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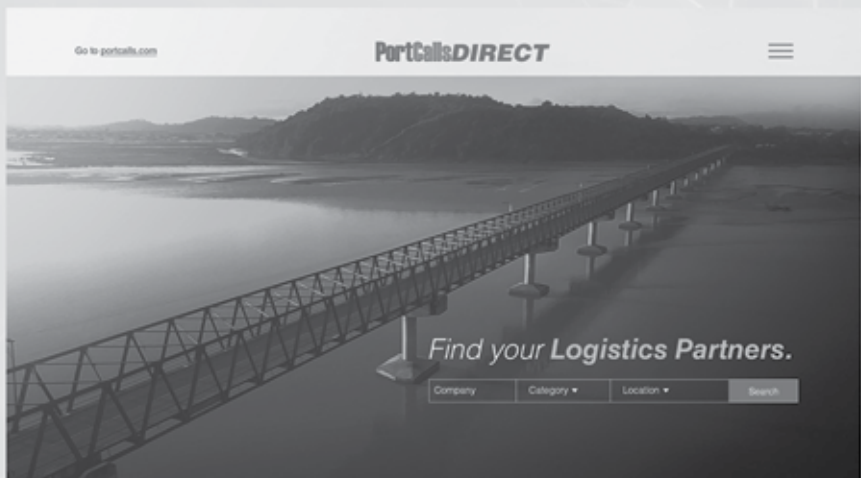
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Marcos SONA: Railways expansion priority in infrastructure-building

- President Ferdinand Marcos Jr. will focus on developing the Philippines' railway system as he continues the "Build, Build, Build" infrastructure program begun by his predecessor
- Marcos, in his first State of the Nation Address on July 25, vowed to make infrastructure development a priority with a budget of 5% to 6% of GDP, driven by his goal to "Build Better More"
- Airports will be upgraded and more international airports built to help decongest Ninoy Aquino International Airport
- The President said his administration will not suspend any ongoing projects and will "continue to study the proposals that have been made"
- Marcos pushed for amending the

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E-TRACC for CBWs' imports/exports in effect at Manila ports

- The E-TRACC System for customs bonded warehouses' imports and exports is being fully implemented from today, July 25, at the Manila International Container Port and Port of Manila
- Assessment and Operations Coordinating Group Memo No. 230-2022 provides guidelines for full implementation of Electronic Tracking of Containerized Cargo for CBW imports and exports at the two collection districts

THE Electronic Tracking of Containerized Cargo (E-TRACC) System for customs bonded warehouses' imports and exports is in effect at Manila ports starting today (July 25).

Bureau of Customs (BOC) Assessment and Operations Coordinating Group (AOCG) Memo No. 230-2022 dated July 14 and signed by AOCG deputy commissioner Edward James Dy Buco provided the guidelines for 100% implementation of the E-TRACC System for all CBW imports and exports at the Manila International Container Port (MICP) and Port of Manila (POM).


All concerned offices were directed to ensure all containers they process adhere to Customs Memorandum Order No. 04-2020, which implements the E-TRACC System, and the specific guidelines provided in AOCG Memo 230-2022.

Moreover, AOCG Memo 230-2022 noted that BOC examiners/appraisers or any authorized customs officers responsible for processing import or export clearance will not approve any import or export single administrative document without the required E-TRACC booking as prescribed under CMO 04-2020.

For CBW imports, the transfer of full container load (FCL) should require an electronic customs seal (ECS) before leaving the container yard at the port of discharge.

The ECS is a GPS-enabled sealing device or lock that is capable of securing a container and providing real-time location information.

The AOCG memo said transfers of



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loose cargo load (LCL), meanwhile, should follow current rules and regulations and still be underguarded by the warehouseman and/or customs guard to the client member warehouse/sub-contractors. This will be followed by an urgent need to disarm the ECS and to strip the container.

For CBW imports to miscellaneous bonded warehouses, FCL containers should be sealed with an ECS and therefore will not need underguarding. The steps to unseal the ECS at the destination will

be performed by the warehouseman or customs guard.

For CBW imports to common bonded warehouses, FCL containers bound from the port to the mother warehouse and to client member warehouse should also be sealed with an ECS.

In case of FCLs for garments, the warehouseman/guard, upon arrival of container at the mother bonded warehouse, will do the unsealing.

For an FCL container bound for a

miscellaneous bonded warehouse, the warehouseman should undertake visual evidence of the container upon its arrival at the mother bonded warehouse, and check if the ECS and the container seal of the shipping line are still intact.

After inspection, the truck carrying the FCL should then proceed to the member CBW, and the security guard assigned at the member CBW will again take visual evidence and transmit information to the

Turn to page 4

SBMA launches enhanced e-bills payment system

- Subic Bay Metropolitan Authority has relaunched its electronic bills & payment system
- An MOA signed with InterCommerce Network Services and online payment gateway firm I-PayMYEG Philippines enhances SBMA's e-bills payment system
- The eBPS is being relaunched virtually on July 25 and 26

THE Subic Bay Metropolitan Authority (SBMA) has launched an enhanced e-bills payment system for Subic Bay Freeport (SBF) stakeholders.

SBMA signed a memorandum of agreement with value-added service provider Intercommerce Network Services Inc. (INS) and online payment gateway provider I-PayMYEG Philippines Inc. (IPMPI) to further enhance SBMA's electronic bills & payment system (eBPS).

