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ISSN 0118-1483 WEDNESDAY June 8, 2022 VOL. 27 NO. 46 - P30.00

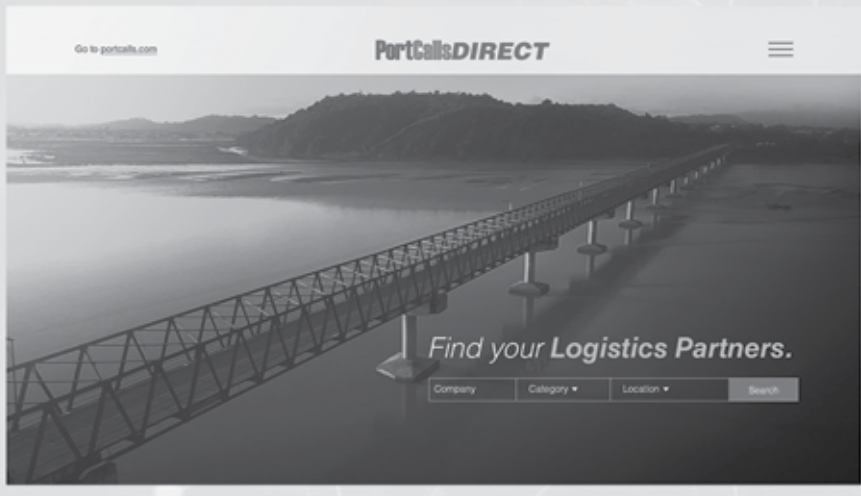


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PH Customs rules on transshipment goods processing now in force

- Customs rules on processing goods for transshipment and the requirements for accreditation of transshippers are now in place in the country
- Customs Memorandum Order No. 15-2022 took effect on June 6
- CMO 15-2022 applies to all goods indicated on the transshipment foreign cargo manifest as bound for a foreign destination other than the port of discharge
- When electronic lodgment of declaration of transshipment goods is implemented in BOC's computer system, all entities engaged in transshipment must apply with the bureau for accreditation as transshippers

THE Bureau of Customs (BOC) rules on processing goods for transshipment and the requirements for accreditation of transshippers are now in force.

Customs Memorandum Order No. 15-2022 took effect on June 6. The CMO implements Customs Administrative Order No. 12-2019, which provides guidelines on the movement, transfer, and clearance of transshipment goods.

Transshipment is the process of moving goods from one vessel to another. Turn to page 12



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Pasig port users seek Palace probe of steep tariff rates

- **Port users and shippers urge the government to probe tariff rises of 949% for bulk cargo, 615% for general cargo, and 71% for prime goods the Philippine Ports Authority will impose at the Pasig River port**
- **A group of 54 shippers and port users says the new operator of the river port is set to charge the new rates once it takes over the port**
- **The group said the new tariff rate hikes will “unjustifiably increase end-consumer prices of goods” shipped through the river port**

A group of shippers and port users is urging the government to investigate an impending raft of tariff hikes at the Pasig River port that would drive up rates for bulk cargo by 949%, general cargo by 615%, and prime commodities by 71%.

The petitioners said the river port's new cargo-handling operator is set to charge

the new tariffs imposed by the Philippine Ports Authority once it takes over.

In an appeal published in newspapers on June 6, The Pasig Port Users Against PPA Tariff Increases sought the intervention of President Rodrigo Duterte, President-elect Ferdinand Marcos Jr., National Economic and Development Authority (NEDA) Secretary Karl Kendrick Chua, and incoming NEDA Secretary Arsenio Balisacan.

They asked the leaders to intervene in the “Philippine Port Authority’s [PPA] attempt to unjustifiably and unconscionably increase arrastre, mooring and other tariffs at the Port of Pasig.”

The group, comprising 54 shippers and port users, the group said the tariff increase will “unjustifiably increase end-consumer prices of goods shipped between Pasig and other domestic ports.”

The new tariffs take effect once the winning bidder assumes the port opera-

tions.

“Certainly, no amount of improvement in services can justify the up to 949% increase in tariffs,” the group noted.

