Through this eDocumentation initiative, DCSA aims to facilitate acceptance and adoption of eBL by regulators, banks and insurers and to unify communication between these organisations and customers, carriers and all other stakeholders involved in a transaction.

The DCSA feedback website will allow a three-month public review and feedback period for the beta release standards. Contributors simply select the standard they would like to review and choose from four types of comments: 1) Suggest a change; 2) suggest a clarification; 3) suggest an addition, and 4) other.

Subsequent releases of DCSA's eDocumentation initiative will include

data and process standards for arrival notice and release shipment.

"In 2021, only 1.2% of the bills of lading issued by carriers was digital," commented Thomas Bagge, chief executive of DCSA.

"Fortunately, this leaves much room for improvement of the B/L process, which will have a significant and positive impact on international trade. Eliminating paper each year will improve sustainability, and digitizing documents will increase the accuracy and availability of digital data, which will benefit everyone along the supply chain, including customs organizations."

Bagge said the public and private sectors must work together to address legal and technical interoperability issues if they want to grow eBL usage.

DCSA said its open source standards are developed based on input from member carriers, industry stakeholders and technology experts from other industries. The carriers include MSC, Maersk, CMA CGM, Hapag-Lloyd, ONE, Evergreen, Yang Ming, HMM and ZIM.

## Ireland, N. Ireland help UNCTAD train global port managers

- Dublin, Cork and Belfast ports have signed an MOU with UNCTAD on helping ports in developing countries, including the Philippines, become more productive and efficient
- The four-year agreement commits the three ports to provide training for participants in UNCTAD's TrainForTrade port management program
- One of the more than 6,500 port managers globally who trained under the program was Philippine Ports Authority assistant general manager Hector Miolo

PORTS in Ireland and Northern Ireland have recommitted their support to UNCTAD's program helping ports in developing countries, including the Philippines, boost productivity and efficiency.

Dublin Port Co., Port of Cork Co. and Belfast Harbour signed on April 7 a new four-year agreement with the UN body

renewing their partnership with its TrainForTrade port management program.

With ships carrying more than 80% of the goods people buy, from food to medicine to electronics, ports play a crucial role in trade and socioeconomic development, a fact highlighted by COVID-19.

Restrictions put in place to stop the spread of the virus had led to delays in ports that put a strain on global supply chains and contributed to higher prices for consumers.

"The pandemic reminded the world that when ports slow down, everyone suffers," said United Nations Conference on Trade and Development Secretary-General Rebeca Grynspan said in a statement.

Ambassador Michael Gaffey of Ireland added: "Climate change, COVID-19 and the war (in Ukraine) have shown the importance of building resilient ports."

One of the thousands of port professionals trained by the program is Hector Miolo, who decades ago started his career as a terminal operator and is now the as-

stant general manager of the Philippine Ports Authority, one of TrainForTrade's members.

Miolo credits the training with helping him rise through the ranks and making him a more effective manager. Beyond improving his knowledge and skills, he said the program allowed him to replicate in the Philippines solutions from other ports.

"Understanding the growth and development of Dublin port and how the port of Cork managed its cruise and passenger ferry businesses were important guideposts during my visit," Miolo said after taking part in training workshops.

Dublin partnered with UNCTAD in 2007, followed by Cork in 2014 and Belfast in 2018.

The three ports will provide support by hosting training activities, such as courses to certify managers from ports in Africa, Asia and Latin America as program instructors. Staff from the Irish and Northern Irish ports will also help produce and update the training material.

These cover all aspects of managing a port efficiently, from reducing the environmental impact of operations to speeding up ship wait times to building resilience to pandemics and crises.

Senior managers from Dublin, Cork and Belfast will help deliver training modules in many of the hundreds of ports that are part of the TrainForTrade network.

Grynspan said the Irish and Northern Irish ports' commitment and professionalism have been key to the success and longevity of the program, which has trained and certified more than 6,700 port managers in 140 countries since 1996.

"These trained officials make a difference in the way their ports are run," she said.

Gaffey said this collaborative spirit is the heart of TrainForTrade. "The programme unites port professionals from developed and developing countries to work on the same challenges. It's a matter of working together and exchanging knowledge and experiences."



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# CMA CGM, Maersk push no plastic, SteelZero advocacies

- From April 15, CMA CGM Group will stop loading plastic waste on board its vessels as it wants to give customers ample buffer before its ban on plastics takes effect on June 1
- The ocean liner company warned that it will blacklist customers who violate the no-plastic waste policy
- Its larger rival Maersk is pushing for recycling of old vessels and containers to accelerate a transition to net zero steel and avoid carbon emission generated by steel production

CMA CGM Group will stop loading plastic waste on board its vessels starting April 15 ahead of its decision to ban this type of cargo effective June 1 as part of its commitment to more sustainable trade, the company announced on April 12.