Under the MOA, SBMA authorizes INS and IPMPI for an initial period of one year to enhance the eBPS and include IPMPI and its partners as an additional payment gateway and to utilize the latter's multiple payment channels.

The eBPS is being relaunched virtually July 25 and 26.

In a statement, SBMA chairman and administrator Rolen C. Paulino said eBPS will make bills payment more convenient, saving stakeholders time and fuel.

SBMA first launched its eBPS in September 2015, initially with the LandBank of the Philippines as a collection system partner, and INS as provider of electronic payment platform.

With the emergence of a vast number of electronic payment systems, especially due to pandemic-related restrictions, SBMA noted that the demand for additional payment channel options encouraged the partnership to venture into other possibilities to explore further enhancement that will provide efficiencies to SBF stakeholders.

INS in 2021 introduced IPMPI to SBMA to provide an additional electronic payment and collection system partner, giving stakeholders more options to choose from over 90,000 electronic payment channels.

Ann Margaret Saldana, IPMPI chief executive, said electronic payment channels such as 7-Eleven, Cebuana Lhuillier, Palawan Express for cash payment, and GCash, Maya, GrabPay, Shopee Pay, as well as credit cards for mobile payments, will be available with the intervention of IPMPI.

For his part, INS president Francis Norman Lopez sees the partnership as opening doors to other payment requirements of the agency.

"We hope that this would also be extended to the other payment requirements of SBMA like port facilities or services, and payment of other transactions of the SBMA.

For that matter, I think, SBMA would be the first that would cover all its electronic payment transactions," Lopez said.

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New BOC rules on PEZA firms' inter-zone goods transfer out

- New guidelines are in place for electronic zone transfer system (e-ZTS) covering the inter-zone goods transfer between PEZA-registered enterprises
- Customs Memorandum Order 19-2022 covers implementation of the e-ZTS for goods transfer from an ecozone export enterprise or an ecozone logistics service enterprise to another EEE or ELSE located in a different PEZA zone
- CMO 19-2022 took effect on July 15

THE Bureau of Customs (BOC) has issued new rules on Philippine Economic Zone Authority (PEZA) firms' inter-zone goods transfer.

Customs Memorandum Order No. 19-2022 covers adoption of the electronic zone transfer system (e-ZTS) for goods transfer from an ecozone export enterprise (EEE) or an ecozone logistics service enterprise (ELSE) to another EEE or ELSE located in a different PEZA zone.

The order took effect on July 15 and implements Customs Administrative Order No. 11-2019 (guidelines for the admission, movement, and withdrawal of goods in Free Zones) covering BOC-PEZA Joint Memorandum Order No. 2-2015 and the 2018 memorandum of agreement between the two agencies.

BOC and PEZA in 2015 signed the JMO to implement e-ZTS to further facilitate the conduct of business by PEZA-registered enterprises. CMO 40-2015 was issued to implement the JMO and provide guidelines for the electronic transfer of goods from one economic zone logistics service enterprise to its partner locator at a PEZA site.

Much of the operational provisions of CMO 19-2022 are similar to those of CMO 40-2015, particularly on the examination of goods transfer and monitoring of transfer, but now indicates PREs and EEEs instead of just the ELSE operator.

Under CMO 19-2022, all EEE/ELSE locators wanting to transfer their goods to other EEE/ELSE will still be required to post a general transportation surety bond (GTSB), which will still be valid for a period of one year. There will be no need for BOC to check on the GTSB value for "charging/debiting" or for crediting for every transfer of goods under CMO 19-2022.

For the filing and approval of the GTSB, though, added steps were the uploading of secured and approved GTSB by the EEE in the e-ZTS following the procedures outlined in Annex C of CMO 19-2022, and verification of the uploaded GTSB by the BOC/PEZA officer in the e-ZTS.

Computation of the GTSB is still the same pursuant to the JMO.

The approved GTSB must be lodged/uploaded in the e-ZTS prior to the first application or filing of the electronic zone transfer document (e-ZTD), a single document that consolidates and replaces various PEZA permits, including the PEZA boat note.

No PREs can transfer goods to a partner PRE without having posted a GTSB duly approved as provided for in JMO No. 2-2015 and CMO 19-2022.

BOC officials in ecozones will be in charge of duties and responsibilities with respect to the inter-zone transfer of goods. These include, among other things, approving the GTSB to ensure that there is adequate security for the goods being transferred to another PEZA zone; selective examination of the goods covered by the e-ZTD before exiting from the ecozone and upon arrival to the destination ecozone; and support tracking transfer to identify transfers that may have diverted from the intended destination.

The duly designated PRE can still obtain the GTSB required from any BOC-accredited surety companies. — **Roumina Pablo**



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Acting BOC commissioner Ruiz assumes office

- Yogi Filemon Ruiz formally assumed office as acting customs commissioner
- Ruiz identified seven priority programs, including curbing smuggling, increasing revenue generation, fully digitalizing Customs operations, and eradicating corruption
- He vowed to continue reforms began by his predecessor, Rey Leonardo Guerrero

YOGI Filemon Ruiz formally assumed of-

office on July 25 as acting Bureau of Customs commissioner.

Ruiz, who took his oath on July 20, replaces Rey Leonardo Guerrero who has headed BOC since 2018.