The plea follows a similar appeal made by the group to the PPA Board of Directors in a letter dated April 11. The group said its appeal “appears to have fallen on deaf ears, brushed aside without the decency of a reply from the PPA, who are supposed to serve us port users.”

It added that similar appeals to PPA management had been made in the recent past by port users in Palawan, Tacloban and others and that these appeals “were also disregarded or not directly addressed.”

The Pasig port users’ petition came after PPA in April invited bidders for the 15-year contract to manage and operate the port terminal of Pasig River Port under the agency’s Port Terminal Management Regulatory Framework (PTMRF), which outlines new rules for terminal manage-

ment contracts.

The opening of bids pushed through on April 25 and Mega Lifters Cargo Handling Corp. was awarded the contract last month after offering a concession fee of P2.49 billion.

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

According to the group, the new tariffs under AO 10-2019 are “exorbitant, without justification and disregard the qualities of the individual port/s.”

The group cited a November 2021 paper by the Philippine Chamber of Commerce and Industry-Tacloban-Leyte Inc. (PCCI-Tacloban) that says the new tariff “was done by the PPA for the sake of uniformity and without regard for the

Turn to page 5

PEZA, NCIP eye development of ancestral lands into ecozones

- **PEZA and National Commission on Indigenous Peoples agree to cooperate in developing ancestral domains and lands into economic zones**
- **Multiplier effects of PEZA ecozones intended to drive economic growth of indigenous peoples**
- **PEZA and NCIP seeks countryside ecozone development that complies with the Indigenous Peoples’ Rights Act of 1997 and Free, Prior and Informed Consent process**

THE Philippine Economic Zone Authority (PEZA) and the National Commission on Indigenous Peoples (NCIP) have agreed to cooperate in the development of ancestral domains and lands into economic zones.

Under a memorandum of agreement signed on June 3, PEZA Director General Charito Plaza and NCIP Chairman

Allen Capuyan forged a partnership to strengthen cooperation in identifying, creating, developing, implementing and operating ancestral domains/lands as special ecozones for the good of indigenous cultural communities (ICCs) and indigenous peoples (IPs).

PEZA in a statement said the MOA is pursuant to the goals of Administrative Order No. 18, which pushes ecozone development in the countryside and in compliance with the Indigenous Peoples’ Rights Act of 1997 and the Free, Prior and Informed Consent process.

“The development of ancestral domains as a special economic zone will not just give a positive look to the socio-economic aspect of the communities but also increase the basic services as well as [provide ICCs and IPs] sufficient food, education, health, environmental protection, justice, human rights, security, and

good governance,” Capuyan said.

Plaza said PEZA aims to replicate the multiplier effects PEZA ecozones have created in the regions “because we believe that ecozones will serve as economic drivers among ICCs/IPs.”

Plaza noted that IPs for decades “have become victims of exploitation with the utilization of their ancestral domains and lands by some unscrupulous entities without just and fair compensation or due regard to their traditional territorial and resource rights.”

Plaza said PEZA respects IP rights on their ancestral lands and the authorities “[will] respect compliance [with] IPRA law and social justice when ancestral lands will be tapped for ecozone development.”

She noted that investment promotion agencies such as PEZA must provide just compensation to IP communities when their lands are affected by ecozone

developments, “moreso, they should be partners in economic endeavors in their ancestral lands.”

“We should empower and capacitate all sectors of the country, most especially the so-called marginalized like the IPs, to participate in an inclusive economy so we can bring out the best of our country’s potentials and vibrant economy,” Plaza said.

The partnership is in line with PEZA’s Transformation Road Map, which seeks to address lacking efficiency factors that investors are looking for and to create different types of economic zones according to the land potentials present in the area.

PEZA also earlier signed a memorandum of understanding with the Department of Environment and Natural Resources to identify viable public land that can become agro-industrial, agro-forestry, mineral processing, and eco-tourism economic zones.

DOTr, SMC ink deal for toll operations of 417km expressway to Bicol

- **The Supplemental Toll Operations Agreement for the South Luzon Expressway Toll Road 5 (SLEX TR5) was signed on June 3 by the Department of Transportation and San Miguel Corp**
- **The 417-kilometer SLEX TR5 will connect the provinces of Quezon and Bicol**
- **The tollway is expected to provide faster access to tourism destinations, roll on-roll off ports, and fish ports in the two provinces and address traffic congestion in the Bicol region**

THE Department of Transportation (DOTr) and San Miguel Corporation

(SMC) signed on June 3 the Supplemental Toll Operations Agreement (STOA) for the South Luzon Expressway Toll Road 5 (SLEX TR5).

