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BEST CONSOLIDATORS
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PortCalls

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More BOC ports switch to auto bonds management system

- More BOC ports switch to automated bonds management system
- The ports of Cebu, Davao, Cagayan de Oro, Subic, Dadiangas, Iloilo, Tacloban, Zamboanga, and Batangas will switch to BOC's Automated Bonds Management System for general warehousing bonds starting April 25
- All filers of electronically lodged warehousing goods declarations are required to attach the approved bond policy to their submissions from April 25 onward
- Implementation of CMO 17-

2021 will end the practice of charging against the **GWB** duties and taxes due on shipments for transit to customs bonded warehouses

STARTING April 25, the Bureau of Customs (BOC) will implement its Automated Bonds Management System (ABMS) for general warehousing bond (GWB) at the ports of Cebu, Davao, Cagayan De Oro, Subic, Dadiangas, Iloilo, Tacloban, Zamboanga, and Batangas.

With the ABMS system in place, filers of warehousing goods declarations electronically starting April 25 are required to attach

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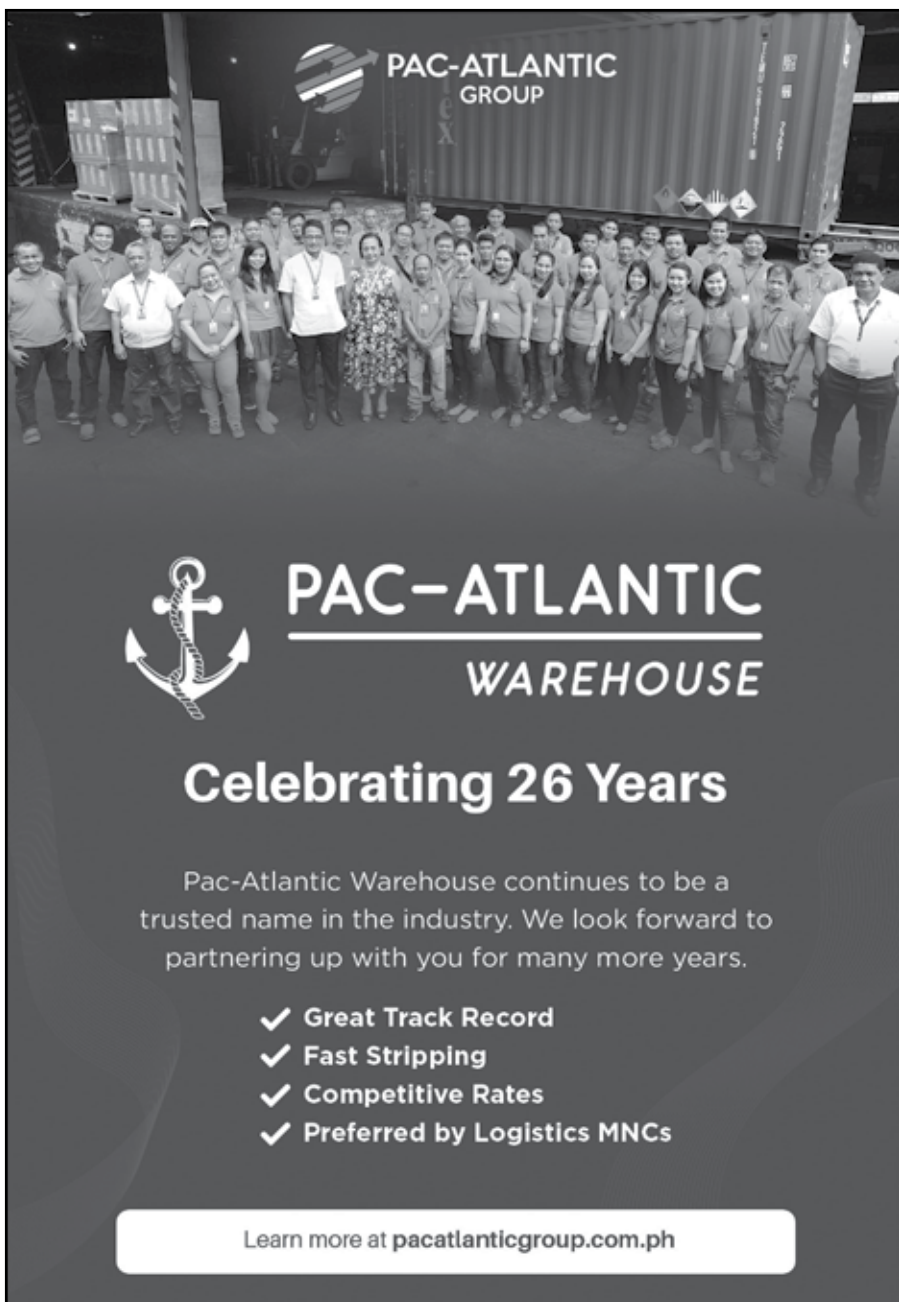
ICTSI confident of prospects but wary of 'global cycle of crises'

- ICTSI confident of prospects but wary of 'global cycle of crises'
- At the annual stockholders' meeting, chairman and president Enrique Razon Jr says ICTSI is "only about to start seeing effects" of the Russia-Ukraine war
- ICTSI is "well prepared" to

handle the impact of China's recent lockdowns, Razon says

AFTER a record year in 2021, International Container Terminal Services Inc. (ICTSI) chairman and president Enrique Razon Jr. said the global port operator is confident of its performance going forward

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PHILIPPINES TO PACIFIC ISLANDS, NEW ZEALAND & AUSTRALIA

	ETD MNL	ETA SIN		ETA SIN	NOU	LTK	SUV	MRP	AKL	TRG		
Rita	007S	May 8	May 13	Vanuatu Chief	2207S	May 19	Jun 4	Jun 6	Jun 8	Nov 30	Jun 12	-
Rita	008S	May 21	May 27	Samoa Chief	2208S	Jun 3	Jun 16	Jun 19	Jun 20	Nov 30	Jun 25	-
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 & 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 24	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 16	Jul 19	

PHILIPPINES TO GUAM & DILI

	ETD MNL	ETA SIN		SIN	DILI		ETD MNL	ETA PUS		ETD PUS	GUAM	SAIPAN				
Intelligent Pursuit	012S	May 15	May 20	Selatan Damai	120E	May 22	May 28	Hyundai Integral	0122N	Apr 25	Apr 30	CMA CGM Dakar	2206S	May 3	May 8	
Rita	008S	May 21	May 27	Selatan Damai	121E	Jun 4	Jun 10	Kimolos Trader	0003N	May 1	May 6	CMA CGM Herodot	160S	May 7	May 15	May 14
Intelligent Pursuit	013S	May 29	Jun 3	Selatan Damai	121E	Jun 4	Jun 10									
Rita	009S	Jun 5	Jun 10	Selatan Damai	122E	Jun 18	Jun 24									