In a speech during the turnover ceremony at the BOC headquarters in Manila, Ruiz underscored his seven priority programs:

- zero tolerance for drug smugglers
- curb gun smuggling
- eliminate agricultural smuggling
- increase revenue generation
- fully digitalize Customs processes
- increase employee morale
- eradicate corruption

The priorities are aligned with the mission order given by President Ferdinand Marcos, Jr. to the new acting Customs

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Bulacan rep pushes total ban on overloaded trucks from Manila North Road

- **Bulacan congressman filing bill banning overloaded cargo trucks from Manila North Road**
- **Ambrosio Cruz Jr., (5th District) is also scheduling a summit with truckers and haulers to discuss strict implementation of anti-overloading law**
- **Public Works office overseeing the highway says repairs derailed by lack of funds**

BULACAN 5th district Rep. Ambrosio Cruz Jr. will file legislation pushing a total ban on overloaded trucks and trailers from using the Manila North Road (MNR).

The section of the old highway (previously called MacArthur Highway) from the Bonifacio Monument in Caloocan to Tabang in Guiginto, the traditional northbound artery that passes through the towns of Malabon, Valenzuela, Meycauayan, Bocaue, Balagtas, had been

infamous for its potholes, especially during the rainy season, that it earned the monicker “Lubakan”.

Cruz will file the bill seeking a “total ban on overloading” trucks on MNR, right after President Ferdinand Marcos Jr.’s State of the Nation Address on July 25, according to an Inquirer report.

The Bulacan congressman said the bill will not only fine violators but also ban the passage and transport of heavy goods altogether on the MNR.

Under the revised implementing rules and regulations of the Anti-Overloading Law, (Republic Act 8794), trucks under codes 12-2 and 12-3 whose loads exceed the prescribed gross vehicle weight of 41,500 kilograms and 42,000 kilograms, respectively, and load per axle of 13,500 kilograms are considered to be overloaded and prohibited from traveling.

Violators are fined 25% of the amount of the vehicle owner’s charge.

Cruz will soon meet Central Luzon, Isabela, and Metro Manila truckers and haulers for a stricter implementation of RA 8794, as the violators are mostly trucks carrying 70-80 tons of rice, crops, aggregates, sand, marble, boulders, and other quarry materials.

To avoid North Luzon Expressway, which imposes overloading law strictly, these truckers and haulers use the MNR instead, leaving most parts of the highway in Guiguinto, Balagtas and Bocaue most heavily damaged.

He urged local government units of the affected towns to set up checkpoints in their respective municipalities to enforce the law.

Cruz found support from Henry Alcantara, head of the Department of Public Works and Highways (DPWH) Bulacan First District Engineering Office Head, who appealed to all Bulacan mayors concerned to pass respective ordinances and strictly

implement them to stop the destruction of MNR.

Alcantara said MNR and other national roads in Bulacan are arteries for transporting quarry and other construction materials as well as tons of other goods and products in and out of Metro Manila.

He noted the towns have vehicle weighing scales in designated areas but lack the police power to sanction violators.

Since 2019, Alcantara’s office spent more than P300 million worth of upgrading and repair works along sections of more than 26 kilometers stretch from Calumpit to Bocaue.

But an P810-billion funding for the rehabilitation work that he sought in 2020 was derailed by the COVID-19 pandemic. Only P87 million was released in January for the ongoing rehabilitation and upgrading of a 600-meter section at the Balagtas-Bocaue boundary.

Acting BOC commissioner Ruiz...

Continued from previous page

commissioner, BOC said in a statement.

“We will not waver in our campaign for a modernized and credible customs administration that we can all be proud of. We will continue our intensified and strengthened border security efforts, we will work towards hitting our target revenue and surpass it as well. We will implement more programs to improve the morale and motivate our personnel so that our workforce can deliver better service to the Filipino people,” Ruiz said.

He thanked his predecessor Guerrero and vowed to “carry on the good governance and process reforms that were started” by the former BOC chief.

Guerrero congratulated and welcomed Ruiz, whom he described as “a public servant with a track record of accomplishments that will surely bring new energy to the Bureau.”

“Being part of the organization for several years now, you have the advantage of hitting the ground running, so to speak, and a familiarity with the ins and outs that will serve you in good stead as you steward our institution towards mission accomplishment,” Guerrero told the incoming commissioner.

Guerrero also expressed gratitude to BOC personnel: “It has been my privilege and honor to have stood together with you throughout the last four years, amidst the toughest tests and the COVID-19 pandemic. You have made it possible for the Bureau to transform and to achieve, with solid results and a revitalized service ethic that benefits our stakeholders and partners.”

The turnover ceremony was presided by Finance Undersecretary Antonette C. Tionko and attended by BOC officials.

Before his designation as BOC chief, Ruiz was the director of BOC’s Enforcement and Security Service (ESS) since 2017. As ESS director, he spearheaded several enforcement projects and handled operations, which greatly contributed to the intensified anti-smuggling campaign of BOC.

Before his posting at BOC, Ruiz was the Philippine Drug Enforcement Agency Central Visayas regional director. He was with PDEA for a total of seven years.

E-TRACC for CBWs’...

Continued from page 2

concerned BOC office. The customs warehouseman/guard should then remove the ECS from the container once BOC authorized “end trip”.

