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# PortCalls

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## BOC requires travellers, crew to declare cash, baggage online

- BOC requires travellers, crew to declare cash, baggage online
- Customs Memorandum Order No. 11-2022 mandates all international travellers and crew members to use the electronic customs baggage and currency declaration (eCBCD) system
- Travelers bringing in or out \$10,000 or P50,000 must accomplish the electronic currency declaration form in the eCBCD system

THE Bureau of Customs (BOC) is now requiring all international travellers and crew to use the electronic customs baggage and currency declaration (eCBCD)

system. Customs Memorandum Order (CMO) No. 11-2022 provides guidelines for the electronic implementation of Customs Administrative Order No. 01-2017, which outlines Customs clearance procedures for air and sea travellers (both residents and non-residents) and crew, as well as their baggage, at all local ports of entry and exit. Dated April 29, the order took effect immediately.

Under CMO 11-2022, all inbound travelers and crew members must accomplish the electronic customs baggage declaration form (eCBDF), including the electronic currency declaration form (eCDF) if applicable, in the eCBCD

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# P17B Subic shipyard project gets tax incentives

- Project AGILA gets tax incentives for the redevelopment and operation of the former Hanjin shipyard in Subic Bay Freeport Zone
- The Fiscal Incentives Review Board granted the project special corporate income tax, VAT exemption for imports, VAT zero rating on local purchases, and duty-free imports

A P17-billion Subic shipyard project received tax incentives from the Fiscal Incentives Review Board (FIRB).

At the endorsement of the Subic Bay Metropolitan Authority (SBMA), FIRB approved the grant of tax incentives to Project AGILA for the redevelopment and operation of the former Hanjin shipyard in the Subic Bay Freeport Zone.

The project is funded by US-based private equity firm Cerberus Capital Management.

Finance Secretary and FIRB Chairman Carlos Dominguez III supported the approval of tax perks for Project AGILA, as the former Hanjin shipyard's rehabilitation presents economic potential due to its strategic location near the West Philippine Sea.

The project was granted special corporate income tax, value-added tax

exemption for importations, VAT zero-rating on local purchases, and duty-free importation.

"We expect the project to create jobs in the adjacent communities, increase economic activity as well as support the national government's economic recovery efforts," Dominguez said in a statement.

"The resumption of operations in the shipyard will also prompt development and productivity in the area, which can attract more investment opportunities into the country," he added.

The project will also cater to both the Philippine Navy and potential export locators.

The FIRB said the project will be beneficial, specifically to the Navy, as it will involve the safety and efficiency of the Philippine government ships' performance and, consequently, strengthen national security.

SBMA chair and administrator Rolan Paulino Sr. earlier said Cerberus Capital Management and Agila NY Naval Inc./ Agila South Inc. will take over the former Hanjin shipyard.

The 300-hectare area to be taken over was once occupied by South Korean shipbuilder Hanjin Heavy Industries and Construction-Philippines Inc. Hanjin had been Subic's biggest locator before it went bankrupt in 2019.

# PH economy beats forecasts with 8.3% Q1 GDP growth

- The first-quarter growth outperformed the revised 7.8% expansion in Q4 2021 and was a reversal from the 3.8% contraction in the first quarter last year
- The economy surpassed pre-pandemic GDP levels and exceeded the median analyst forecast of 6.7% growth

Karl Kendrick Chua in a statement said the economy has surpassed pre-pandemic GDP levels and exceeded the median analyst forecast of 6.7%, "making the Philippines the fastest-growing economy in the East Asia region for the period."

The strong first-quarter performance "moves us closer to achieving our growth target of 7-9% this year," Chua said.

He said growth was broad-based, as most economic sectors rebounded from contractions they recorded in the same period last year.

On the production side, all sectors expanded on the back of strong industry and services, which grew 10.8% and 8.6%, respectively. Agriculture improved by 0.2%.

Of the 16 economic sectors, transportation and storage recorded the highest growth of 26.5%, followed by other services with 22.3% and accommodation and

BEATING forecasts, the Philippine economy grew 8.3% in the first quarter of 2022, according to the Philippine Statistics Authority (PSA).