PHILIPPINES TO SOUTH PACIFIC

	ETD MNL	ETA PUS		ETA PUS	NOUMEA	LAUTOKA	SUVA	MAJURO	TARAWA	PAGO	APIA	TONGA	VILA	SANTO	PAPETE
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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PCCI appointed ATA Carnet issuer in the Philippines

- PCCI appointed ATA Carnet issuer in Philippines
- The Philippine Chamber of Commerce and Industry accepted the appointment and confirmed its commitment to fulfilling its functions as the NIGA on April 18
- As a NIGA, the chamber is affiliated to a guaranteeing chain accredited by BOC to issue temporary admission papers
- It also guarantees the amount of security and other charges to be imposed on ATA Carnet holders for breaches

THE Philippine Chamber of Commerce and Industry (PCCI) has been appointed as the national issuing and guaranteeing association (NIGA) under the Convention on Temporary Admission (Istanbul Convention), also known as the ATA Carnet system, in the Philippines.

In a letter to PCCI president George Barcelon dated April 11, Customs Com-

missioner Rey Leonardo said the appointment was pursuant to a series of discussions among representatives of the Department of Finance, BOC, Export Development Council, and International Chamber of Commerce.

PCCI accepted its appointment and confirmed its commitment to fulfilling its functions as the NIGA for the Philippines in a letter dated April 18.

The appointment of PCCI as the NIGA follows the issuance in March of Customs Administrative Order No. 02-2022, which provides guidelines implementing the ATA Carnet system in the Philippines.

The ATA Carnet is an international customs document that allows the temporary admission and tax-free and duty-free importation of commercial samples, professional equipment, and articles for presentation or use in trade fairs, shows, and exhibitions.

The single document allows its holder to pass through several customs territories

and will be valid for up to one year. ATA is an acronym of the French and English words "admission temporaire/temporary admission," while carnets are referred to as "passports for goods" or "merchandise passports".

As the NIGA, PCCI is authorized to issue ATA Carnets. It is also mandated to guarantee payment of import duties and taxes payable to BOC, as defined under the Istanbul Convention, if there be a breach in the temporary admission and failure on the part of ATA Carnet holders to re-import or re-export the goods within the period stipulated by BOC.

In addition, PCCI, as the NIGA, is required to comply with CAO 02-2022.

The Senate concurred with the Philippines' accession to the Convention on Temporary Admission and its various annexes, which constitute the international codification of the ATA Carnet system last November.

The instrument of accession was deposited and accepted by the World

Customs Organization on January 17, 2022, making the Philippines the 73rd contracting party to the convention.

Philippine businesses attending trade fairs and exhibitions in territories that are parties to the convention are among those expected to benefit from the system.

Under CAO 02-2022, the date of implementation of the system is April 17, but this is subject to full compliance by the NIGA of its duties and responsibilities under the Istanbul Convention.

Implementation should commence within 90 days from receipt of the letter of appointment of the NIGA, which may also request for extension that the BOC may approve on meritorious grounds.

BOC, in coordination with the NIGA, must establish an interoperable information and communications technology-enabled Carnet system to facilitate the verification, monitoring, and status reporting of goods temporarily admitted pursuant to CAO 02-2022. — *Roumina Pablo*

PPA seeks bidders to build Coron cruise port

- PPA seeks bidders to build Coron cruise port
- P425 million has been allotted for the project
- Works will include construction of a port operational area and a pontoon barge
- A pre-bid conference will be held on April 28
- Deadline for submission and opening of bids will be on May 11

THE Philippine Ports Authority (PPA)

is inviting bidders to construct a cruise port in Coron, Palawan.

In an invitation to bid, PPA said the project has a P425 million budget from the agency's 2022 corporate budget. Bids in excess of the budget will automatically be rejected.

The project includes building a port operational area and a pontoon barge.

Bidding will be conducted through open competitive procedures using a non-discretionary pass/fail criterion as specified in the 2016 revised implementing rules

and regulations of Republic Act No. 9184 (Government Procurement Reform Act).

Bidders should have completed a contract similar to the project. The project must be completed within 540 calendar days from the date the notice to proceed is issued to the winning bidder.

A pre-bid conference will be held on April 28 while the deadline of submission and opening of bids will be on May 11.

PPA last year said it has expanded Coron port to address the demand for cruise tourism as well as improvement

in cargo volumes due to increasing need for supplies from the growing number of foreign and local tourist arrivals.

As COVID-19-related restrictions continue to ease, the agency said it expects the number of travellers to and from Palawan to eventually return to pre-pandemic levels.

PPA is also completing the Port Operations Building at Coron port to further improve the transaction and travel experience of passengers.

The PPA terminal management office of Coron recorded 16,788 passengers in 2021, down 85.7% from 117,440 in 2020.

BOC files 30 cases vs traders, customs brokers in first quarter

- BOC files 30 cases vs traders, customs brokers in Q1
- 30 criminal and administrative charges were filed in the first quarter by BOC against importers, exporters and customs brokers for alleged violation of customs rules
- 24 criminal cases filed at the Department of Justice target 73 individuals and six administrative cases at the Professional Regulation Commission involve customs brokers
- The cases pertain to unlawful importation or smuggling of products worth a total of P356.1 million

THE Bureau of Customs (BOC) has filed 30 criminal and administrative cases against importers, exporters and customs brokers for allegedly violating customs laws, rules, and regulations in the first quarter of 2022.

The cases involve alleged smuggling of a total of P356.1 million worth of contraband that included cigarettes, farm products and motor vehicles.

Of the total, 24 criminal cases were filed at the Department of Justice from January to March this year against 73 individuals comprising importers, exporters, and customs brokers. They were accused of violating Republic Act No. 10863 or the Customs Modernization and Tariff

Act, and other pertinent laws.

Six administrative cases were also filed against the licensed customs brokers before the Professional Regulation Commission.

BOC Action Team Against Smugglers data showed the allegedly smuggled goods were cigarettes valued at P160.4 million, agricultural products (P131.4 million), motor vehicles (P49.4 million), general merchandise (P7.7 million), and other commodities (P7.2 million).

In 2021, BOC filed a total of 103 criminal cases against 309 importers and customs brokers for violation of customs laws and regulations.

PortCalls

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Panasonic Philippines secures AEO accreditation

- Panasonic Philippines secures AEO accreditation
- Panasonic Manufacturing Philippines Corp. becomes the second recipient of Level 1 accreditation under BOC's Authorized Economic Operator Program
- Toyota Motors Philippines Corp. was the first importer to gain AEO accreditation
- As Level 1 operator, PMPC is eligible for self-assessment, supplementary goods declaration and a dedicated help desk

PANASONIC Manufacturing Philippines Corp. (PMPC) has become the second company granted Level 1 accreditation under the Bureau of Customs' Authorized Economic Operator (AEO) Program.