The 417-kilometer SLEX TR5 will connect the provinces of Quezon and Bicol and is expected to provide faster access to tourism destinations, roll on-roll off ports, and fish ports in the two provinces and address traffic congestion in the Bicol region, DOTr said in a statement.

Signed by Transportation Secretary Art Tugade and President and SMC CEO Ramon Ang, the STOA will be submitted to the Office of the President for approval.

The TR5 is a four-lane divided toll road that starts from the terminal point

of the South Luzon Expressway Toll Road 4 (SLEX TR4) Project at Barangay Mayao, Lucena City in Quezon Province, and ends at Matnog, Sorsogon, near the Matnog Ferry Terminal. The toll road will be composed of 28 interchanges.

Eight segments will run parallel to the existing Philippine National Railway, Maharlika Highway and Padre Burgos National Road or Quirino Highway:

Segment I: Lucena to Gumaca, Quezon, 59.60 kms.

Segment II: Gumaca to Tagkawayan, Quezon, 62.40 kms. Segment III: Tagkawayan to Sipocot, Camarines Sur, 59.0 kms. Segment IV: Sipocot to Naga City, Camarines Sur 35.40 kms. Segment V:

Naga City to Polangui, Albay, 48.00 kms.

Segment VI: Polangui to Legazpi City, Albay, 35.00 kms. Segment VII: Legazpi to Sorsogon City, Sorsogon, 54.30 kms. Segment VIII: Sorsogon City to Matnog, Sorsogon, 62.78 kms.

The TR5 is under a joint venture of the San Miguel Holdings Corporation and the Philippine National Construction Corp.

Tugade and Ang were joined by DOTr Undersecretary for Finance Giovanni Lopez and Toll Regulatory Board Executive Director Alvin Carullo, San Miguel Holdings Corporation Senior Vice President Lorenzo Formoso, Department of Public Works and Highways Senior Undersecretary Rafael Yabut, and other signatories in the June 3 signing.

Customs clears ATI Laguna inland depot of overstaying containers

- **Asian Terminals Inc.’s inland clearance depot in Calamba, Laguna, has been cleared of overstaying foreign containers**
- **All 197 overstaying containers at the ICD were auctioned off, condemned, and disposed of by the Bureau of Customs-Port of Manila**
- **Overstaying boxes were moved to inland depots to prevent congestion at the main ports at the height of the pandemic**

THE Bureau of Customs-Port of Manila has cleared Asian Terminals Inc.’s (ATI) inland clearance depot (ICD) in Calamba, Laguna of all overstaying foreign containers.

A total of 197 overstaying containers at the ICD, which is an extension of Manila

South Harbor under BOC-POM’s jurisdiction, were auctioned off, condemned, and disposed of, BOC said in a statement. ATI operates Manila South Harbor and the Laguna depot.

At the height of the pandemic, overstaying containers were moved to inland depots to prevent congestion at the main ports, BOC said.

“Zeroing out (sic) the said overstaying boxes is essential in sustaining the safe and optimal operations of trade gateways and logistics enablers in the Philippines,” the bureau said.

Overstaying containers are those that have been seized by BOC for violations of the law, or abandoned by consignees.

Cargoes overstaying for more than 30 days from the date of discharge and not withdrawn on time are tagged as

abandoned. Once BOC deems that abandonment is final, it determines the proper disposition of the cargoes.

Under Section 1141 of Republic Act 10863, or the Customs Modernization and Tariff Act, goods for disposition may be donated, declared for official use by BOC, or sold in a public auction.

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

BOC noted that the disposition of overstaying containers is “aimed at efficiently facilitating trade by eliminating port and yard congestion, ensuring the smooth flow of business within the agency.”

In the first quarter of 2022, a total

of 304 overstaying containers were sold in public auctions that earned BOC a total of P80.765 million in proceeds.