The first-quarter gross domestic product (GDP) was higher than the revised 7.8% growth recorded in the fourth quarter of 2021 and was in contrast to the 3.8% contraction in the first quarter last year that resulted from the impact of the pandemic.

Socioeconomic Planning Secretary



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food service activities with 21%.

Transportation and storage were among the main contributors to the first-quarter 2022 growth, so were manufacturing, which grew 10.1%, and wholesale and retail trade, and repair of motor vehicles and motorcycles, which rose 7.3%.

On the demand side, household final consumption expenditure rose 10.1% in the first quarter. Also recording growth were gross capital formation, 20%; exports of goods and services, 10.3%; and imports of goods and services, 15.6%.

In contrast, growth in government expenditure slowed down temporarily to 3.6% from 16.1% last year, as public construction contracted by 4.9%, amid the election spending ban, which began

towards the end of the first quarter.

To sustain growth momentum, Chua said the country's economic planners will "continuously work hard to strengthen our domestic economy against heightened external risks such as the Russia-Ukraine conflict, China's slowdown, and monetary normalization in the United States."

Asked what the next administration should do to maintain growth, Chua recommends keeping a strong macro-fiscal foundation to "ensure the house or the ship of the Philippines will remain strong so we have resources to help the people address other concerns"; and policy continuity, including this administration's reforms, such as tax reform, rice tariffication, and ease of doing business.

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# Cebu Pacific suffers 4.3% higher net loss in first quarter

- Cebu Pacific suffers 4.3% higher net loss in Q1 to P7.61 billion
- Revenue surged 147.6% due to a jump in passenger volume, cargo services, and flight activities as COVID-19 restrictions began to ease in March
- Cargo operations grew 36% to 34.2 million kilograms
- The airline's P32.8 billion capex budget this year is mainly for fleet replacement

LOW-COST carrier Cebu Pacific suffered a 4.3% higher net loss of P7.61 billion in the first quarter of 2022 from the P7.298 billion net loss sustained in the same period last year.

The airline in a statement said it faced headwinds in January and February. A wave of COVID-19 infections triggered by the Omicron variant led to stricter travel regulations and limited operating capacity due to crew resource limitations, which

resulted in several flight cancellations.

The easing of travel restrictions from March, on the other hand, boosted passenger volume, cargo services, and flights, and consequently revenue.

The group incurred operating expenses of P12.05 billion in the first quarter, 26.4% more than the P9.53 billion for the same period last year. This was mostly due to the ramp-up of operations when COVID-19 restrictions eased.

Operating loss, on the other hand, narrowed 22% to P5.34 billion in the first quarter from P6.82 billion year-on-year.

Revenue surged 147.6% in the first three months of the year to P6.71 billion from P2.71 billion in the same period last year, Cebu Pacific parent company Cebu Air Inc. said in a regulatory disclosure.

In the first quarter of 2022, Cebu Pacific deployed 16,521 flights, 128% more than last year.

Passenger revenue soared 256.2% to P3.16 billion from P887.45 million. Cebu

Pacific attributed this to a 272.4% jump in passenger volume from 0.6 million to 2 million, brought about by a 128.3% spike in the number of flights, along with a 16.7-percentage point increase in seat load factor from 53.2% to 69.9%.

A slight 4.3% decrease in average fares was offset by higher passenger revenues.

Cargo operation sustained its growth, jumping 36% to 34.2 million kilograms from last year.

Cargo revenue rose 39.9% to P1.85 billion from P1.32 billion, primarily driven by higher yield from chartered cargo services.

Revenue from ancillary services soared 239% to P1.7 billion from P501.74 million largely due to higher passenger volume and more flights activity during the period.

For the rest of 2022, Cebu Pacific has a better business outlook driven by domestic recovery and the re-opening of international destinations. It remains cautious of risks presented by rising jet fuel prices

and interest rates and depreciation of the Philippine peso against the US dollar.

For this year, the airline has a capital expenditure budget of P32.8 billion, mainly for fleet replacement.