PMPC makes, imports and distributes electronic, electrical, mechanical and electro-mechanical appliances, other types of machines, parts and components, as well as battery and related products bearing the brand name Panasonic.

Toyota Motors Philippines Corp. was the first importer to be granted AEO accreditation.

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

The AEO Program represents a customs-to-business partnership that seeks to enhance international supply chain security and facilitate movement of legitimate goods.

Implementation of the AEO Program in the Philippines became possible with the passage in 2016 of Republic Act No. 10863 or the Customs Modernization and Tariff Act.

An AEO is defined as a party involved in the international movement of goods complying with WCO equivalent supply chain security standards. AEOs may include manufacturers, importers, exporters, brokers, carriers, consolidators, intermediaries, ports, airports, terminal operators, integrated operators, warehouses and distributors.

Among the benefits of AEO-accredited companies from the robust security meas-

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		ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD
XINQUNDAO	2212N	-	29-Apr	30-Apr	1-May	2-May
A KOU	2212N	30-Apr	1-May	2-May	3-May	4-May
XINQUNDAO	2213N	-	4-May	5-May	6-May	7-May
A KOU	2213N	6-May	7-May	8-May	9-May	10-May

LCT MIP: MON 0900 HRS / SH: TUE 1700 HRS

IMPORT SCHEDULE VESSEL	VOY NO.	XIAMEN	WEITOU	SHIHU	MANILA NH	MANILA SH
		ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD
XINQUNDAO	2212S	26-Apr	27-Apr	28-Apr	-	29-Apr
A KOU	2212S	27-Apr	28-Apr	29-Apr	30-Apr	1-May
XINQUNDAO	2213S	1-May	2-May	3-May	-	4-May
A KOU	2213S	3-May	4-May	5-May	6-May	7-May

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ures are increased visibility of goods in the supply chain, reduction in pilferages, and greater efficiency in supply chain management.

The accredited operators will also be recognized as "trusted allies by the BOC" entitled to dedicated processing lanes, resulting in reduced processing periods; last priority when it comes to post-entry audit; recognition as "low risk" company; reduced inspection or expedited clearance by other customs authorities should certified status be also recognized by other countries under a Mutual Recognition Agreement established by bilateral or multilateral arrangements; and other trade facilitation benefits the BOC may grant under existing rules and regulations.

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PH merchandise trade grew 24.2% to \$192.53B in 2021

- PH trade grew 24.2% in 2021
- Merchandise trade jumped to \$192.53 billion in 2021 from \$155.03 billion in 2020 as both imports and exports recovered from declines in 2020
- Imports grew 31.3% while exports rose 14.5%
- The country recorded a trade deficit of \$43.23 billion in 2021
- Electronic products remained the top imported and exported commodity, while manufactured goods and raw materials were the top exported and imported type of goods, respectively
- China remained the country's top import source while the USA accounted for the largest share of exports

THE Philippines' merchandise trade grew 24.2% to US\$192.53 billion in 2021 from \$155.03 billion in 2020 as both imports and exports recovered from declines in 2020, data from the Philippine Statistics Authority showed.

The growth in 2021 followed a 15.1% decline in 2020 as a result of the COVID-19 pandemic. Trade also

finally recorded an increase in February 2021, breaking 12 consecutive months of decline.

Still, a trade deficit of \$43.23 billion was recorded in 2021, reflecting a 31.3% annual increase.

Imports amounted to \$117.88 billion, 31.3% higher than the \$89.812 billion in 2020.

The annual increment was due to increase in all the top 10 major commodity groups led by medicinal and pharmaceutical products which soared 99%. This was followed by mineral fuels, lubricants and related materials which rose by 91.5%,

and iron and steel by 40.9%.

Except in January, imports recorded growth in all months of 2021.

Exports

Exports likewise went up 14.5% to \$74.65 billion from \$65.21 billion in 2020, as a result of growth in nine of the top 10 major commodity groups. The improvement was led by coconut oil, which advanced 59.2%, followed by chemicals (48.8%), and cathodes and sections of cathodes, of refined copper (45%).

Exports have recorded growth every month since March 2021.

In terms of commodity group, exports of electronic products continued to be the country's top export in 2021 with total earnings of \$42.49 billion or 56.9% of the total. It was also still the most imported commodity, accounting for 26.9% or \$31.74 billion of the total import bill.

By major type of goods, exports of manufactured goods represented the biggest chunk of total exports, amounting to \$61.87 billion or an 82.9%.

Accounting for the largest share of imports is raw materials and intermediate goods with \$47.99 billion or a 40.7% share.

Imports of personal protective equipment and medical supplies, including COVID-19 vaccines, increased 598.1% to \$2.11 billion in 2021. Imports of COVID-19 vaccines was valued at \$1.73 billion last year.

Exports of PPE and medical supplies, on the other hand, dropped 81.6% to \$20.09 million, after recording declines in all months of 2021 except January.

Key markets

For major trading partners, China remained the country's biggest supplier of imported goods valued at \$26.80 billion or 22.7% of the total imports in 2021. It was followed by Japan (9.4%), South Korea (7.9%), Indonesia (7.2%), and the US (6.6%).

For exports, the US accounted for the largest share of \$11.85 billion or 15.9% of the total export bill. It was followed by China (15.5%), Japan (14.4%), Hong Kong (13.3%), and Singapore (5.6%).

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ETD SOUTH	PUSAN	XINGANG	DALIAN	JPM MAIN PORTS	AKITA	HACHINOHE	TSURUGA	HITACHINAKA	IWAKUNI	OUTPORTS	
KMTC Ulsan	2208N	05/03	05/10	05/15	05/18	05/19	05/17	05/13	05/17	05/17	05/17
KMTC Ulsan	2209N	05/17	05/24	05/29	06/01	05/29	06/02	05/31	05/27	05/31	05/31
KMTC Ulsan	2210N	05/28	06/04	06/09	06/12	06/09	06/13	06/11	06/07	06/11	06/11

LCT SOUTH: Sunday @ 1800H

TTP SERVICE											
(DIRECT) MANILA NORTH - MANILA SOUTH - QINGDAO - PUSAN						T/S VIA (PUSAN) - JAPAN MAIN PORT (JPM) AND OUTPORT (JPO)					
ETD MIP	ETD SOUTH	QINGDAO	PUSAN	TOKYO	KOBE	NAGOYA	YOKOHAMA	OSAKA	AKITA	OUTPORTS	
Kimolos Trader	0003N	05/04	05/05	SKIP	05/04	05/18	05/18	05/19	05/18	05/19	05/19
TBN	0001N	05/16	05/17	05/22	05/26	05/30	05/30	05/31	05/30	05/31	05/31
Ingeniuty	0017N	05/23	05/24	05/29	06/02	06/06	06/06	06/07	06/06	06/07	06/07