For CBW exports, FCL and LCL containers for export should also be sealed with an ECS before their transfer to the port of loading.

FCL containers sealed with ECS from the CBW bound to the port of loading will no longer need underguarding.

Arming/affixing the ECS should be undertaken by the assigned customs warehouseman, while unsealing or disarming of the ECS at the port will be done by Customs Container Control Division personnel.

E-TRACC is a Web-based system launched in 2020 to track the inland movement of containerized cargoes during transit and transfer to other customs territories and facilities. It allows BOC to track, monitor, and audit the location and condition of cargoes, as well as obtain real-time alarms on diversion and tampering of cargoes.

Several memos have been issued since 2020 on the gradual inclusion into the system of various economic zones, freeports, and collection districts, and for imports, inter-island shipments, and CBWs. BOC has also held public consultations on the proposed implementation of E-TRACC in all airports of entry.

Under CMO 04-2020, an ECS is required during the transfer of cargo to a container yard/container freight station or other customs facilities and warehouses; transit of cargo bound for free zones, inland customs offices, depots, or terminals; transit to CBWs; export of cargo from free zones, inland customs offices, depots or terminals, and CBWs to port of loading; and transfer of shipments subject to further verification or monitoring.

All container vans covered by CMO 04-2020 should be affixed with an ECS before being cleared to depart from the starting point or point of discharge for the voyage to the end point or point of destination.

Except when warranted under CMO 04-2020, customs cargo clearance must be fully completed before any shipment can be sealed with an ECS. — **Roumina Pablo**

