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PH customs modernization project encounters a hiccup

- The awarding of a critical contract under the World Bank-funded Philippine Customs Modernization Project (PCMP) is on hold
- Delay stems from ownership issues involving the contractor for project supervision and quality assurance services
- Bidding for the Customs Processing System has also been put off temporarily
- BOC Assistant Commissioner Vincent Philip Maronilla says the extension won't affect other

portions of the PCMP

THE Philippine Customs Modernization Project (PCMP) encountered a hiccup with the project supervision contract not yet awarded due to ownership issues involving the contractor, a Bureau of Customs (BOC) official said.

The awarding of the project supervision and quality assurance services (PSQA) contract to international consultancy Quality Institute (QI) is on hold pending resolution of its acquisition by OCA Global, BOC Assistant Commissioner Vincent Philip Maronilla says.

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DA reinstates 90-day validity of import meat clearance due to supply chain issues

- The validity of sanitary and phytosanitary import clearances for meat has been extended again to 90 days from 60 days due to supply chain issues
- Department of Agriculture Administrative Order 15-2022 took effect on June 8 and will be in force until revoked
- Delays in meat imports to the Philippines are to be expected with at least 30% of major inter-

national liners' sailings blocked for Chinese firms in the next few months due to increased demand for Chinese commodities

- DA said a global food crisis is looming, warranting the need to ensure the overall food supply and security of the country

THE Department of Agriculture (DA) re-extended the validity of imported meat

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April global air cargo demand shrinks

- IATA says global air cargo demand fell 11.2% y-o-y in April
- Capacity fell 2% below 2021 levels, but rose 1.2% for international operations
- China lifting of lockdown sparks optimism and supply/demand imbalance keeps yields high, says IATA

GLOBAL air cargo demand shrank in April as capacity contracted amid an Omicron wave in Asia and Russia's war on Ukraine that continued to pose challenges to operators, the International Air Transport Association (IATA) said in an industry update on June 8.

The Geneva-based organization said global demand, measured in cargo ton-kilometers (CTKs), fell 11.2% from the April 2021 level (down 10.6% for international operations). The April demand drop was 1% below the April 2019 level.

Capacity was 2% below 2021 levels, but rose 1.2% for international operations. Both global capacity and international capacity decreased slightly month on month in April, with Asia experiencing the largest declines, IATA said.

"The combination of the war in Ukraine and COVID-19 lockdowns in China have pushed up energy costs, intensified supply chain disruptions, and fed inflation," said Willie Walsh, IATA's director general.

"The operating environment is challenging for all businesses, including air cargo. But with China easing lockdown restrictions, there is cause for some optimism and the supply/demand imbalance is keeping yields high," he said.

The group identified the key factors in the operating environment as follows:

- The war in Ukraine that led to a



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fall in cargo capacity used to serve Europe, as several airlines based in Russia and Ukraine were key cargo players.

- The zero-COVID policy in China that led to capacity challenges due to flight cancellations prompted by labor shortages.
- New export orders, a leading indicator of cargo demand and

world trade are now shrinking in all markets except the US.

- Global goods trade has continued to decline in 2022, with China's economic growth slowed by COVID-related lockdowns that have brought much of the world's largest port, Shanghai, to a standstill. Supply chain disruptions due to the Ukraine-Russia conflict

are also adding to the downward pressure on trade.

Asia-Pacific airlines saw cargo volumes fall 15.8% year on year in April, the regions' weakest performance and significantly lower than the 5.1% slip in March, IATA said. APAC carriers have been hit by lower trade and manufacturing activity due to Omicron-related

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PH April manufacturing slows after robust growth

- Philippine manufacturing growth slowed in both volume and value in April 2022
- The Volume of Production Index rose 3.4% while the Value of Production Index grew 9.7% in April 2022, compared with triple-digit growths in March 2022 and April 2021
- 14 industry divisions led by textile manufacture grew in terms of VoPI while 16 divisions also led by textile manufacture improved in terms of VaPI

- The sector's average capacity utilization rate was 69.2% in April, versus 70.9% in March

THE Philippine manufacturing sector recorded slower growth in both volume and value in April 2022, according to the Philippine Statistics Authority (PSA).