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Cebu Pacific, Cebgo domestic flights relocate to MCI Terminal 1 on June 16

- Beginning June 16, all Cebu Pacific and Cebgo domestic flights will transfer from Terminal 2 to Terminal 1 at the Mactan Cebu International Airport
- Significant traffic growth has compelled the transfer
- All other domestic departures at MCI will remain in Terminal 2 until further notice
- Terminal 2 will continue to host all international arrivals and departures
- All domestic arrivals will operate out of Terminal 1

CEBU PACIFIC and Cebgo domestic flights will be relocated from Terminal 2 to Terminal 1 at the Mactan Cebu International Airport (MCI) beginning June 16. Significant traffic growth, with domestic demand now at 52% of pre-pandemic levels, has compelled the transfer, MCI management said in a statement.

In 2019, at its peak, MCI saw a daily average of 25,743 domestic passengers. Data from Mactan-Cebu International Airport Authority show passenger traffic, while still below pre-pandemic levels,

improved in the first quarter of 2022 by 217% to 656,130 passengers from 207,045 passengers year-on-year.

Cebu Pacific Air and Cebgo flights departing before 23:59 of June 15, 2022, will still depart from Terminal 2.

In a separate statement, Cebu Pacific said notifications have been sent to all affected passengers. Those who booked through a travel agent or any other third party are encouraged to update their contact details to receive email notifications on flight reminders and updates.

Meanwhile, all other domestic departures at MCI, such as Philippine Airlines/PAL Express, AirAsia, and AirSwift, will continue in Terminal 2 until further notice. These airlines will be transferred to Terminal 1 at a date at least one month before the transfer takes effect, MCI noted.

All international arrivals and departures will continue to operate in Terminal 2, while all domestic arrivals will remain in Terminal 1.

Domestic departing flights were transferred to Terminal 2 on January 16, 2022 after Terminal 1 needed to be closed for repair due to Typhoon Odette that hit the area last December 2021.

ICTSI's Pakistan unit facilitates first export from Uzbekistan

- ICTSI's Pakistan unit facilitates first export from Uzbekistan
- The cargo was transported over land from Uzbekistan in Central Asia to the Port of Karachi, where it was prepared for export to India
- Pakistan International Container Terminal said it hopes this development would encourage other countries to leverage

Pakistan's trade route, which offers benefits especially for other landlocked countries in the region

PAKISTAN International Container Terminal (PICT), a unit of International Container Terminal Services Inc. (ICTSI) operating in the Port of Karachi, has facilitated its first export shipment from Uzbekistan.

The operational milestone highlights



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the strategic partnership between the two countries, with the recently evolving trade relations further strengthening regional business connectivity and providing a sustainable impetus for global trade, ICTSI said in a statement.

From Uzbekistan, the shipment was transported over land to the Port of Karachi, where it was prepared for export to India.

PICT said it hopes this development would encourage other countries to leverage Pakistan's trade route, which offers unique geo-strategic benefits especially for other landlocked countries in the region.

"PICT is working closely with the Pakistani Government and trade partners to achieve our shared goal of uplifting the country's economy. Handling the first shipment from Uzbekistan positively reflects our efforts to further add value to the services we offer for all cargo handled at the Port of Karachi," PICT executive officer Khurram Aziz Khan said.

PICT operates Berths 6 to 9 at the East Wharf of the Karachi Port. The common-use terminal offers connections to Central Asia, Afghanistan, and the Western China hinterlands.

Delivering to Our Tables

By HENRIK BATALLONES
SCMAP Marketing and Communications Executive



SCMAP PERSPECTIVE

AN easy way to explain the importance of smooth-flowing supply chains is to talk about what used to be available in stores, but now isn't.

Take McDonald's. It's frustrating, I know, to not be able to order French fries in a size other than small, as has been the case in the past couple of months. They attribute it to a "global freight crisis". It seems they import their potatoes from outside of the Philippines; I assume it's a global standard for their fries to be made of a particular type of spud, so a straight swap cannot be made.