HMM HYUNDAI MERCHANT MARINE PHILIPPINES CO. INC.											
USA SERVICE											
PN2 SERVICE via SINGAPORE											
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	ETA TIW	ETA VAN			
BALSA	0132S	08/07	08/13	YM TIPTOP	0007E	08/20	09/15	09/19			
BALSA	0133S	08/22	08/28	YM TRIUMPH	0011E	09/03	09/22	09/26			
RITA	0013S	08/28	09/02	ONE MAGDALENA	0003E	09/14	10/10	SKIP			
PN3 SERVICE via YANTIAN											
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA YTN	MOTHER VESSEL	VOY. NO.	ETD YTN	ETA VAN	ETA TIW			
HAMMONIA BEROLINA	0231W	08/03	08/07	YM TOGETHER	0027E	08/09	09/05	09/20			
VIVALDI	0232W	08/10	08/14	SEASPAN THAMES	0027E	08/27	09/13	09/17			
AS PIA	0233W	08/17	08/21	SEASPAN THAMES	0027E	08/27	09/13	09/17			
LCT DOCS: WED 1700HRS / LCT CNTR: THU 0100HRS											
PACIFIC SOUTHWEST 4 SERVICE via KAOHSIUNG											
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KAO	MOTHER VESSEL	VOY. NO.	ETD KAO	ETA LAX	ETA OAK			
SPIL NIRMALA	0040N	08/02	08/04	YM UNIFORMITY	0060E	08/14	08/26	09/01			
SPIL NIRMALA	0041N	08/09	08/11	HYUNDAI TOKYO	0138E	08/17	09/04	09/09			
SPIL NIRMALA	0042N	08/17	08/19	YM UNIFORM	0225E	08/27	09/11	09/17			
LCT DOCS: FRI 0800H / LCT CNTR: FRI 0800H											
EAST COAST SERVICE 4 (EC4) SERVICE via SINGAPORE											
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	NYC	ORF	SAV	CST	
BALSA	0132S	08/07	08/13	MADRID BRIDGE	0018E	08/22	09/08	09/11	09/14	09/16	
BALSA	0133S	08/22	08/28	MONACO BRIDGE	0019E	09/03	09/22	09/25	09/28	09/30	
RITA	0013S	08/28	09/02	YM WELLHEAD	0035E	09/29	10/04	10/07	10/10	10/12	
LCT DOCS: FRI 0800HRS DELIVERY: MICP / LCT CNTR: FRI 0800HRS											
EAST COAST SERVICE 5 (EC5) SERVICE via SINGAPORE											
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	USNYC	SAV	JAX	ORF	
BALSA	0132S	08/07	08/13	CONTI CRYSTAL	0127E	08/21	09/23	SKIP	09/27	09/30	
BALSA	0133S	08/22	08/28	HYUNDAI FORCE	0095E	09/07	09/28	10/02	10/04	10/07	
RITA	0013S	08/28	09/02	HYUNDAI COURAGE	0102E	09/08	10/05	10/09	10/11	10/14	
LCT DOCS: FRI 0800H * LCT CNTR: FRI 0800H											
FAR EAST PENDULUM 1 (FP1) VIA SGSIN											
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	LEH		
BALSA	0132S	08/07	08/13	NYK VESTA	0075W	08/27	09/16	09/19	09/22		
BALSA	0133S	08/22	08/28	ONE HONOLULU	0216W	09/05	09/25	09/28	10/01		
RITA	0013S	08/28	09/02	NYK OCEANUS	0069W	09/12	10/02	10/05	10/08		
LCT DOCS: FRI 0800H * LCT CNTR: FRI 0800H											
FAR EAST EUROPE 5 (FE5) VIA SGSIN											
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	ANR	LGP	
BALSA	0132S	08/07	08/13	ONE IBIS	0026W	08/19	09/10	09/13	09/17	09/19	
BALSA	0133S	08/22	08/28	YM WREATH	0022W	09/04	09/24	09/27	10/01	10/03	
RITA	0013S	08/28	09/02	YM WELLNESS	0032W	09/14	10/04	10/07	10/10	10/12	
LCT DOCS: FRI 0800H * LCT CNTR: FRI 0800H											
FAR EAST EUROPE 2 (FE2) via KAOHSIUNG											
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	GBSOU	FRLEH	DEHAM	NLTRM	
BALSA	0132S	08/07	08/13	MOL TREASURE	0017W	08/17	09/08	09/11	09/13	09/17	
BALSA	0133S	08/22	08/28	MOL TRUTH	0018W	08/31	09/22	09/25	09/27	10/01	
RITA	0013S	08/28	09/02	AL ZUBARA	0019W	09/07	09/29	10/02	10/04	10/08	
LCT DOCS/FSI: TUE 1200HRS * LCT CARGO: TUE 1900HRS											
MIDDLE EAST VIA SINGAPORE											
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	AEDXB	SADMN	QAHPD	AEAHU	OMSOH
EMORA	2208S	08/11	08/19	YM WELCOME	0031W	08/22	09/05	09/08	09/10	SKIP	09/15
A KIBO	2211S	08/19	08/25	YM WELLBEING	0021W	09/04	09/18	09/21	09/23	SKIP	09/29
EMORA	2209S	09/01	09/08	HMM HANUL	0005W	09/11	09/25	09/28	09/30	10/04	SKIP
LCT DOCS/FSI: TUE 1200H / CARGO: TUE 1700H											
KPX (KOREA PHILIPPINES EXPRESS)											
FEEDER VESSEL	VOY. NO.	ETA PHMNL	ETA VNSGN	ETA HKHKG	ETA CNSHK						
EMORA	2208S	08/11	08/14	08/17	08/19						
A KIBO	2211S	08/19	08/21	08/24	08/25						
LCT DOCS/FSI: TUE 1200H LCT CARGO: TUE 1900H											
CHINA SOUTH EAST 2											
FEEDER VESSEL	VOY. NO.	ETD MNL			ETA VNSGN						
CNC VENUS	0004N	08/07			08/14						
CNC SATURN	0014N	08/14			08/17						
APL SAIPAN	0014N	08/18			08/21						
LCT MNL SH: DOCS FSI MON 1200H CARGO MON 1700H / LCT MNL NH: DOCS FSI SAT 1700H CARGO SUN 1200H											
TTP SERVICE (TIANJIN TO PHILIPPINES)											
FEEDER VESSEL	VOY. NO.	ETD MNL NH	ETD MNL SH	ETA CNTAO	ETA KRPIUS HNC	ETA KRPIUS TOC	ETA CNSHA				
AS SUSANNA	0005N	08/08	08/09	08/14	SKIP	08/17	08/20				
INGENUITY	0021N	08/15	SKIP	08/21	SKIP	08/24	08/27				
HAIAN WEST	0017N	08/22	SKIP	08/28	SKIP	08/31	09/03				
LCT: TUE 0400HRS											
CTI SERVICE											
FEEDER VESSEL	VOY. NO.	ETA/D PHDVO	ETA/D TWKHH	ETA/DCNSHA	ETA/CNNBO	ETA/CNSHK					
COSCO HAIFA	0095N	07/27	07/28	07/31	07/31	08/03	08/04	08/05	08/05	08/08	08/09
YM EFFICIENCY	0156N	08/02	08/02	08/06	08/06	08/09	08/10	08/11	08/12	08/15	08/16
LCT DOCS/FSI: WED 1200HRS / LCT CARGO: WED 1600HRS											
NEW SERVICE JKP SERVICE											
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA BUS	NGO	YKK	SHI	TYO	YOK	OSK	KBE	
BLUXINK	2268N	08/10	08/13	08/15	08/16	08/17	08/18	08/19	08/20	08/21	
NYK DANIELLA	0110N	08/16	08/20	08/22	08/23	08/24	08/24	08/25	08/26	08/27	
CALIDRIS	0100N	08/21	08/25	08/27	08/28	08/28	08/29	08/30	08/31	09/01	
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Digitalization in logistics: A competitive advantage

HOW digitalization has transformed practically every business sector, including logistics, is hardly a subject for dispute.

The importance of global digital transformation is reflected in the staggering amount of investments businesses are willing to spend on their digital initiatives.

According to Statista, spending on global digital transformation is projected to reach US\$1.8 trillion in 2022, jumping 55% to \$2.8 trillion by 2025. For 2023, businesses are expected to spend \$2.3 trillion worldwide on technologies and services that enable digitization.

Adopting digital technology to transform business processes and services can take many forms: from merely migrating data to the cloud and using tech devices to automating entire processes.

Some of the digital technologies with the biggest impact on the logistics sector so far include big data and machine learning, which allow practical application of data for better planning and forecasting and automation of decision-making; artificial intelligence; cloud logistics; 5G technology; Internet of Things; and mobile applications.

A number of developments have conspired to hasten digital transformation across the globe: customer demand which has fueled e-commerce, the constant need for businesses to get ahead of the competition, and the COVID-19 pandemic. This generation's biggest health crisis has undoubtedly turbo boosted digital transformation. Restrictions on the movement of people and goods compelled businesses to respond by using digital technologies to innovate and achieve greater resiliency.