Cebu Pacific chief executive officer Lance Gokongwei, during the company's annual stockholders' meeting, said the airline will take delivery of seven Airbus NEO (new engine option) aircraft this year, replacing eight Airbus CEOs (current engine option).

Last year, it took delivery of six new aircraft – including five Airbus NEOs – which replaced six CEOs.

Gokongwei said over the next five years, Cebu Pacific will have 48 deliveries and 35 aircraft exits. In 2026, with 87 aircraft, of which 63 will be NEOs and 16 will be ATR turboprops, “this replacement-strategy fleet will keep us ahead in fuel efficiency and maintain the lowest cost per seat kilometer flown,” Gokongwei said.

# PEZA investments drops 68% in first three months

- PEZA investments down 68% in Q1
- The investments are for 29 new and expansion projects with forecast annual export sales of US\$232.454 million
- PEZA chief blames the decline in investment pledges on the pandemic, the Russia-Ukraine war, and the Philippine national elections
- For the first quarter, export income and employment rose 10.93% and 13.72%, respectively

THE Philippine Economic Zone Authority (PEZA) has approved a total of P8.141 billion worth of investments in the first quarter of 2022, down 68% from

the P25.382 billion in the same period last year.

The investments are for 29 new and expansion projects with forecast annual export sales of US\$232.454 million and direct job generation for 3,168 people, PEZA director general Charito Plaza said.

The PEZA chief attributed the decline in investments to fewer investment pledges due to the ongoing pandemic, the Russia-Ukraine war, and the Philippines' national elections.

“Usually during the election period, investors would wait for the result of the election because they already anticipated that there will surely be new policies, laws, and rules that will be adopted by the new administration,” Plaza said during a media briefing on May 5.

In contrast, Plaza noted export income and employment increased during the same period.

Exports grew 10.93% to \$10.575 billion from \$9.533 billion in the same period last year, while employment increased 13.72% to 1.796 million workers from 1.5 million last year.

Investments came from Australia, Austria, British Virgin Islands, China, Israel, Italy, Liechtenstein, New Zealand, Singapore, Spain, Switzerland, Taiwan and Thailand.

For March 2022 alone, the PEZA Board approved nine new projects, of which five fall under export manufacturing enterprises, one for facilities, and three for economic zone development projects.

These projects will be located in Laguna Technopark, Carmelray Industrial Park I, Cebu Light Industrial Park, Lima Technology Center, and Cavite Economic Zone.

Plaza is confident that investments will improve once the election is over. “We

expect that after the election, our investments will bounce back and attain our 7% to 8% target growth for 2022,” she said.

As PEZA continues to support the hybrid work setup, Plaza urged the new administration to address the work-from-home (WFH) concerns of the information technology-business process outsourcing (IT-BPO) sector “so we can [finally] put a stop to all these worries and frustrations.”

“This is our appeal together with our locators and workers,” Plaza said.

PEZA and the IT & Business Process Association of the Philippines earlier requested the Fiscal Incentives Review Board (FIRB) to allow implementation until December 2022 of a hybrid work scheme due to concerns of investors and workers amidst the ongoing pandemic.

In February, FIRB denied requests to extend the WFH arrangement that expired on March 31, saying the arrangement is only a time-bound temporary measure adopted during the surge of the COVID-19 pandemic. It said the return to office (RTO) order is necessary to help the economy bounce back.

With this, PEZA urged IT-BPO companies to follow the RTO order, but also started accepting applications from registered IT-BPO companies and registered business enterprises (RBE) that want to implement a hybrid work arrangement until September 2022.

“We are just going back to the regular ratio of our hybrid work model arrangement of not more than 30% WFH ratio. Currently, PEZA has issued 444 LOAs (Letters of Authority) to registered IT-BPOs and RBEs,” Plaza said.

PEZA had said earlier it had issued LOAs to interested RBEs that are applying for a hybrid operation even before the COVID-19 pandemic.

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## 3 Burning Questions for Freight Forwarders Today

By AMIT MAHESHWARI, CEO, Softlink Global



**IT IN LOGISTICS**

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Forwarders' complexity of ever-fluctuating needs, changing customer demands, container shortage, and employee strikes - make it tough to keep a grip on all activities. To balance exceptional service

and profitability requires questioning the traditional methods and a full-blown implementation of modern technology.