They're not the only restaurant chain having troubles with their supplies. Mary Grace Cafe—yes, the "tita" destination—is also contending with a shortage of its signature ensaymada, which they also attribute to "global supply issues". Just a few weeks back, the popular Los Angeles-based donut shop Randy's Donuts opened a branch in Taguig, only to announce a temporary closure due to a shortage of supplies.

These stories are just the tip of the iceberg, so to speak, as the global supply chain crisis—which picked up steam alongside the COVID-19 pandemic—

continues to take hold. We first saw the story through the lens of a shortage of semiconductors (affecting the supplies of everything from laptops to appliances) and delays in deliveries due to personnel being affected by lockdowns. There were short- and medium-term impacts, but we have managed for the most part. But, arguably, the worst is yet to come, as the cumulative impacts of uneven economic reopenings, increasing prices and continuing uncertainty threaten our food security.

Sure, it isn't just because of the pandemic. There's a lot of geopolitics at play, primarily Russia's continuing aggression against Ukraine. As western countries pursue more economic responses to force Moscow to change its position—as I write this, the European Union has approved terms for an oil embargo—global prices continue to fluctuate upward. Oil prices, of course, haven't recovered from the heights we saw last February, and that impacts global transport costs, a particularly inescapable pain point in our interconnected economies.

As prices continue to rise, other major producing countries are moving to secure domestic supplies at the expense of other countries. Take India, who announced a fortnight ago that it will ban wheat exports, despite earlier promises that it will help ease supply chain concerns brought forth by Ukrainian and Russian wheat being tied up in the war. It was then followed by a ban on sugar exports, and analysts believe

a ban on rice exports is next. Imagine the disruption it will cause on global markets.

Similarly, Indonesia temporarily banned palm oil exports, seeking to lower domestic prices (although the results have been mixed). Just last week, Malaysia put in place a ban on chicken exports, spooking in particular Singapore, which relies heavily on imports for its food. Cue images of long queues at chicken rice hawkers stalls the day before it all took effect. Their reason, also, is to secure prices and supplies in their domestic markets, battered by increasing poultry feed costs and a shortage of farm personnel.

Cue the Philippines. While we produce some of our food, we remain susceptible to global disruptions. Last month the Department of Agriculture warned of a "looming food crisis" due to increasing fuel and food costs, as well as having fewer options for imports. Yes, government figures state that we are self-sufficient in some agricultural commodities such as poultry and seafood, but, for example, we imported 15% of our total rice requirements in 2020. Even now there is talk of importing fish to stabilize prices—although the DA warns prices will spike in the second half of this year. It will definitely impact the quality of life of many Filipinos, especially those in the lower and middle classes.

Efforts among the public and private sectors to address the ongoing woes of the agriculture sector are plentiful and well-documented. (For our part, SCMAP is involved through the development of the DeliverE platform and its work with the Pilipinas Kontra Gutom program, both of which have interventions targeting farmer access to markets.) The DA itself has its

Plant, Plant, Plant program which aims to boost food production. But what can we do in the short term?

Whoever president-elect Bongbong Marcos hands the agriculture portfolio to will be critical. They have to ensure the long-term growth and viability of our agriculture sector—including continued investment in transport and logistics infrastructure—and, more immediately, the stability of food prices. Apart from allowing food imports, perhaps we can consider providing subsidies and other forms of support to farmers who have to carry the burden of high costs of feed, fertilizer and transport. But this may be easier said than done, considering the conversation around increasing our tax base to ensure we can pay off loans we took out in the name of pandemic response. In any case, we might have to get used to not seeing food items other than McDonald's large fries on our menus and shelves—and it won't be purely down to logistics.

SCC22 returns this September: The most prestigious event in Philippine supply chain returns in person and online on September 22-23. This year's SCMAP Supply Chain Conference promises to look at the issues affecting our work as one supply chain moving forward. More details will be revealed in the coming days at scmap.org.

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.



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Operations at Bicol airports unhampered by Mt Bulusan

- Airports in the Bicol region recorded no damages despite the ash emission and phreatic eruption of Mount Bulusan in Sorsogon
- Commercial operations at Bicol airports remain unhampered
- Flights have been prohibited to operate 10,000 feet from the surface of the volcano

COMMERCIAL operations at Bicol airports are unhampered even with the eruption of Mount Bulusan in Sorsogon on June 5, according to the Civil Aviation Authority of the Philippines (CAAP).