As the backbone of many other industries, logistics is fertile ground for digitalization.

Digitalization's benefits are well-documented. The most obvious are the improvement in overall efficiency and the attendant cut in costs. Digitalization offers automation of information flow, allowing for centralized operations that

pave the way for better forecasting and planning and cause faster provision of consistent services.

Practically all cargo service providers, including shipping lines and freight forwarders, offer digital solutions that allow shippers to book and pay online, and track shipments, saving everyone time and money. Many of these solutions also allow for better capacity allocation, cargo management and customer service

Beyond the time and money savings, the transparency in information brought about by digitalization builds trust between shipper and service provider. This trust is strengthened by blockchain-enabled digital shipping solutions, which many shipping companies are now joining. Blockchain's secure and shared database has made possible transparency, efficiency, better security and privacy and improved traceability in shipping transactions.

Also popular digital technologies are management systems such as ERP, CRM, WMS and route planning systems that automate and streamline manual processes. Warehouses such as Cargohaus deploy various initiatives in their digital arsenal to ensure immediate response to their clients.

Another product of digitalization is high level of automation in transportation. Think autonomous vehicles, Uber freight, sensors that when combined with Big Data analytics allows real-time tracking for better management of vehicles and loads.

In the Philippines, the adoption of digitalization in the logistics market—seen crossing P1 trillion by 2024 by Ken Research—is rapidly accelerating, with e-billing and e-payment systems already in wide use.

According to Ken Research, “rising digital aggregator startups for trucking and warehousing”, among others, is expected to drive that growth.

Right now, more institutional implementation of digital systems is already evident across the local supply chain, with

information and documents transmission common among multi-players (shippers, shipping lines, port authority, the Customs, terminal operators, etc.).

At the container terminals, the Terminal Appointment Booking System (TABS) has been in operation for some years now. TABS allows for advanced booking of time slots to pick up import containers and deliver export and empty containers.

A web-based system (GOFAST) is also being used by international shipping lines to manage empty container returns. Another web-based app, the Container Ledger Account, is offering a self-service portal to manage container deposit.

As early as January 1996, the Bureau of Customs has dipped its feet in digitalization with the implementation of the Automated Customs Operating System (ACOS) which began at the Port of Manila. This was the first large-scale computerization project of the Bureau. ACOS was later replaced by the electronic-to-mobile (e2m) system.

The BOC recently vowed that customs processes will be 98% automated by end of 2022.

Early this year, the Philippine Ports Authority signed the contract for the

P499.898-million project that will fully digitize terminal management nationwide. The electronic terminal management system project is an online ticketing system with a single window for processing all transactions needed to be done by government, shipping companies, port terminal operators, passenger terminal building operators and the general public.

For its part, the Philippine Economic Zone Authority is using an e-System to serve its locators.

There are local enterprises already offering ERPs for freight forwarders (such as Softlink's Logi-Sys) and those that integrate bookings for full and LCL shipments, trucking services, and last-mile deliveries.

The road to digitalization is not always smooth and easy (in the Philippines, the cost of investing in digital initiatives can still be high, and internet connectivity can be poor in some areas) but in an age of instant services, there seems no other route to take.

Any logistics company—or any company for that matter—thinking they can postpone digital initiatives is living in the past. Chances are these companies will be washed away by competition, sooner rather than later. Quite simply, digitalization in logistics is a competitive advantage.

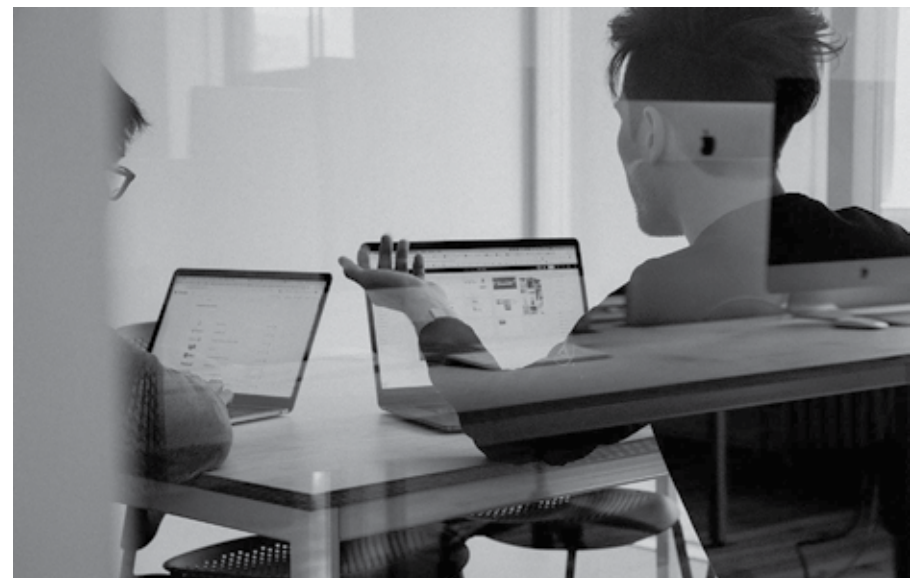


Photo by charlesdeluvio on Unsplash

Bridging the Digitalization Gap with Logi-Sys

THE logistics industry remains a significant and growing segment of the Philippine economy due to e-commerce and infrastructure developments in the region. The Philippine freight and logistics market is expected to increase exponentially, reaching US\$23.7 billion by 2027. With that in mind, many international players like FedEx, UPS, DHL, Kuehne + Nagel, are making strategic investments to establish a regional logistics network, opening new distribution centers, smart warehouses, etc. thus giving tough competition to local logistics service providers.