We attempt to answer the three most burning questions that freight forwarders face today.

1. How can I increase my profit margins?

Reducing your costs and keeping them that way is a great way to increase margins. But with the ever-changing freight conditions, lower costs alone won't suffice for an improved profit gain. When you work with an integrated freight forwarding software, you bring efficiency to your processes to complete more jobs and even do them better. By capturing company-wide data in a central location, you generate meaningful data insights that help you:

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With workflows, your teams can work seamlessly with interventions re-

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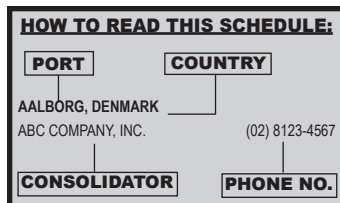


Table listing shipping routes for Aalesund, Norway, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Aberdeen, UK, including destinations like Aalborg and services like ACESTAR and AIRPOL.

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Table listing shipping routes for Auckland, New Zealand, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Baltimore, Maryland, USA, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Bangkok, Thailand, including destinations like Aalborg and services like ACESTAR and AIRPOL.

KMTC Logo and advertisement for 1x Weekly Sailing Bangkok Every Thursday, with contact information for Micaela.

Table listing shipping routes for Barcelona, Spain, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Basel, Switzerland, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Basseterre, Guadeloupe, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Bath, UK, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Beijing, China, including destinations like Aalborg and services like ACESTAR and AIRPOL.

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Table listing shipping routes for Busan, South Korea, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Advertisement for APEX 24 Weekly Consolidation to Busan Incheon, listing contact information for Francis, Ms. Dithir, Mr. Ferdie, Ms. Ann Shirley.

KMTC Logo and advertisement for 3x Direct Sailing to Busan Every Sunday, Tuesday & Thursday, with contact information for Micaela.

Table listing shipping routes for Busan, South Korea, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Calgary, Canada, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Cali, Colombia, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Callao, Peru, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Cambridge, UK, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Canterbury, UK, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Charleston, South Carolina, USA, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Chattanooga, Tennessee, USA, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Chicago, Illinois, USA, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Cleveland, Ohio, USA, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Cochin, India, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Dalian, China, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Dallas, Texas, USA, including destinations like Aalborg and services like ACESTAR and AIRPOL.

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Table listing shipping routes for Damman, Saudi Arabia, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Doha, Qatar, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Dubai, UAE, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for East London, UK, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Edinburgh, UK, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Edmonton, Canada, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Felixstowe, UK, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Elsinore, Denmark, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Foshan, China, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Fremantle, Australia, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for FOS SUR MER, FRANCE, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Genoa, Italy, including destinations like Aalborg and services like ACESTAR and AIRPOL.

Table listing shipping routes for Guam, Mariana Islands, including destinations like Aalborg and services like ACESTAR and AIRPOL.





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TRANSIT TIME: 5 DAYS

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**CONTACT PERSON:**  
Dennis, May

[www.pac-atlantic.com.ph](http://www.pac-atlantic.com.ph)

## BOC requires travellers, crew to declare...

Continued from page 1

system before or upon arrival in all ports of entry.

But for departing travelers and crew members, only those intending to bring out foreign currency, as well as other foreign currency-denominated bearer monetary instruments in excess of \$10,000 or its equivalent, or more than P50,000 of Philippine notes and coins, checks, money order, and other bills of exchange drawn in pesos against banks operating in the Philippines will need to accomplish the eCDF in the eCBCD system.

eCBDF is prescribed by the BOC, and the eCDF by the Bangko Sentral ng Pilipines (BSP).

The eCBCD system may be accessed at <https://ideclare.customs.gov.ph> or at designated kiosks at the customs arrival and departure area.

Upon sign-in at the portal, the traveler or crew member should select "Arrival" or "Departure" in the eCBCD system homepage.

A QR code will be generated after successful submission in the eCBCD system and should be presented by the traveller and crew member to the assigned customs officer at the customs arrival or departure areas for validation and clearance. The QR code will be sent to the registered email address provided during registration to the system, and may be downloaded for presentation to the customs officer.