In a statement on June 6, CAAP said the seven airports it operates in the region, namely Bulan Airport, Sorsogon Airport, Daet Airport, Masbate Airport, Naga Airport, Virac Airport, and Bicol International Airport, have recorded no damages in their facilities.

"We remain vigilant and alert for the volcano's next activities. As of now, our airports have been safe from the wrath of Mt. Bulusan's eruption. Operations in our airports with commercial flights have remained unhampered as well," CAAP Area V manager Cynthia Tumanut said.

CAAP has also updated its Notice to Airmen (NOTAM) to reflect the situation in the vicinity of Mount Bulusan.

The Philippine Institute of Volcanology and Seismology (PHIVOLCS) raised its alert on Mount Bulusan to Level 1, thus entry to the volcano's four-kilometer permanent danger zone is strictly prohibited, according to NOTAM B1507/22. Alert Level 1 indicates "low-level unrest".

Further, flights have been prohibited to operate 10,000 feet from the surface of the volcano. Airlines are advised to avoid flying close to the volcano's summit as ash from the sudden phreatic eruption can be hazardous to aircraft.

Mount Bulusan had a phreatic eruption at 10:30 a.m. on June 5, sending out steam and ash plumes of over one-kilometer high on several villages in Juban town and the adjoining municipality of Irosin.

Mount Bulusan is a stratovolcano and is considered as one of the most active volcanoes in the Philippines.

FIRB eyes harmonized investor fees

- *The Fiscal Incentives Review Board (FIRB) is looking to harmonize investor fees collected by investment promotion agencies from business enterprises they registered for tax incentives*
- *All IPAs have been asked to submit copies of fees they collected relating to the grant and administration of tax incentives, with details on their cost recovery and income generation*
- *Finance Secretary and FIRB Chairman Carlos Dominguez III wants IPA fees and charges evaluated and rationalized to ensure equity and shared responsibility by government and stakeholders*

Department of Finance Secretary and FIRB Chairman Carlos Dominguez III on harmonizing the schedule of fees collected by IPAs.

The move is part of the FIRB's expanded policymaking and oversight functions in the grant and administration of tax incentives under Republic Act No. 11534, or the Corporate Recovery and Tax Incentives for Enterprises (CREATE) Act.

"The need to evaluate and rationalize fees and charges collected by the IPAs is to ensure that there is equity and shared responsibility between the government and its stakeholders," Dominguez said in a recent DOF executive committee meeting.

"The evaluation of fees and charges are best coordinated with the stakeholders to ensure that the rates are just and reasonable," he added.

THE Fiscal Incentives Review Board (FIRB) intends to harmonize investor fees collected by investment promotion agencies (IPA) from their respective registered business enterprises.

In view of this, the FIRB Secretariat has advised IPAs to submit copies of their respective fees relating to the grant and administration of tax incentives, with details of their cost recovery and income generation.

This harmonization initiative will adopt the principle under Office of the President Administrative Order No. 31, series of 2012, which mandates that the imposition of government fees and charges should be primarily for cost recovery, and should strike a balance between recovering the cost of services and the socio-economic impact of the imposition.

Finance Assistant Secretary and FIRB Secretariat head Juvy Danofrata said this move was prompted by a directive from

Cost recovery principle

The guidelines will be drafted based on a cost recovery principle subject to reasonable rate of return, while revenue implications will also be considered in the adoption of the guidelines for the setting of fees.

Danofrata emphasized that "regular consultations with the IPAs will be conducted, with their views and suggestions considered to ensure their schedule of fees and charges are uniform and equitable for all stakeholders."

The FIRB is an inter-agency body created under Presidential Decree No. 776 on August 24, 1975 tasked originally to determine what tax should be withdrawn, revoked or suspended under certain fiscal parameters. Its powers and functions were enhanced under CREATE as part of its oversight mandate.

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PH Customs rules on transshipment goods...

Continued from page 1

ing imported goods under customs control from the importing vessel to an exporting vessel within the area of the customs importation and exportation office.