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

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Emora	2204S	05/05	05/07	05/11	05/12	05/16	05/19	05/20	05/13	05/21	05/29
KMTC Bangkok	2205S	05/12	05/14	05/18	05/19	05/23	05/26	05/27	05/20	05/28	06/05
Emora	2205S	05/28	05/30	06/03	06/04	06/08	06/11	06/12	06/05	06/13	06/21

LCT MIP: Tue @ 1900H

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	ETD SOUTH	TOKYO	YOKOHAMA	NAGOYA	KOBE	
GH Tramontane	0IZB1N	05/03	05/11	05/11	05/14	05/15
Spil Niken	0IZB5N	05/12	05/20	05/20	05/23	05/24
CNC Tiger	0IZB7N	05/16	05/24	05/24	05/27	05/28

LCT SOUTH: Sat @ 2000H

CH1 SERVICE			
(DIRECT) MANILA NORTH - SHANGHAI - NINGBO		T/S via (SHANGHAI) - NORTH CHINA (NCN)	
ETD MIP	SHANGHAI	NINGBO	NORTH CHINA
Heng Hui 5	0QABAN	05/17	05/21
CNC Lion	0QABCN	05/20	05/23
Bomar Renaissance	C3N	06/12	06/15

LCT MIP: Tue 1200H

KOREA		JAPAN				CHINA				VIETNAM	
BUSAN	INCHON	MAIN PORT (JPM)		OUTPORTS (JPO)		NORTH CHINA (NCN)		SOUTH CHINA (SCN)		VIETNAM	
KWANGYANG	ULSAN	TOKYO	OSAKA	AKITA	CHIBA	CHANGSHU	NINGBO	BEICUN	HUAJU	HOCHIMINH	
ULSANGTAEK	POHANG	OSAKA	HIROSHIMA	FUKUYAMA	CHIBA	CHONGQING	SHANGHAI	GUANGZHOU	NANHAI	TOK LAI & VICT	
BANGKOK	LAEMCHABANG	NAGOYA	HOSOSHIMA	HIROSHIMA	OSAKA	DALIAN	QINGDAO	GUANGXI	SHEKOU	HAIPHONG	
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SIAM			IMABARI	HIROSHIMA	OSAKA	LIANYUNGANG	YANTAI	HUANGPU	ZONGSHAN	PHUC LONG	
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			ISHIKARI	HIROSHIMA	OSAKA					ICDS+++	

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BOC deploying 16 trace detectors

- BOC deploying 16 trace detectors
- The units will be deployed this April and May as BOC intensifies its non-intrusive inspection capability
- TDS, or the NUCTECH TR3000DE can detect specks of explosives, narcotics and illegal drugs
- Two TDS units have been deployed at Manila International Container Port, two at Ninoy Aquino International Airport, and one each at Cagayan de Oro, Manila, and BOC Anti-Drug Task Force
- The rest of the units will be deployed in various ports until May

THE Bureau of Customs (BOC) is deploying 16 units of trace detection system (TDS) in various ports nationwide this April and May to further intensify its non-intrusive inspection capability.

The TDS, or the NUCTECH TR3000DE, was produced by Chinese security inspection products company Nuctech Co. Ltd. It is designed to detect explosives, narcotics, and tiny bits of drugs. Detection is done

Turn to page 12

ICTSI confident of prospects...

Continued from page 1

but is mindful of challenges brought about by recent global events.

"Just as the pandemic seems to be waning so far, new challenges emerge as war clouds engulf Europe with the Russian invasion of Ukraine. We seem to be in a global cycle of one crisis after another," Razon said in a speech during ICTSI's recent annual shareholders' meeting.

He said although the war is mainly a European affair, "we can all expect to feel the impact globally in terms of the global economy, stability and security."

He added, "We are confident of the performance of ICTSI going forward, but we are mindful of the challenges we face with these global events."

Asked about the effects of the Russia-Ukraine war on ICTSI operations, particularly the Europe, Middle East and Africa segments, Razon said they are "only about to start seeing the effects" of the war that began with Russia's invasion.

Razon said the war will heavily impact trade relations and activities of countries doing trade with Russia and Ukraine. He said there may be other impacts as well created by the uncertainty and changing

global security order.

On recent pandemic lockdowns in China, Razon said these will also have a "rolling effect" such as congestion in many terminals around the world, similar to what happened when China imposed lockdowns at the early stages of the pandemic.

He said ICTSI is "well prepared to handle" the situation, noting that the group still performed "very well" in 2021 in spite of challenges brought about by the pandemic.

Razon noted ICTSI "had its best year ever in 2021" despite the global pandemic raging in its second full year "with cases surging at different times and lockdowns being imposed in one region or another."

"In every metric, whether financial or operational, International Container Terminal Services Inc. set new records both with our organic and new terminals," Razon noted.

In 2021, ICTSI handled a consolidated volume of 11.163 million twenty-foot

Continued from page 1

More BOC ports switch...

the approved bond policy to their submissions, according to Office of the Commissioner Memo No. 50-2022 dated April 12.

BOC warehousemen at the ports should add the tag "Validate" to the processed and paid warehousing single administrative document (W-SAD) in BOC's Electronic-to-Mobile (e2m) System once it arrives at the warehouse.

ABMS, a BOC-wide system for processing bond transactions, was established under Customs Memorandum Order No. 14-2012 to monitor and manage bond balances and flag those that have matured.

Implementation of the ABMS for GWB is covered by CMO 17-2021, which provides implementing guidelines for the GWB through the ABMS.

equivalent units, 10% more than its 10.193 million TEU throughput in 2020.

Gross revenues from port operations grew 24% and consolidated earnings before interest, tax, depreciation and amortization surged 30% to US\$1.14 billion, the first time that the company's EBITDA breached the \$1-billion mark.

Net income attributable to equity holders also 321% to US\$428.57 million, the company's highest ever, from US\$101.76 million in 2020.

For this year, ICTSI budgeted about US\$330 million for capital expenditure. This will be used mainly for paying upfront

fees for the concession extension at Madagascar International Container Terminal Services Ltd. in Madagascar; ongoing expansion at ICTSI-DR Congo in Matadi, Democratic Republic of Congo; expansion projects at Victoria International Container Terminal in Melbourne, Australia, and Contecon Manzanillo S.A. de C.V. in Manzanillo, Mexico, which are both operating at very high utilization levels.

Part of the capex will be used for the Berth 8 expansion project at Manila International Container Terminal in Manila; equipment acquisitions and upgrades; and various maintenance requirements.