Moreover, the impact of the current global trade environment and disruptions have made it difficult for Philippine freight forwarders to keep up with the pace and stay competitive. As demand for effective and transparent logistics services keeps increasing, it becomes crucial for companies to both advocate and implement digital tools and solutions that go hand in hand with technology development in the industry.

Logistics and freight forwarding is a complex industry that often plays with high stakes. The operations process begins with booking a shipment, juggling countless communications channels with partners and carriers, until the shipment reaches its destination and the

payments are received. In such a challenging scenario and to address inefficiencies brought about by manual processes, the Philippine logistics industry has turned to digitalization, which improves user-experience as well as reduces costs through more effective collaboration with carriers, shippers, and partners.

To compete with international players, many renowned freight forwarding companies from the region, including Asian Consolidation, TNL Express, Road Runner, Orient Freight, Asia Cargo Container Line, and Port net logistics have implemented Softlink's freight forwarding solution Logi-Sys as their technology partner. An internationally acclaimed comprehensive ERP platform, Logi-Sys is designed using the latest technologies to integrate the entire freight forwarding operations and seamlessly connect with all stakeholders and branches with a centralized database.

Established in 1992, to digitalize the freight and logistics industry, Softlink Global comes with a rich domain expertise and industry knowledge. The company has delivered innovative customer-centric digital solutions that are capable of performing end-to-end freight forwarding operations on a single platform.

Over the years Softlink's Logi-Sys

ERP platform has gained the trust of more than 1,000 freight and logistics companies globally and is reaching newer heights every day with new market expansion across APEC, Middle East Americas and Africa.

Keeping up with competition

In this e-commerce age and given the fact that customer expectations are heavily influenced by logistical capability, the shipping and logistics industry is speeding up its transition towards digitalization. To address the increase in volumes, many freight forwarding companies in the Philippines have adopted Logi-Sys not only to attract new business but also to efficiently compete with the bigger international players with deep pockets.

Road Runner Cargo Logistics Inc is one of these companies. Maureen Gutierrez, senior manager of Road Runner, believes web-based solution Logi-Sys efficiently handles all of the company's operations and finances, giving them the power of a secured connected platform that facilitates seamless exchange of data and documents between various stakeholders. For Maureen, the most important and impressive aspect of Logi-Sys was its swift but smooth implementation process courtesy of the Softlink Philippines team that, in turn, enabled her and her team to get trained on the Logi-Sys ERP and all of its powerful

tools easily.

Another Philippine-based global freight forwarder, Asia Cargo Container Line, further fortified--through Logi-Sys--its relationship with customers in Europe, North and South America, especially in Asia through real-time tracking, complete transparency, and auto-notifications that helped achieve increased efficiency and better productivity.

The bottom line is that digitalization is a pressing need in the sector, and those who don't take the right steps now might soon struggle with competitiveness. Companies who constantly and rightly invest in digitalization will outperform their peers.

The Philippines' logistics and freight industry are slowly but steadily adopting digitalization to seize more opportunities presented by the Philippines' growing commercial activity, especially in e-commerce. Today, consumers expect transparency and efficiency at every stage of the supply chain and the demand and expectation for efficient logistical services will continue to rise. To cope with the growing interest of businesses and consumers alike, the Philippine logistics industry must bridge the gap with digitalization. - Contributed article



Cargohaus successfully earns ISAGO accreditation

The International Air Transport Association (IATA) awarded Cargohaus, Inc. the IATA Safety Audit for Ground Operations (ISAGO) Registration at The Palms Country Club in Alabang, Muntinlupa on July 5, 2022, following the successful completion of a comprehensive audit of ground-handling operations at Ninoy Aquino International Airport (MNL), Mactan-Cebu International Airport (CEB) and Clark International Airport (CRK).

Together with their three ISO Management system certifications (ISO 9001, 14001, and 45001), Cargohaus in NAIA, Clark and Cebu are also designated Third Country EU Aviation Security Validated Regulated Agent or RA3 facilities. This ISAGO certification is another milestone in Cargohaus' quest for quality, safety, and service excellence.

ISAGO is an audit program for ground-handling companies serving airlines at airports.

ISAGO registration is an IATA program that is modeled after the IATA Operational Safety Audit (IOSA). It is built around a set of harmonized internationally recognized standards and accepted system for assessing the operational management and control systems of the Ground Service Provider.

IATA's decision to award Cargohaus, Inc. registration came after a comprehensive audit carried out by an IATA-licensed ISAGO audit team. During the first two days the licensed company AeroTech Consulting GmbH performed the headquarters audit, following over 100 standards to inspect organizational systems and documentation. The headquarters audit focused on the Organization & Management System and making sure that the ground handling functions are performed in conformity with latest industry operational practices.