Previously, under the Tariff and Customs Code of the Philippines, transshipment referred to the transfer of goods from one Customs office to another. Under the Customs Modernization and Tariff Act (CMTA), this procedure has been differentiated and is now called customs transit.

CMO 15-2022 applies to all goods clearly indicated on the transshipment foreign cargo manifest as bound for a foreign destination other than the port of discharge.

Goods intended for transshipment should not be subject to payment of duties and taxes, provided, that the transshipment goods declaration particularly indicates such nature of the goods and is duly supported by commercial or transport documents or evidence as required by BOC.

Upon implementation of the electronic lodgment of goods declaration for transshipment in BOC's computer system, all entities engaged in transshipping must apply for BOC accreditation as transhippers.

This will include cargo forwarders, consolidators, shipping lines, air express cargo operators (AECO), and other similar entities with transshipment operations.

A separate CMO will be issued governing the procedures for accreditation of transhippers and their authorized customs brokers.

Under CMO 15-2022, a request for issuance of a transshipment permit should be made at the Office of the Deputy Collector for Operations or its equivalent officer in the port where the goods for transshipment were discharged.

Until such time that BOC's computer system allows electronic lodgment of the transshipment goods declaration, the transshipment permit (TP or BOC Form No. 199) will continue to be used.

Unless subject to derogatory information or there is a clear violation of existing laws, or upon the written request of the carrier's representative agent, goods for transshipment should remain unopened in the original packing containers under the original shipper's seal and should not be inspected or examined at the port or airport of discharge.

In case there is a need to conduct an examination, the collection district should document and explain its reasons for the examination and attach the same to the approved TP. Non-intrusive inspection or physical examination for purposes of verification should be made in the presence of a representative from the carrier and, if applicable, the concerned regulatory agency.

Transshipped goods should be under continuous under-guarding from the time of discharge from the carrier until the transfer to the customs facility and warehouse (CFW), or from their exit from the CFW to their loading for exportation through the carrying vessel or aircraft.

Goods from a foreign port may be transshipped direct from the carrying vessel/aircraft to another vessel/aircraft engaged in foreign trade upon receipt of written permission from the BOC collector.

Bulk and break-bulk cargoes for transshipment should either be discharged directly into the receiving vessel if it comes alongside, or otherwise transhipped on lighters or discharged at the pier for eventual loading to the receiving vessel.

Lighters carrying the transshipment cargo should remain underguard until the

cargo is loaded onto the receiving vessel and properly received by the master of the vessel.

The BOC port will allow in-transit transfer of goods for transshipment under several instances provided by CMO 15-2022.

Goods intended for transshipment must be loaded onto the exporting vessel or carrier within 30 calendar days from the date of arrival. For this purpose, the exportation begins when the carrying vessel or aircraft leaves the Philippine territory. BOC will allow an extension of such period for valid causes, CMO 15-2022 states.

In case of failure to load within the period allowed, the transshipment goods will be treated by BOC as regular importation.

In-transit goods in containers should be equipped with the electronic customs seal under BOC's Electronic Tracking of Containerized Cargo System.

Foreign cargo unloaded from an aircraft may be transferred and loaded under customs supervision and control onto another aircraft for its scheduled flight from the same airport to its final destination abroad. Transshipment of such cargo may be direct

from aircraft to aircraft or from a CFW to the aircraft, subject to compliance with the provisions of CMO 15-2022.

The order also provides the rules for the transshipment of goods covered by international conven-

tions and agreements, as well as strategic goods for transshipment.

Penalties will be imposed on the following violations:

- Unloading of goods for transshipment before arrival at port of entry
- Unloading of goods for transshipment at the improper time and place after arrival
- Failure to supply the advance and requisite manifest
- Disappearance of manifested goods for transshipment
- False statement of the port of final destination of the transshipment goods

As provided under CAO 12-2019, BOC will be collecting supervision fees for all transshipment goods. The fee will be P1,000 per 20-foot container if the port of entry is the Port of Manila or the Manila International Container Port, and P100 in other ports of entry.

For goods to be transhipped via air, a service fee of P1 per kilogram shall be paid by the freight forwarder or its authorized agent. For break-bulk cargo like motor vehicles, one unit will be considered equivalent to one 20-footer. – **Roumina Pablo**



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