CMO 17-2021 aims to "effectively monitor the status of bond from its posting up to its cancellation and expedite the settlement or collection of due and demandable bonds."

The CMO applies to all warehousing bond accounts opened under the e2m System in all collection districts, including sub-ports and other offices.

The GWB will be used exclusively to secure duties and taxes reflected in the W-SAD. A GWB is a form of security which guarantees that obligations to BOC have been satisfied.

Approved bond policies filed in the current year will expire on December 31 of the calendar year.

With the implementation of CMO 17-2021, the practice of charging against the GWB duties and taxes due on shipments for transit to CBWs will be discontinued. Instead, the CBW operator must open a

bond account for the transit of the goods from the port of discharge to the CBW.

The CBW operator should create a bond account by submitting the bond policy electronically to BOC through an accredited value-added service provider. The CBW operator can add more bond policies to its account.

Once the goods declaration for warehousing has been lodged, the Warehousing Entry System sends a request to the ABMS to charge against a particular bond account. If the goods declaration is cancelled, the ABMS cancels the amount charged and reverts to the previous bond balance.

CMO 17-2021 designated the Port of Manila as the pilot port and started implementing the ABMS at the port last August. In March this year, the system was implemented at the Ninoy Aquino International Airport. — Rounina Pablo



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(CP2) DIRECT SERVICE TO HKG/SJK

MOTHER VESSEL	VOY. NO.	BATANGAS ETD	GENSAN ETD	DAVAO ETA	NANSHA ETA	HONGKONG ETA	SHEKOU ETA
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
ACACIA LIBRA	1CP0QN1NC	10-May	-	16-May	20-May	21-May	21-May

(CP8-EB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL(NH) ETD	MNL (SH) ETD	SHANGHAI ETA	NINGBO ETA	XIAMEN ETA
ASIATIC PRIDE	0JV9CE1NC	25-Apr	26-Apr	OMIT	12-May	15-May
MELLUM	0JV9GE1NC	2-May	3-May	7-May	9-May	12-May
XIN LONG YUN 89	0JV9KE1NC	11-May	12-May	16-May	18-May	21-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
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
FITZ ROY	0CB7CN1NC	9-May	11-May	15-May	PHASE OUT AFTER LYG CALL			

(CSE) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	SHANGHAI ETA	SHEKOU ETA
CNC SATURN	1CG74N1NC	27-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
GH TRAMONTANE	0IZB1N1NC	-	27-Apr	2-May	2-May	4-May	5-May
CMA CGM MOMBASA	0IZB3N1NC	-	1-May	5-May	5-May	7-May	8-May
CNC TIGER	0IZB5N1NC	-	8-May	12-May	12-May	14-May	15-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	9-May	11-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
BOMAR RENAISSANCE	0QAB8N1NC	OMIT	24-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
CNC LION	0QABCN1NC	8-May	11-May	16-May	17-May	19-May	20-May

(SPX) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	MNL (NH) ETD	MNL(SH) ETD	XIAMEN ETD	HONGKONG ETA	SHEKOU ETA
MELLUM	0JV9EN1NC	26-Apr	27-Apr	1-May	2-May	3-May
XIN LONG YUN 89	0JV9IN1NC	2-May	3-May	5-May	6-May	7-May
NORDPUMA	0JV9MN1NC	3-May	4-May	8-May	9-May	10-May

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ABOVE SCHEDULES ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

PAL aims for 100% pre-COVID domestic capacity by Q4

- PAL aims for 100% pre-COVID domestic capacity by Q4
- 80% of that level has been achieved in the first quarter
- In terms of international flights, PAL has reached 60% of its pre-pandemic level, says PAL president and chief operating officer Stanley Ng

PHILIPPINE Airlines (PAL) has now reached 80% of its pre-pandemic domestic capacity and hopes to return to 100% level by the fourth quarter of this year.

PAL president and chief operating officer Stanley Ng said there is a "very good possibility" this can be achieved by the fourth quarter as travel peaks during the holidays.

In terms of international flights, Ng said PAL has already reached 60% of its pre-pandemic level. He said PAL will resume or open more flights once countries open up.

Ng, meanwhile, noted that PAL had "better than expected" results in the first quarter.

"We actually beat our budget," Ng said.

And as the country recovers from COVID-19 and travel restrictions continue to ease in all areas, PAL would begin restoring flights that were suspended previously, Ng said.

Ng earlier said PAL is set to reach pre-COVID levels for domestic flights for its Manila hub from April onwards, with 27 destinations and more than 450 departures during the summer season. PAL will also build its Cebu hub, expanding flights to 13 domestic routes and opening some flights to Japan.

PAL earlier announced it is mount-

ing more than 1,500 additional flights in March, a 52% increase in its regularly scheduled flights, as it implements a major expansion of its overseas and local network as international borders reopen and domestic travel restrictions ease.

Ng said PAL will also continue to evaluate regional flights to support nation-building and will beef up network partnerships.

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

Cebu Pacific resumes more international flights

- Cebu Pacific will resume flights to Bali, Hanoi, and Sydney to bring the number of its international destinations to 16 by end-June
- In May, Cebu Pacific intends to operate twice weekly flights on the Manila-Hanoi-Manila and Manila-Bali-Manila routes
- Thrice weekly flights to and from Sydney, Australia will restart in June


Cebu Pacific will resume flights to Bali, Hanoi, and Sydney to bring the number of its international destinations to 16 by end-June as it continues to ramp up its frequencies in overseas routes with the easing of travel restrictions.

In May, Cebu Pacific intends to operate twice weekly flights on the Manila-Hanoi-Manila and Manila-Bali-Manila routes. Thrice weekly flights to and from Sydney, Australia will restart in June.

Cebu Pacific has also resumed flying to six international routes – Bangkok, Fukuoka, Jakarta, Dubai, Hong Kong, and Ho Chi Minh – from January to April.

The airline currently flies to Kuala Lumpur, Singapore, Seoul (Incheon), Nagoya, Tokyo (Narita), Osaka, and Guangzhou.