After recording double-digit and triple-digit growths since April 2021, the Volume of Production Index (VoPI) and Value of Production (VaPI) recorded slower advances but continued their growth streak for the 13th consecutive

month in April.

VoPI grew 3.4% in April, flat compared with the 352.3% upsurge in March and the 157.8% growth in April 2021, according to PSA's latest Monthly Integrated Survey of Selected Industries.

VaPI likewise registered a paltry 9.7% growth in April versus a 375.1% increase in March and 150.1% expansion in April 2021.

VoPI and VaPI began recording growth in April 2021 after 13 consecutive months of decline triggered by COVID-19-related restrictions in

the country that since March 2020 that pulled down production and sales indices for the sector.

The upturn in VoPI was brought about by increased production in 14 of the 22 industry divisions. Of these, manufacture of textiles was the major contributor with a 45.6% annual growth rate.

Meanwhile, eight industry divisions showed downturns in VoPI with manufacture of electrical equipment registering the biggest annual contraction of 28.1%.

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Balsa	129S	Jun 27	Jul 1	Port Vila Chief	2209S	Jul 2	Jul 14	Jul 16	Jul 18	Nov 30	Jul 22	-					
Intelligent Pursuit	015S	Jul 17	Jul 22	Vanuatu Chief	2210S	Jul 26	Aug 8	Aug 10	Aug 12	Nov 30	Aug 17	-					
PHILIPPINES TO PAPUA NEW GUINEA & SOLOMON ISLANDS																	
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Balsa	129S	Jun 27	Jul 1	Coral Chief	2216S	Jul 4	Jul 17	Jul 21						Jul 27			
Balsa	130S	Jul 10	Jul 15	Carpenters Vega	2217S	Jul 18	Jul 31	Aug 4			Aug 8	Aug 12					
Balsa	131S	Jul 24	Jul 29	Rabaul Chief	2218S	Aug 1	Aug 14	Aug 18						Aug 24			
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		ETD MNL	ETA SIN			SIN	DILI			ETD MNL	ETA PUS		ETD PUS	GUAM	SAIPAN		
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Rita	011S	Jul 3	Jul 8	Selatan Damai	122E	Jul 14	Jul 21	Haian West	0014N	Jun 20	Jun 29	CMA CGM Herodot	163S	Jul 1	Jul 9		
Intelligent Pursuit	015S	Jul 17	Jul 22	Selatan Damai	123E	Jul 28	Aug 3	Ingenuity	0019N	Jul 4	Jul 13	CMA CGM Herodot	164S	Jul 14	Jul 22		
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P162M SCTEX toll system upgrade ready this year

- 162 million electronic toll system upgrade of SCTEX will be completed this year
- Begun in 2020, the project includes upgrading of the RFID system and network switches, automatic license plate recognition, and contactless card readers
- All toll lanes on SCTEX will get new toll system equipment this year once the replacement of 46 units of old equipment for 33 toll lanes is done

THE P162 million Subic-Clark-Tarlac Expressway (SCTEX) electronic toll system upgrade is set for completion this year, according to operator NLEX Corp.

Began in 2020, the project includes upgrading of the radio frequency identification (RFID) system and network switches, installation of a RFID early detection feature, automatic license plate recognition (ALPR) and contactless card readers.

It will also involve replacement of toll system equipment such as toll fare indicators, lane status indicators, traffic control gates (TCGs), automatic vehicle classification (AVC) devices, and loop detectors.

"These comprehensive and integrated enhancements are part of our goal to serve our motorists more efficiently. We always ensure that we continually upgrade our system and equipment to deliver convenient and reliable service to our motorists," NLEX Corp. president and general manager J. Luigi L. Bautista said in a statement.

This year, all toll lanes on SCTEX will have with new toll system equipment once the replacement of 46 units of old equipment for 33 toll lanes is completed.