Its bigger rival, AP Moeller-Maersk, has joined Climate Group SteelZero, a global initiative to accelerate the transition to a net zero steel industry, as it seeks to push recycling of old vessels and con-

tainers to achieve zero carbon emission.

CMA CGM warned that it will blacklist customers who make false declarations to conceal plastic waste.

The ocean liner operator said plastic waste is identified under HS code category 3915 of the Harmonized System of global product classification commonly used in exporting goods. It is used by customs authorities around the world to identify products when assessing duties and taxes.

CMA CGM said in a press release that the ban is a landmark decision in the shipping industry that will help protect

the oceans and biodiversity and that it is enforcing the policy this early to give customer sufficient anticipation buffer.

"To ensure effectiveness of this measure, we have set up a ban on HS code for commodities concerned in our booking system. Please note that false declarations on the nature of the goods will lead to a blacklisting of the incriminated entity," the company said.

CMA CGM, one of the world's largest container lines, said it carried the equivalent of about 50,000 standard containers per year of plastic waste, which is a focus of international talks on pollution as the oil derivative has filled refuse sites and littered oceans.

The company first announced that it's halting plastic waste transport during the One Ocean Summit hosted by France in February.

Environmental protection group Center for Biological Diversity says billions of kilograms of plastic waste make up about 40% of the world's ocean surfaces. At the current rate, plastic is expected to outweigh all the fish in the sea by 2050, CBD said.

In Copenhagen, Swedish shipping giant AP Moeller-Maersk said it had joined Climate Group SteelZero, a global initiative that brings together leading organizations to accelerate the transition to a net zero steel industry.

Maersk said it was joining the group in partnership with Responsible Steel, the steel industry's first global, multi-stakeholder standard and certification initiative.

Henriette Hallberg Thygesen, Maersk chief executive of Fleet & Strategic Brands, said steel is used in its ships, containers, terminals, and warehouses and, therefore, is a pivotal part of the company's decarbonization efforts.

"The steel industry is one of the largest emitters of CO2, contributing around 7% of global greenhouse gas emissions. It is imperative to find a low-carbon process for primary steelmaking to adhere to the 1.5°C pathway in this hard-to-abate industry," Thygesen said.

"Joining SteelZero underscores our commitment to demanding net zero steel and boosting a rapid scale-up. We will collaborate with our customers, suppliers

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## BOC accounts for half of employees investigated...

Continued from page 5

in 58 cases filed before either the Office of the Ombudsman, Civil Service Commission or other quasi-judicial bodies, the DOF said in a statement.

Apart from the BOC and BIR, the investigations were done on employees from the DOF; Bureaus of Local Government Finance, and of the Treasury; and the Insurance Commission, according to Espino's report.

From July 2016 up to February 2022, Espinosa said 16 were dismissed from the service, while 10 were found guilty in criminal cases.

Another 35 employees were suspended, 9 were reprimanded and 7 were ordered to pay fines as penalties for the charges for which they were held liable, DOF said.

Also under Agabin's supervision, the Legal Affairs Office (LAO) of the DOF provided adequate support and rulings to the Department's concerns on different administrative rules, circulars, contracts, and other issuances requiring legal advice and clearance.

The LAO also provided legal inputs to various bills related to the DOF, and monitored cases in court involving the Department.

It represented the DOF in several governing boards and interagency committees, such as the Mining Industry Coordinating Council, Interagency Task Force on the Management of Emerging

Infectious Diseases, and the Natural Resources Development Corp., among others.

For its part, the Central Board of Assessment Appeals (CBAA)—the DOF-attached agency that decides on real property tax assessment cases—received appeals involving some P1.92 billion-worth of real property taxes in 2021.

As a quasi-judicial body, the CBAA decides on real property tax assessment cases brought on appeal from the decisions of the Local Board of Assessment Appeals of cities and provinces nationwide.

In 2021, 5 cases decided by the CBAA remain pending with the Court of Tax Appeals, with four others decided in its favor.

Another 20 cases were elevated to

the Supreme Court, with 6 decided in favor of the CBAA decision, according to CBAA Hearing Officer Gualberto Oyzon in his report to Dominguez.

Oyzon said 100 percent of the cases received by the Board from the LBAA

were acted upon within 30 days after receipt of the complete documents needed to resolve them.

He said 9 out of 10 cases submitted for decision to the CBAA were resolved within 90 days.

## CMA CGM, Maersk push...

Continued from page 7

and across the entire steel value chain," she added.

Global ship recycling volumes are projected to nearly double by 2028 and quadruple by 2033. Recycled steel will be progressively recognized as a viable raw material for steel consumers with net zero-emission targets, Maersk said.

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