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CPX - Manila - Shantou - Nansha - Shekou - Hongkong								LCT CARGO: NORTH / TUE 1900H • SOUTH/WED 2400H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA SKU	ETA NAN	ETA HKG	
TS Osaka	22003N		27-Apr		OMIT	29-Apr	30-Apr	1-May	
TBN									BLANK SAILING DUE TO VESSEL ADJUSTMENT

MBX - Manila - Nansha - Shekou - Hongkong								LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA SKU	ETA NAN	ETA HKG	
TS Nansha	22006N		30-Apr		2-May	6-May	7-May	8-May	
Consignia	22017N		11-May		11-May	13-May	14-May	15-May	

BMX - Manila - Qingdao - Dalian								LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA TAO			
Derby D	OKROMN		28-Apr			30-Apr		7-May	
Jonathan Swift	OKROQN		5-May			7-May		14-May	

SPX1 - Manila - Xiamen - Hong Kong - Shekou								LCT: CARGO: NORTH MON 0900H / SOUTH TUE 0900H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA XMN	ETA HKG	ETA SKU	
Xin Long Yun 89	22004N		30-Apr		1-May	3-May	4-May	5-May	
Nordpuma	0JV9MN		3-May		3-May	OMIT	OMIT	OMIT	

SPX2 - Manila - Shanghai - Ningbo - Xiamen								LCT: CARGO: NORTH SAT 0900H / SOUTH SUN 0900H	
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA SHA	ETA NBO	ETA XMN	
Asiatic Pride	17E		6-May		7-May	OMIT	12-May	16-May	
Mellum	0JV9GE		4-May		5-May	7-May	9-May	12-May	

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VESSEL	VOY	MNS ETD/TUE/WED	MNN ETD/WED/THU	SUBIC ETD/THU/FRI	SHA ETA/TUE	NBO ETA/THU	JGY ETA/SAT
SINOTRANS MANILA 2208N		Apr 19	Apr 20	Apr 22	Apr 27	Apr 28	Apr 30
EASLINE QINGDAO N031		Apr 26	Apr 27	Apr 29	May 4	May 5	May 7
SINOTRANS MANILA 2209N		May 3	May 4	May 6	May 11	May 12	May 14
EASLINE QINGDAO N032		May 10	May 11	May 13	May 18	May 19	May 21

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	2214N	Apr 18	SKIP	Apr 21	Apr 22	Apr 23
SINOTRANS TIANJIN	2215N	Apr 25	SKIP	Apr 28	Apr 29	Apr 30
SINOTRANS TIANJIN	2216N	May 2	SKIP	May 5	May 6	May 7
SINOTRANS TIANJIN	2217N	May 9	SKIP	May 12	May 13	May 14

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
G. ACE	2208N	CANCELLED VOYAGE				
ZHONGWAIYUNXIN GANG 2208N		Apr 21	Apr 22	-	Apr 29	Apr 30
G. ACE	2209N	Apr 28	Apr 29	-	May 6	May 7
ZHONGWAIYUNXIN GANG 2209N		May 5	May 6	-	May 13	May 14

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	055N	Apr 20	Apr 21	Apr 22	SHA May 5	SKIP	SKIP
WAN XING DA	136N	Apr 27	Apr 28	Apr 29	May 11	May 13	May 15
AS FENJA	030N	May 4	May 5	May 6	May 18	May 20	May 22
TBN	TBN	May 11	May 12	May 13	May 25	May 27	May 29

LCT: (NORTH) MON/1200H: (SOUTH) TUE/1200H: (SUBIC) THU/1200H • FRI SAILING
FOR PERISHABLE GOODS: (NORTH) TUE/1200H: (SOUTH) WED/1200H: (SUBIC) FRI/1200H

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VTX4 SERVICE: BATANGAS- MANILA NORTH - NANSHA - SHEKOU - HO CHI MINH - SIHANOUKVILLE - BANGKOK - LAEM CHABANG												
MOTHER VESSEL	VOY. NO.	ETD BTG	ETA MNL(NH)	ETA NAN	ETA SHE	ETA HOC	ETA SHH	ETA BKK	ETA LCH	ETA BKK	ETA LCH	ETA LCH
WISDOM GRACE	2211N	30-Apr	2-May	SKIP	SKIP	SKIP	SKIP	SKIP	8-May			
SITC INCHON	2213N	11-May	10-May	SKIP	SKIP	SKIP	SKIP	SKIP	16-May			

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

CMI 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 NAN	ETA BIN	ETA JKT	ETA SEM	ETA SUR	ETA MAK
SITC SHEKOU	2209N	30-Apr	4-May	6-May	8-May	9-May	11-May	-	17-May	19-May	21-May	23-May
SITC DECHENG	2211N	7-May	19-May	20-May	22-May	24-May	25-May	-	1-Jun	3-Jun	5-Jun	7-Jun

LCT (CARGO): BATANGAS/THU 2359H/PRE-ADVISED/ED/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 CDD	ETA SHA	ETA DLC	ETA TNG	ETA TAO	ETA SHA	ETA NBO
SITC CEBU	2209N	2-May	3-May	SKIP	9-May	SKIP	14-May	16-May	18-May	20-May	22-May	SKIP
SITC BATANGAS	2211N	9-May	10-May	SKIP	16-May	18-May	21-May	23-May	25-May	27-May	29-May	SKIP

LCT (CARGO): MNL SH/THU 1200H (SAT SAILING) * BATANGAS/SAT 0600H (MON SAILING) * CEBU/SUN 0600H(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
G. ACE	2209N	29-Apr	30-Apr	4-May	7-May
ZHONG WAI YUN XIN GANG 2209N		6-May	7-May	11-May	14-May

LCT (CARGO): MNL NH/THU 1200H (FRI SAILING) * MNL SH/FRI 1200H (SAT SAILING)

CPX5 SERVICE (MANILA NH - QUANZHOU (SHIHU)-QUANZHOU (WEITOU) - XIAMEN)							
MOTHER VESSEL	VOY. NO.	ETD MNL NH	ETA MNL SH	ETA SHA	ETA SHH	ETA WEI	ETA XMN
SITC TOKYO	2230N	BLANK SAILING					
SITC MINGCHENG	2211N	4-May	7-May	11-May			

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
TAN CANG GLORY	2217N	28-Apr	30-Apr		
TAN CANG GLORY	2217N	5-May	7-May	9-May	

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	N026	28-Apr	30-Apr	1-May
VICTORY VOYAGER	N027	5-May	7-May	8-May

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helaher@sitcphil.com.ph; logisticsnorthterminal@gmail.com;

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Tel. No.: (047) 250-2832
CTC: Ms. Reynalyn Navidad

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CTC: Ms. Katrina Salivio

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Unit 206, 2nd Flr., Davao Finance Center, Davao Park District SP Dacudao Loop, Agdao, Davao City, Philippines
Tel. No.: (082) 297 6753
CTC: Ms. Alma Orellina

Cebu Office
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Tel. No.: (032) 401-0828
CTC: Ms. Luanne Mejorada

General Santos City Branch
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Tel. No.: 0917 529 9224/ 0925 845 6817
CTC: Ms. Ranelyn Acharon