To facilitate faster and more accurate transactions, 10 loop detectors and eight TCGs in Clark South A, Tipo, and SFEX, and eight AVC devices in Clark North A (Dolores), San Miguel, Dinalupihan, Floridablanca, and Tipo will be upgraded.

Ten toll fare indicators in SFEX, Tipo, Clark South A and Tarlac will also be replaced for better viewing of tollway fees, while 10 lane status indicators in Clark South B, Tarlac, and SFEX will be changed for greater visibility, especially for those driving at night.

In 2021, the company replaced 76 units of the said lane equipment covering 39 lanes of the entire expressway system and finished the network switch upgrade on all lanes. NLEX Corp. said the project has since led to quicker processing of transactions due to the improved network latency and increased bandwidth.

The RFID lanes on SCTEX have been equipped with upgraded RFID early detection feature and contactless card readers since 2020. Initial implementation of the ALPR was done at Tarlac Toll Plaza.

Aside from the technological enhancements, the tollway company is undertaking infrastructure improvements along SCTEX, such as the annual pavement repair program, the ongoing repair and strengthening of Pasig Potrero Bridge, and the road-raising project at Dinalupihan for motorists' safety.

Earlier, the Toll Regulatory Board approved the toll rate adjustment and authorized the implementation of an additional P0.78 per kilometer charge on SCTEX. The toll



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PH April manufacturing... *Continued from page 2*

For VaPI, 16 of the 22 industry divisions reported positive growth, led by manufacture of textiles with a 51.1% increase. The remaining six industry divisions recorded annual declines in production, with the manufacture of electrical equipment having the steepest annual drop of 25.4%.

Based on the survey's responding establishments, the average capacity utilization rate of the manufacturing sector in April was 69.2%, versus 70.9% in the previous month.

There were 18 out of 22 industry divisions with a more than 60% average capacity utilization rate, led by manufacture of furniture at 79.2%, manufacture of other non-metallic mineral products, 79%, and manufacture of worn apparel, 77.8%.

Establishments that operated at full capacity of 90% to 100% comprised 21.7% of the total number of responding establishments, while 39.7% operated at 70% to 89% capacity, and 38.6% operated below 70% capacity.

April global air cargo... *Continued from page 2*

lockdowns in China. Available capacity in the region fell 19.4% y-o-y, the largest drop of all regions.

North American carriers' cargo volumes fell 6.6% y-o-y in April. Demand in the Asia-North America market dropped significantly, but other key routes such as

Europe-North America remain strong. Capacity rose 5.2% y-o-y. Several carriers in the region are set to take delivery of freighters in 2022, which should help address pent-up demand on routes where it is needed.

European carriers' cargo volumes slid

14.4% y-o-y in April. The Within Europe market fell 24.6% month on month, impacted by the war in Ukraine. Labor shortages and lower production activity in Asia due to Omicron also hit volumes. Capacity fell 0.2% y-o-y in April.

Middle Eastern carriers posted an 11.9% y-o-y drop in cargo volumes in April. Significant benefits from traffic being redirected to avoid flying over Russia failed to materialize. This was likely due to persisting supply chain issues in Asia. Capacity grew 6% y-o-y.

Latin American carriers reported a 40.9% jump in cargo volumes in April, the strongest performance of all regions. Airlines introduced new services and capacity and,

in some cases, investing in additional freighters in coming months. Capacity in April was up 67.8% y-o-y.

African airlines saw cargo volumes decrease 6.3% y-o-y in April, significantly slower than the growth recorded the previous month (3.1%). Capacity was 1.5% below April 2021 levels.