During the station audits, licensed auditors from AeroTech Consulting GmbH carried out the ground operations audit at the Ninoy Aquino International Airport (MNL), Mactan-Cebu International Airport, (CEB) and Clark International Airport (CRK), following almost 400 standards. This portion of the audit involved station management system, and cargo & mail handling.

ISAGO offers benefits to airlines, ground handlers, regulatory as well as airport authorities. Among them are:

- Safer ground operations
- Fewer accidents and injuries
- Elimination of redundant audits from airlines
- Reduced costs due to less damages and fewer audits
- Uniform audit process and harmonized standards
- Improved safety oversight
- Harmonized auditor training qualifications
- Improved quality standards
- Enhanced understanding of high-risk areas within ground operations

In his opening message, Cargohaus' President Mr. Rudy Fulo said that "this is the culmination of everyone's efforts" and thanked those who supported them on this journey. This certificate will guarantee us of the highest standard of safety in the services that we provide in these airports.

IATA Country Manager Samuel David commended Cargohaus' persistence in gaining an ISAGO accreditation as "safety has always been the primary concern of the cargo and logistics industry.

Lina Group of Companies Chairman Mr. Alberto Lina and his wife Mrs. Sylvia Lina in their closing remarks praised everyone who committed two and a half years of hard work for this achievement, saying that "you are an inspiration to us all!"

Cargohaus, Inc., is a customs-bonded warehousing and logistics facility committed to delivering high quality, world-class service while also preserving the health of their workers and environment. Cargohaus, Inc., is also a proud member of the Lina Group of Companies.

For more information, visit cargohaus.com

Photo from left to right: Eric Casapao, Rizza Dela Cruz, Anna Maria P. Magat, Samuel David, Sylvia P. Lina, Alberto D. Lina, Rudy G. Fulo, Quirino Reyes and Dean Zamudio



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Marcos SONA: Railways expansion priority...

Continued from page 1

Build-Operate-Transfer Law as he highlighted the importance of public-private partnership projects

PRESIDENT Ferdinand Marcos, Jr. will continue his predecessor's "Build, Build, Build" infrastructure program with a new focus on developing the country's railway system while at the same time upgrading airports and building new ones.

"We shall confidently build on this firm foundation established by my predecessor. As it is in building an edifice. We must keep the momentum. And aspire to 'Build Better More,'" Marcos said during his first state of the nation address on July 25.

"It is clear in our mind that railways offer great potential as (they) continue to be the cheapest way of transporting goods and passengers," he added.

Marcos noted various rail projects nationwide that are at various stages of implementation and with a combined cost of P1.9 trillion.

He said the current administration is committed to finishing the current investment projects, including approved railway projects such as the North-South Commuter Railway System, the 33-kilometer Metro Manila Subway Project, the 147-km North-South Commuter Railway System, the 12-km Light Rail Transit Line 1 Cavite Extension (LRT 1), the 23-km Metro Rail Transit (MRT 7), and the Common Station that will connect LRT-1, MRT-3, and MRT-7.

Beyond the National Capital Region, Marcos noted the 102-km Mindanao Railway Project (MRP); the Panay Railway Project; and the Cebu railway system. There was no mention of the Subic-Clark Railway Project.

Earlier, Transport Undersecretary for Railways Cesar Chavez said loan agreements for three projects – MRP, Subic-

Clark Railway Project, and Philippine National Railways' South Long-Haul Project—are now considered "withdrawn" after the Chinese government failed to act on the funding requests by the previous administration.

To boost the tourism industry, Marcos said part of his plans is to upgrade existing airports and create more international airports to help decongest the bottleneck in the country's main gateway, Ninoy Aquino International Airport.

The government will also "continue to improve our roads and transportation systems in key cities throughout the country" through various projects such as the Cebu Bus Rapid Transit, Davao High-Priority Bus System, Ilocos Norte Transportation Hub, and the El Nido Transport Terminal.

"My order to the Department of Transportation or DOTr is really very simple: full speed ahead! Improving our railway system, along with modernizing existing airports and seaports, will maximize our strategic location in the Pacific. And connect our many islands."

In response to Marcos' marching order, Transport Secretary Jaime Bautista in a statement vowed to prioritize the enhancement of various airports and elevate them to global standards.

"We will build upon the dozens of aviation-related projects completed in the past administration and identify areas for technical upgrade to allow them to enhance their operational capabilities," Bautista said.

"The President's order to the DOTr is clear—it's full speed ahead for our transport projects," he added.

Marcos said infrastructure development "is of primary importance as it is a necessary element to improve many other sectors – to include agriculture, tourism, general economic activity, and even to

governance."

The new administration will not suspend any of the ongoing projects "as those have already been shown to be of benefit to the public that they serve" and that he will "continue to study the proposals that have been made," Marcos also announced.

He added that infrastructure development spending will be sustained at 5% to 6% of the country's gross domestic product.

He noted that public-private partnerships will also "offer great potential for that expansion in infrastructure development and innovation."

In line with this, one of 19 proposed

measures is to amend the Build-Operate-Transfer (BOT) Law to improve the implementation of PPP programs and align the desired outputs and outcomes with the strategic development targets of the country.

The amendments, he said, would address the ambiguities in the existing law and the bottlenecks and challenges affecting the implementation of the PPP program.

Marcos added that amending the BOT Law would create a "more competitive and enabling environment" for PPPs. –

Roumina Pablo

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