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Once granted, the AEO Program accreditation will last until it is suspended, revoked, or cancelled through voluntary withdrawal from the program. As an AEO, PMPC will be exempt from renewal of accreditation under any customs accreditation system. In lieu of the annual renewal of accreditation, AEO members are required to periodically update their information and corresponding documentary requirements pursuant to the membership responsibilities of an AEO member under Customs Memorandum Order No. 09-2020. CMO 09-2020 provides guidelines for

pilot implementation of the AEO program for importers and exporters. PMPC as a Level 1 operator is eligible for self-assessment, supplementary goods declaration, and a dedicated help desk. The AEO Office may consider upgrading a Level 1 operator to Level 2 or 3, depending on degree of compliance with accreditation requirements. For Level 2 operators, benefits include those for Level 1 plus a dedicated processing lane, advance clearance process, periodic lodgment, one-time exemption certificate, and expedited customs clearance for exports. A Level 3 operator will have extended

additional benefits that the customs commissioner, in consultation with the AEO Office to be created, will identify. AEO companies, however, are still subject to post-clearance audits to ensure compliance. BOC earlier said part of its 10-point priority program this year is to fully operationalize and promote its AEO program. This year, BOC will be granting accreditation to top importing companies while completing the construction of its AEO office. The agency will also actively participate in the development of an AEO mutual recognition arrangement (MRA)

with all Association of Southeast Asian Nations member-countries. An MRA is a formal document between two or more customs administrations outlining the circumstances for recognizing and accepting the AEO programs of the signatory parties. BOC earlier said it would take part in meetings to develop an ASEAN AEO mutual recognition arrangement to be completed by 2025. Aside from importers and exporters, other stakeholders will be eligible to apply for AEO accreditation. BOC said it will issue a separate order to implement this. – **Roumina Pablo**

Continued from page 2

Two Weeks from Today

By HENRIK BATALLONES
SCMAP Marketing and Communications Executive



**SCMAP
PERSPECTIVE**

TWO weeks from today the Philippines returns to the voting booth, choosing the country's next leaders and, consequently, choosing its direction for the next six years, and perhaps beyond.

Considering the events of the past few years, the decision is pretty critical. Despite most restrictions being lifted, the COVID-19 pandemic continues to rage. The possibility of another spike in cases continues to lurk, especially as we head to the polls. At the very least, case surges elsewhere in the world will affect our mobility, restrict available opportunities and potentially paralyze our supply chains, especially with Shanghai under strict lockdowns.

Our economic recovery remains uncertain because of the pandemic, as well as other geopolitical disruptions. Russia's war against Ukraine rages on, further limiting the movement of certain commodities and goods. The cost of crude oil remains high as Russia, a major oil producer, bears the brunt of economic sanctions - and it is affecting all energy markets, which means higher costs on pretty much every segment of our supply chains.

Developed countries have already reported record inflation rates, weak-

ening the power of their citizens' purses and leading to some tough choices. Our inflation rate for March 2022 is at 4.0%. It's still within government targets, but the Bangko Sentral has already said it expects the rate to breach those targets by the end of the year. Most Filipinos will have to make those tough choices as prices of "essential" goods (remember that term?) surge further, alongside power costs.

Personally, the biggest issue the country faces in the coming years is a cost-of-living crisis. We've long known that prices will go up as a result of the pandemic and the virtual shutdown of economies across the world. We've talked about the "supply chain crisis" brought about by restrictions in movement, shortages in capacity and increased demand for products as we stayed home. Efforts have been underway to address these issues, but considering the circumstances stakeholders - across all industries - can only really hold on for so long. Costs will have to be passed to the consumer, and if they make those tough decisions and move away from certain goods, businesses will become less competitive - and it's not good news for an economy looking to find its place in whatever normal the next few years holds.

A cost-of-living crisis sounds daunting, but understanding how interconnected different players in the economy - understanding how supply chain works, essentially - helps clear the picture and, perhaps, offer some solutions. For instance, we know that over a quarter of a company's sales costs goes to logistics. How do we

drive it down? For one, you ensure the movement of these goods go faster. How do you reduce congestion? Perhaps more infrastructure, particularly public transport? More sensible regulations, and not just ones made to look like something is being done, like the MMDA loudly hoping for the demise of the "coding car"?

You can also look at existing laws and regulations and see if they are still fit for purpose. We have seen in recent years that high logistics costs can be attributed to regulatory bottlenecks in some cases, or outdated frameworks in others. How do we address these? How do we make sure responsible agencies are fit for purpose? How can we ensure that all stakeholders have a say in matters that impact their competitiveness?

There is also a need to further support the logistics sector by addressing longstanding issues with capacity and capability. The early days of the lockdown have seen delivery riders and other logistics personnel hailed as heroes for keeping the economy moving, but how do we build on this goodwill? Recently passed legislation, such as the amended Public Service Act, opens the window for further investment in the logistics sector, allowing for new technologies and innovations to come in. But how do we protect the welfare of our logistics frontliners? How do we further encourage investment in the industry? Addressing this could pave the way for a stronger agricultural sector, more equitable growth and fewer incidences of food insecurity, particularly during disasters.

Let's widen our lenses further. How do we ensure our economy can be truly resilient amidst disasters and other disruptions? How do we address urgent concerns over global heating and reconfigure our

economy to be more sustainable? How do we spread the rewards of our recovery to every part of the Philippines? Perhaps more urgently, how do we deal with a possible next spike in COVID-19 cases without having to shut the economy down again?

In the past few years we at SCMAP are happy to have been part of intensified efforts by the government to address concerns of the supply chain sector. Between a stronger commitment to infrastructure investment and more meaningful collaboration between government agencies and private sector stakeholders, a lot has been accomplished. We hope these gains are built upon regardless of whoever is chosen to lead the country.

That said, considering everything that's unfolding as I write this, our next leaders will have quite a challenge on their hands. It will take a knack for project and crisis management; a sense of effective communication, especially since the change we want won't come in an instant; and perhaps most importantly, the ability to inspire everyone to step up to the challenge and work for the sake of the country. Everything is in flux, and we need all the help we can get if we are to get past these challenges in a better state than when we entered it. It's not impossible, but it takes a lot of work - and that first step may as well be the one we take two weeks from today.

Henrik Batallones is the marketing and communications director of SCMAP, and editor-in-chief of its official publication, Supply Chain Philippines. More information about SCMAP is available at scmap.org.

Smuggled agricultural products seized in Manila

- **Smuggled agricultural products seized in Manila**
- **A joint government operation seized smuggled carrots and ginger for sale in C.M. Recto Ave., Divisoria, and Tondo, Manila**
- **About 100 kilos of imported carrots from China and 90 kilos of imported ginger were hauled to the Bureau of Customs premises**

A joint government operation seized smuggled carrots and ginger for sale in C.M. Recto Ave., Divisoria, and Tondo, Manila on April 19, 2022.