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CAVITEX C5 Link flyover extension is 95% complete

- CAVITEX C5 Link flyover extension is 95% complete
- Also known as Segment 3A2, the near-completed CAVITEX C5 flyover extension spans 1.6 km from Merville to E. Rodriguez Avenue in Paranaque City
- At present, the 2.2 km stretch of CAVITEX C5 Link flyover is operational
- Traffic management plan for the area will entail the transfer of the Merville entry and exit ramp fronting Shell C5 Southlink for better traffic flow
- Construction of Segment 2 (CAVITEX R1 Expressway to Sucat Interchange) is over 30% complete
- Target completion for the entire 7.7 km-CAVITEX C5 Link project is in 2023
- Free RFID installation and reloading services are made available for all motorists traveling via CAVITEX and CAVITEX C5 Link

THE Toll Regulatory Board (TRB) and its technical team, the grantor of the Manila-Cavite Toll Expressway Project (MCTEP), inspected the progress of the CAVITEX C5 Link flyover extension that has reached more than 95% completion on June 9.

An inspection team led by TRB executive director Atty. Alvin A. Carullo, together with Cavite Infrastructure Corporation (CIC) representatives checked on the progress of the 1.6 km flyover extension (Segment 3A2: Merville to E. Rodriguez Ave.) in Paranaque City that will soon connect to the operational 2.2km CAVITEX C5 Link flyover.

CIC and joint venture partner, the Philippine Reclamation Authority (PRA), oversee the CAVITEX C5 Link flyover extension project which intends to provide convenient access for motorists bound for SLEX/C5 from Merville and vice versa.

"We are pleased to see the progress of the CAVITEX C5 Link. We look forward to it serving an estimated 15,000 motorists, helping lessen their travel time from SLEX to Pasay, Taguig and Paranaque, thereby helping decongest some of our local roads," said Carullo in a statement.

Also discussed during the inspection is the traffic management plan for the area once the extension opens. This entails transferring of the Merville entry and exit ramp to in front of Shell C5 Southlink for better traffic flow. Traffic signalization and signages will be installed in coordination with the local authorities to help manage traffic for motorists bound for the expressway, and those that will use the service road.

Meanwhile, construction for its other segment, Segment 2 (CAVITEX R1 Expressway to Sucat Interchange) has reached over 30% completion. Once this segment connects CAVITEX to its Sucat Interchange, motorist travel time between the two areas will be reduced by as much as thirty minutes, bypassing traffic from Sucat Road

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XINQUNDAO	2217N	-	18-Jun	19-Jun	20-Jun	21-Jun
XINQUNDAO	2218N	-	23-Jun	24-Jun	25-Jun	26-Jun
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XINQUNDAO	2218S	20-Jun	21-Jun	22-Jun	-	23-Jun
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Once the entire CAVITEX C5 Link project is completed in 2023, the 7.7 km expressway will benefit more than 50,000 motorists. It will reduce travel time from CAVITEX to Makati, Taguig, and Pasay in under forty-five minutes while helping decongest EDSA, MIA Road., Roxas Boulevard and other major thoroughfares.

Free RFID installation and reloading services are made available for all motorists traveling via CAVITEX and CAVITEX C5 Link at the CAVITEX C5 Link Customer Service Center. Other installations and reloading sites outside of the expressways are made available at the center as well.

"With CAVITEX C5 Link flyover extension opening soon, we urge our

motorists to have an Easytrip RFID installed and use it when traveling through our expressways, such as CAVITEX and CAVITEX C5 Link for seamless travel, and avoiding long queues at the cash lanes," appealed CIC president and general manager Raul L. Ignacio.

CIC, the concessionaire of CAVITEX and CAVITEX C5 Link, is a subsidiary of Metro Pacific Tollways Corporation (MPTC), the toll road development arm of Metro Pacific Investments Corporation (MPIC). Aside from CAVITEX and CAVITEX C5 Link, MPTC also holds concession rights for Cavite-Laguna Expressway (CALAX), North Luzon Expressway (NLEX), the Subic-Clark Tarlac Expressway (SCTEX), the NLEX Connector Road, and the Cebu-Cordova Link Expressway (CCLEX) in Cebu.