In addition to the eCBDF, the following documents should be uploaded and/or accomplished in the eCBCD system, if applicable:

- eCDF for travellers and crew members bringing into the country foreign currency in excess of US\$10,000 or its equivalent in other foreign currency and other foreign currency-denominated bearer monetary instruments, or bringing in more than P50,000 of legal tender Philippine notes and coins, checks, money order, and other bills of exchange drawn in pesos against banks operating in the

Philippines;

- Prior authorization by BSP for travelers and crew members bringing in more than P50,000 of legal tender Philippine notes and coins, checks, money order, and other bills of exchange drawn in pesos against banks operating in the Philippines;

- Import clearances/permits/licenses from relevant regulatory agency in case of restricted and regulated goods in excess of limits allowed by the agencies; or

- Owner's pre-departure declaration form or certificate of identification for goods previously exported.

Travellers may be routed either to the "green" or "red" clearance channel based

on their general declaration or based on derogatory information, reasoned or random selection.

Green lane is for travelers with nothing to declare while the red lane is for those with goods to declare for purposes of import duties and taxes, or have goods above the exempted customs limit, or goods or article that are prohibited, controlled, or regulated, for purposes of validation.

Crew members will be directed to the lane provided for crew members for mandatory physical examination of baggage.

All baggage will be subject to mandatory non-intrusive inspection. - **Roumina Pablo**

## ICTSI invests P900M for MICT IT ...

Continued from page 5

ployees at MICT by providing COVID vaccines and instituting rigid health protocols and remote work arrangements, these technologies helped keep the terminal functioning and open for business 24/7, the port operator said.

MICT's online payment system also enabled customers to process their transactions without physically going to the terminal. Launched in 2017, the system had a mere 30% adoption rate before the pandemic. With lockdowns in place and COVID-19 cases ballooning in 2020, ICTSI said customers relied on the system as the primary means of paying for their transactions.

"The billing process at MICT was not

affected by the lockdowns as customers started using the online payment system. From 30%, the system's adoption rate grew to 100% as clients realized they can conveniently and safely transact with us without going to the port," Gonzalez said.

A similar payment system is also being developed for ICTSI's other Philippine terminals, including North Port, Subic Bay International Terminals, and Mindanao Container Terminal. The system is scheduled for launch within the year.

Aside from launching an online payment system, MICT is gearing up to launch its online examination viewing portal pending approval from the Department of Agriculture.

## IT in Logistics: 3 Burning...

Continued from page 7

quired only during exceptions. Exception management can be extended to approvals as well. An example can be - invoices above a certain amount to proceed only after the required approval.

3. How can I consistently deliver great customer service?

According to a data source, 81% of customers attempt to find solutions themselves before contacting customer care executives. Your customer service will have an easier time if your freight solution is simple to navigate. Forwarders that timely notify their customers about their shipment progress can avoid frantic calls and emails. If you wish to gain higher customer loyalty and retention, improving your customer satisfaction should be your goal. To achieve greater customer referral rates and satisfaction, freight ERP with CRM is a useful solution. The solution becomes deeply integrated with your functions and handles auto-notifying your

customer of every milestone completion.

### Maximizing freight output

Being consistent is key to earning a higher profit margin. And with technology, you're guided to discover more ways to save costs and process shipments faster to achieve your targets. Robust financial processes help keep tight control on the expenses. Implementing an ERP may sound earth-shattering, but compared to the benefits it brings, the returns will help maximize customer satisfaction and profits.

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

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**Asia** - Shanghai, Taiwan, Nhava Sheva, Bangkok and All Asia origins via Singapore, Hong Kong, Busan and Port Klang as Transshipment ports.

**Europe** - Milan, Rotterdam and All Europe Origins via Antwerp as Transshipment port.

**Export Direct services**

**United States** - All destinations to US via Los Angeles and New York

**Canada** - Vancouver, Montreal and Toronto

**Asia** - Shanghai and All destinations in Asia, Europe, and South America via Singapore, Hong Kong, Busan, and Port Klang as Transshipment ports.

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