About 100 kilos of imported carrots from China ready for delivery and 90 kilos of imported ginger were discovered by a team composed of personnel from the Customs Intelligence and Investigation Service and Enforcement and Security Service of the Bureau of Customs-Manila International Container Port, Depart-

ment of Agriculture, Bureau of Plant Industry, Department of Trade and Industry, Criminal Investigation and Detection Group, National Intelligence Coordinating Agency, and the Economic Intelligence Sub Task Group on Food Security.

The goods were confiscated and brought to BOC premises, the agency said.

The joint operation stemmed from derogatory information received by the Intelligence Group of the BOC that smuggled imported agricultural products are being sold and stored in some Manila streets.

The team also in-

spected stores in Balintawak Public Market in Quezon City to verify information of smuggled imported agricultural products being openly sold. The inspection found none.

A Warrant of Seizure and Detention will be issued against the seized goods for a violation of Section 1113 of the Customs Modernization and Tariff Act.



CAB keeps passenger fuel surcharge rates unchanged

- **CAB keeps passenger fuel surcharge rates unchanged**
- **The passenger fuel surcharge that airlines may charge in May 2022 will stay at Level 4 pending review of a resolution which sets guidelines for surcharges**

THE Civil Aeronautics Board (CAB) has maintained the passenger fuel surcharge that airlines may charge in May 2022 at Level 4 pending a review of guidelines on imposing surcharges.

Level 4 rates range from P108 to P411 per passenger on a domestic flight (one way) and from P543 to P5,026 per passenger on an international flight (one way) pursuant to CAB Resolution No. 46.

This is the highest surcharge rate that airlines may charge so far since CAB announced in July 2021 that it was reimposing the fuel surcharge following increases in jet fuel price.

In an advisory dated April 18, CAB executive director Carmelo Arcilla said airlines wishing to impose or collect the fuel surcharge on May 1-31 must file their application with CAB on or before the effectivity period, with the fuel surcharge rates not exceeding the stated level.

For fuel surcharge to be collected in the equivalent foreign currency, the applicable conversion rate for the period is P50.75 to US\$1.

Arcilla said CAB is maintaining the Level 4 passenger fuel surcharge imposed

in March to April pending review of CAB Resolution No. 46, which provides the guidelines and matrix on imposing passenger fuel surcharge for domestic and international flights.

Philippine Airlines earlier requested a higher fuel surcharge from CAB as rising fuel prices, exacerbated by the Russia-Ukraine war, affect the aviation industry.

Subsidy not higher surcharge

Transportation Secretary Arthur Tugade, however, said he prefers the grant of a fuel subsidy to the aviation sector instead of approving higher fuel surcharges to avoid raising the cost of travel amid the continuing increase in global fuel prices.

The Air Carriers Association of the

Philippines, attending a Lower House ad hoc committee meeting on March 7, said it supports the request for reducing or keeping government-imposed fees and charges at current levels to help mitigate the impact of rising fuel prices on their operations.

CAB Resolution 46 notes that the airline fuel surcharge is an optional fee that carriers may impose and collect to recover fuel costs and stem losses caused by a spike in fuel costs.

"Fuel surcharge is not a part of the basic airfare and may be reduced or removed depending on the price of jet fuel in the market, in accordance with prevailing international practice," the resolution said.

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PEZA remits P898M to government as 2021 dividend

- PEZA remits P898M to government as 2021 dividend
- The latest remittance takes the government's total dividend since 1996 from PEZA to P10.804 billion
- PEZA has remitted a total of P2.889 billion in corporate tax from 2017 to 2021, and P4.963 billion covering 1996 to 2016, for a total of P7.852 billion for 26 years

THE Philippine Economic Zone Authority (PEZA) has remitted P898.472 million to the national government as its dividend from earnings in 2021 from

investments in economic zones managed by PEZA. The latest remittance takes the ecozones' total dividend pay-outs since 1996 to P10.804 billion.

"PEZA continues to remit high dividends brought by our existing and new investments, projects, and expansions from 2017 to 2021. Amidst the pandemic, operations in our ecozones are unhampered and we continue to remit 50% of our net income as dividends to the national government," PEZA director general Charito Plaza said in a statement.

The 2021 contribution, however, was lower than the P2 billion remittance in 2020, when PEZA added P1.190 billion to its P810.264 million dividend

remittance as contribution sought by the government from government-owned and controlled corporations to help finance its COVID-19 response efforts.

From 2017 to 2021, PEZA said it had remitted to the national coffers P5.611 billion of dividends, which are 8.05% higher than the P5.193 billion that it had contributed from 1996 to 2016.

In total, PEZA remitted P10.804 billion of dividends for 26 years. The investment promotions agency was created under Republic Act No. 7916 signed in 1995.

PEZA has remitted P2.889 billion as corporate income tax from 2017 to 2021, and P4.963 billion for 1996 to 2016. From 2016 to 2021, the agency contributed a total of P7.852 billion in corporate tax.

Overall, PEZA's payments to the national government from 1996 to 2021

consisted of dividends and corporate income tax totalling P18.656 billion.

"As PEZA does not receive any subsidy from the government, we really have to be more aggressive and innovative in attracting new investments, creating employment, and generating exports," Plaza noted.

Last year, PEZA reported a 14.016% increase in export income to \$63.061 billion from US\$55.309 billion in 2020. Employment inside the ecozones also increased by 13.908% to 1.783 million jobs in 2021 from more than 1.5 million jobs two years ago.

PEZA sources of revenue are the service income, such as permit and inspection fees, processing fees, sewerage/garbage fees, fines, and transshipments. Another source is business income such as service concession revenue, rent and lease income, and utility system fees, among others.

BOC deploying...

by sampling non-visible trace amounts of particulates from shipments, BOC said.

The newly acquired system boasts of a throughput three times greater than traditional systems, BOC noted.

The TDS is monitored at BOC's Customs Operations Center, its central facility for the command and control of the intelligence and enforcement operations of the agency's 17 collection districts nationwide.

BOC has already deployed two units of TDS at the Manila International Container Port and another two at Ninoy Aquino International Airport. One unit each has been deployed at the ports of

Cagayan de Oro, Manila, and the Customs Anti-Drug Task Force.

The rest of the units will be deployed in May, with two units each in Cebu and Davao, and one each in Zamboanga, Limay, Subic, Clark, and Batangas.

BOC has previously added x-ray machines to increase its capability in non-intrusive inspection of containerized shipments. The latest 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. These ports have high-volume scanning operations.

Continued from page 4

Cebu Pacific resumes...

As for domestic flights, Cebu Pacific said it is set to restore 100% of its pre-pandemic capacity within the month. Recently, it resumed more direct local flights from major hubs Cebu and Davao to enable passengers to explore more local destinations without having to pass through Manila.

Currently, the airline's network covers 34 domestic destinations and 14 international destinations.

Continued from page 5

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