PAL starts direct flights between Cotabato and Tawi-Tawi

- Philippine Airlines launched on June 9 the first-ever air link within the Bangsamoro Autonomous Region in Muslim Mindanao
- The 551km direct service between Cotabato and Tawi-Tawi connects BARMM on mainland Mindanao to the remote island province with Cotabato City's Awang Airport and Tawi-Tawi's Sanga-Sanga Airport as the travel gateways
- Easier travel now via the direct air link between the BARMM



mainland and the island group is expected to boost the region's economy

- PAL provides the twice-weekly service every Monday and Thursday on its Airbus A320 aircraft

PHILIPPINE Airlines (PAL) launched on June 9 its direct flights between Cotabato City and Tawi-Tawi Province, the first-ever air link within the Bangsamoro Autonomous Region in Muslim Mindanao (BARMM).

The new service connects the BARMM mainland to the Tawi-Tawi island group, with Cotabato's Awang Airport and Tawi-Tawi's Sanga-Sanga Airport as travel gateways. PAL operates twice-weekly flights every Monday and Thursday using Airbus A320 aircraft.

The service is expected to boost the region's economy as the route connects the BARMM mainland to the island province, 551 kilometers by air from Cotabato.

"This inaugural flight is a simple step to make Mindanao a better place for all of us, Muslims, Christians, and Lumads," BARMM Chief Minister Ahod Ebrahim said during the launch.

Aside from the new service, PAL operates regular daily flights between Manila and Cotabato City.

PAL earlier said it is in the midst of expanding flight services to, from and within Mindanao.

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FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA SKU	ETA NAN	ETA HKG
Asiatic Reunion	22002N	18-Jun	20-Jun	24-Jun	25-Jun	26-Jun
Xin Long Yun 89	22009N	25-Jun	27-Jun	1-Jul	2-Jul	3-Jul

BMX - Manila - Qingdao - Dalian LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H

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Derby D	OKRPEN	26-Jun	27-Jun	1-Jul
Jonathan Swift	OKRPIN	24-Jun	25-Jun	2-Jul

SPX1 - Manila - Xiamen - Hong Kong - Shekou LCT: CARGO: NORTH MON 0900H / SOUTH TUE 0900H

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Lucky Dragon	03VA2N	15-Jun	16-Jun	SHA / 20-Jun	OMIT	OMIT
Lucky Dragon	03VAAN	26-Jun	27-Jun	29-Jun	1-Jul	2-Jul

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
Siri Bhum	22010E	18-Jun	19-Jun	24-Jun	26-Jun	29-Jun
Lucky Dragon	03VA2N	15-Jun	16-Jun	20-Jun	22-Jun	25-Jun

IFX - Manila - Pusan - Qingdao - Shanghai LCT: CARGO: NORTH FRI 0900H

FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETA PUS	ETA TAO	ETA SHA
Vermont Trader	034E	25-Jun	30-Jun	OMIT	2-Jul
CMA CGM Racine	0FD5UE	2-Jul	7-Jul	9-Jul	11-Jul

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TIGER LIANYUNGANG 2213N 17-Jun 20-Jun
SITC RIZHAO 2218N 25-Jun 27-Jun 29-Jun 1-Jul 4-Jul 7-Jul 8-Jul 10-Jul

CPS SERVICE (MNL NH - MNL SH - XIAMEN - SHANGHAI - NINGBO)
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G. ACE 2212N SKIP 25-Jun 29-Jun 2-Jul
ZHONG WAI YUN XIN GANG 2212N 1-Jul SKIP 6-Jul 9-Jul
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PHUC THAI 2232N 15-Jun 18-Jun
PHUC THAI 2234N 22-Jun 25-Jun

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DA reinstates 90-day validity of import meat...

clearances to 90 days from 60 days due to expected delays in meat imports. DA said the re-introduction of measures to prevent the spread of new COVID-19 variants in other countries has affected operations in alternative ports, resulting in ships operating at partial capacity subsequent to delays and extended period of voyage. It said major international shipping lines, which account for 80% of the overall container trade, reported that at least 30% of their sailings will be blocked for Chinese companies in the next few months due to an increased demand for their commodi-

ties, thus delaying the entire logistics chain of meat commodities to the Philippines. DA said an imminent threat of a global food crisis also warrants a move to ensure the country's overall food supply and security. DA Administrative Order 15-2022 signed on June 8 revokes AO 11-2022 and reinstates the temporary extension of validity of sanitary and phytosanitary import clearances (SPSIC) for meat imports. AO 11-2022, which took effect on May 23, revoked AO 02-2022, which last January extended the 90-day validity of SPSICs, and returned to 60 days

the validity of SPSICs with the easing of supply chain and logistical restrictions. AO 15-2022 took effect immediately on June 8 and will remain in force until revoked in writing. Last year, DA said the COVID-19 pandemic and contraction in the supply of container vans presented shipping and other logistical difficulties, prompting stakeholders to request for an extension of the validity of SPSICs. Since it began in 2020, the COVID-91 pandemic has triggered supply chain issues globally, such as container shortage, vessel space unavailability, and port congestion,

which have affected Philippine imports and exports. The temporary extension of validity of SPSICs for meat imports comes after President Rodrigo Duterte signed Executive Order 171 series of 2022, on May 21 extending the reduced import duties for pork and rice, and temporarily reducing import duties on corn and coal until December 31 this year. The extension of the reduced import duties for pork and rice augments the supply of these commodities and helps maintain lower prices, the EO said. - Roumina Pablo

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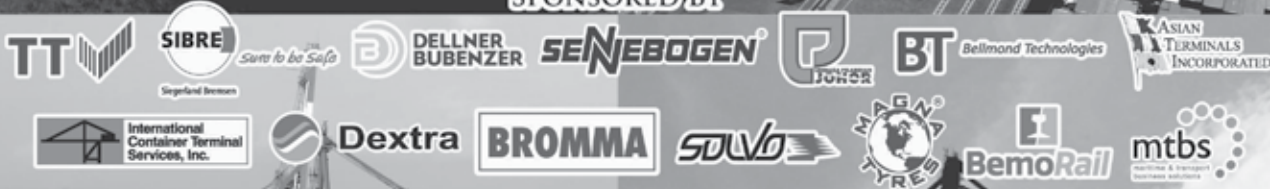
PORTS AND SHIPPING 2022

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HIGHLIGHTED TOPICS

- Economic & maritime trade outlook for the Philippines and the BIMPE-EAGA Region
- Overview of BIMPE-EAGA Ports Development and Outlook
- How Ports and Terminal Operators in Southeast Asia Respond to the Changing Global Market Trends
- Future Container Freight Demand in BIMPE-EAGA Region
- The Maritime Agenda for the Philippines and the BIMPE-EAGA Countries
- Outlook on Container Activities in BIMPE-EAGA Region and the Impact on Ports Activities
- Global Trade Patterns in Asia and the Impact on Container Shipping Lines
- Shippers' Perspectives: How Ports and Terminal Operators Can Improve Efficiency
- Opportunities and Challenges in Financing Infrastructure Development Projects in the Philippines and the BIMPE-EAGA Region
- The Role of Technology and Solutions in Improving the Dynamic of Ports and Container Terminals Operation
- Avoiding bottlenecks by forecasting the coming terminal operation become pro-active
- Sustainable Port Initiatives and the Impact on Container Shipping Operations
- Improving Connectivity and Competition among BIMPE-EAGA's Ports
- Opportunities for New Ports Development in the Philippines and BIMPE-EAGA Region

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BOC-NAIA condemns P4.6M worth of forfeited goods

- **BOC-NAIA condemns P4.6 million worth of forfeited goods**
- **Condemned goods included expired and unregistered food items, used UV lamps, prohibited Chinese medicines, and 60 cartons of counterfeit cigarettes**
- **All goods underwent condemnation through pyrolysis**

THE Bureau of Customs-Ninoy Aquino International Airport (BOC-NAIA) condemned P4.6 million worth of forfeited goods.

The goods consist of expired and unregistered food items, used UV lamps, prohibited Chinese medicines as well as 60 cartons of counterfeit cigarettes (the last with an estimated market value of P 3.893 million). All goods underwent

condemnation through pyrolysis under the supervision of BOC-NAIA's Auction and Cargo Disposal division.

In a statement, BOC-NAIA district collector Carmelita M. Talusan stressed

the importance of preventing the entry of prohibited goods especially medicines and food products that were illegally imported without the necessary permits. Talusan also highlighted the importance of ensuring ease of doing business and expeditious

release of goods.

The proceedings are part of the NAIA customs port's effort to ensure that its warehouses and facilities can accommodate all incoming importations.



PH merchandise...

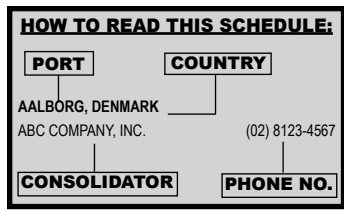
Continued from page 3 million.

Exports of PPEs and medical supplies in April 2022 continued to drop 71.2% to \$0.79 million, its 15th consecutive month of decrease.

By major trading partners, China was still the country's biggest supplier of imported goods valued at \$2.27 billion or 20.8% of the total imports in April 2022.

Other top import sources were South Korea, \$1.20 billion; Indonesia, \$1.01 billion; Japan, \$922.55 million; and Singapore, \$741.51 million.

China was likewise the top export destination in April 2022, accounting for 15.9% or \$971.74 million of the total export bill. It was followed by the US, \$955.17 million; Japan, \$820.96 million; Hong Kong, \$740.58 million; and Singapore, \$419.82 million.



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PH customs modernization project...

Continued from page 1

sioner Vincent Philip Maronilla told *PortCalls* in a Viber message.

In July 2021, Instituto de la Calidad (QI), which offered the most advantageous bid for the PSQA, was acquired by Spain-based privately owned multinational group OCA Global.

The takeover prompted a deferment of the contract awarding to QI pending a review, by the project funder World Bank, of documents submitted by QI on its merger with OCA Global.

In January 2021 BOC issued a call for expression of interest for the P240.33-million PSQA contract, part of a US\$88-million loan from the World Bank.

The PSQA contractor will assist in the implementation of the project. WB said PSQA is a critical first procurement that will jumpstart implementation of the PCMP.

The PSQA contract would have been awarded in December 2021 and QI would have gotten on board by January 2022, according to a November 2021 implementation status report by the World Bank.

Maronilla said BOC's Legal Service has "just recently rendered its opinion on the effect of the merger on the status of QI, as the one found to have the most advantageous bid."

The Special Bids and Awards Committee and BOC's Project Management Unit will meet to discuss the Legal Service's ruling and how to proceed, Maronilla said.

As a result, the bidding of the Customs Processing System (CPS) is also on hold "since the bidding for the CPS and other components of the PCMP is contingent on the on-boarding of the PSQA."

Asked if the PSQA contract could be awarded and CPS bidding started within the second half of the year, Maronilla said the timeline may have to be extended with the WB and government's procurement process.

He said any extension will, however, not affect other parts of the PCMP.

PCMP is expected to improve the country's customs administration through streamlining, automation, and development of a world-class CPS. The project was officially launched in March 2021, with an eye on achieving global standards and full modernization by 2024.

The World Bank's Executive Board

approved the loan for the project in October 2020. The project was introduced by the Washington-based lender in 2017 and approved by the National Economic and Development Authority Investment Coordination Committee-Cabinet Committee on March 6, 2020.

The project has a total cost of \$104.38 million, of which \$88.28 million will be funded through the World Bank's official

development assistance, and the balance to be shouldered by the Philippine government.

BOC will be responsible for project execution and for ensuring project development objectives are met. The agency will be supervised by its mother agency, the Department of Finance.

A project steering committee, chaired by the Finance Secretary and composed of other agencies critical to BOC operations, was created mainly to provide policy guidelines on the implementation of PCMP.



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