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BEST CONSOLIDATORS
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PortCalls

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BOC eyes E-TRACC application in airports

- The Bureau of Customs is looking to implement the Electronic Tracking of Containerized Cargo System in all airports of entry
- Stakeholders' comments on the proposal are welcome until September 2
- An online public consultation will also be conducted on September 2

ments from stakeholders on the proposal. In an invitation posted on its website, BOC said position papers on the proposed customs memorandum order are welcome until September 2. Stakeholders are invited to join an online public consultation also on September 2.

The proposed CMO provides procedures for using GPS-enabled tracking devices to monitor in real time movement and location of transit goods for import/export. Specifically it covers monitoring of inland movement of goods shipped through air using an information and com-

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THE Bureau of Customs (BOC) is seeking to implement the Electronic Tracking of Containerized Cargo (E-TRACC) System in all airports of entry and soliciting com-

BIR draft order retains VAT exemption for exporters' local purchases

- The Bureau of Internal Revenue has released a draft order maintaining zero-rating and VAT exemption for local purchases and sales of exporters
- The draft follows deferred implementation in July of BIR Revenue Regulations 9-2021
- Various stakeholders sought a repeal of the ruling which they said placed additional burden on exporters especially during the

COVID-19 pandemic

- The draft will implement provisions of the Corporate Recovery and Tax Incentives for Enterprise Act

THE Bureau of Internal Revenue (BIR) has released a proposed regulation maintaining the zero-rating and exemption from value-added tax of local purchases by exporters.

The draft follows deferred implemen-

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SB Corp to offer small exporters loan to cover shipping cost

- Small Business Corporation will offer small and medium-sized enterprises interest-free loans to cover freight costs during the pandemic
- The facility is in response to calls for government to provide a quick-response fund from where exporters may draw money to advance freight cost
- Eligible borrowers are SMEs with asset size of P3 million to P100 million
- Borrowers must have been in operation as an exporter for at least a year and with at least three consummated purchase orders or letter of credits
- A one-year credit line will be granted within the Bayanihan COVID-19 Assistance to Restart Enterprises program threshold limit of 15% of sales

exporting may apply for interest-free government loans to cover their shipping costs during the pandemic, according to the Philippine Exporters Confederation, Inc. (PHILEXPORT).

Small Business (SB) Corporation head of financing sector Lourdes Rosario Baula said the agency is responding to calls by PHILEXPORT president Sergio Ortiz-Luis Jr. for government to provide a quick-response fund from which exporters may draw money to advance freight cost once a shipping line booking has been made.

PHILEXPORT has been seeking assistance for exporters to cope with worsening pandemic-induced supply chain and logistics issues, including lack of vessel space, soaring freight rates, and container shortage that are resulting in shipment delays and huge losses.

"The increase in freight rates and cost of raw materials resulted in the increase of total production cost. With this scenario, the local exporters have to compromise their profit margin to meet export sales

target and to keep their businesses afloat," Baula said.

Eligible for financing are all types of projects of a qualified SME exporter affected by both enhanced and general community quarantine declarations.

Eligible borrowers are SMEs with asset size of P3 million to P100 million. Baula said SB Corp. can amend features of the lending program if there is demand from micro enterprises with asset size of less than P3 million.

Borrowers must have been an exporter for at least a year with at least three consummated purchase orders or letter of credits.

A one-year credit line will be granted within SB's Bayanihan COVID-19 Assistance to Restart Enterprises (CARES) program threshold limit of 15% of sales based on Bureau of Internal Revenue-filed financial statements for 2019 and 2020.

Borrowing limit is P5 million.

CARES is a financing program that aims to assist micro, small, and medium

enterprises recover from the adverse effects of the COVID-19 pandemic. The loan program is in compliance with Republic Act No. 11494 or Bayanihan 2, which mandated SB Corp. to expand its existing loan programs.

Loan availability will be up to 20% of the presented confirmed PO or LCs, with 20% as the estimated shipping freight cost.

Borrower SME exporters will pay a service fee of 1% for a 30-day term, 2% fee for 60 days, and 3% for 90 days.

Processing of application for the credit line will take two to three work weeks. Loan release is "not usually immediate" but if there is an urgent need, Baula said loan release can be within seven days.

Crediting of loan proceeds to the borrower will be through electronic fund transfer services Instapay or Pesonet.

For applicants with existing loans under the CARES program, Baula said loans under the facility for shipping cost will be on top of existing ones as long as within the threshold loan limit policy.

SMALL and medium-sized enterprises with at least one-year experience in

UK seeks PH exporters' inputs on new trade preference scheme

- The Department of Trade and Industry-Export Marketing Bureau is encouraging Philippine exporters to participate in a public consultation on the United Kingdom's new trade preference scheme
- Having officially left the European Union in 2020, the UK will introduce in 2022 the Developing Countries Trading Scheme
- The UK is the 18th top export market of the Philippines, which exports an average of US\$450 million annually to the European country

is encouraging Philippine exporters to participate in a public consultation on the United Kingdom's new trade preference scheme.

After the UK's official departure from the European Union in 2020, it now aims to introduce in 2022 a simpler and more generous trade preferences scheme to be called Developing Countries Trading Scheme, DTI-EMB said in a statement.

DTI-EMB said major policy changes being considered by the UK include:

- Simplifying the rules of origin requirements for least developed countries
- Reducing tariffs for low-income and lower-middle-income countries
- Amending the approach to goods

graduation, which suspends preferential rates on particular goods from certain countries based on their competitiveness

- Amending the conditions and reporting requirements that enable a low-income or lower-middle-income country to benefit from more generous provisions through the Enhanced Framework and
- Simplifying the conditions that could lead to variation or suspension of preferences for any beneficiary country

The UK is the 18th top export market of the Philippines, whose annual exports to the European country averages US\$450 million. Top exports include tuna, desiccated coconut, abaca fiber, spectacle

lenses, and semiconductors.

Copies of the GSP consultation questions and the UK's Statement of Direction are available at <https://tinyurl.com/yzy2yn7w>.

To participate in the consultation, exporters may access the questionnaire at https://ditresearch.eu.qualtrics.com/jfe/form/SV_71Uup1kNOZhD8tE on or before September 12, 2021.

The UK officially left the EU on January 31, 2020 after voting to leave the bloc in 2016. Despite this, Philippine exports under the EU's Generalised Scheme of Preferences Plus (GSP+) continued to enter the UK tariff-free in 2021 after the latter included the Philippines in its own GSP program, which largely replicates the EU's GSP.

THE Department of Trade and Industry-Export Marketing Bureau (DTI-EMB)

BOC security personnel to start using body cameras

- The Bureau of Customs has acquired 200 cameras for distribution to its collection districts
- The body-worn cameras will be used by Enforcement and Security Service personnel
- The cameras can record video and voice and serve as a communication device between the user and the monitoring facility
- A customs order will be issued on the use of such devices in relation to Supreme Court rulings regarding use of body-worn cameras in the implementation of warrants

THE Bureau of Customs (BOC) has acquired 200 body-worn cameras to be distributed to its collection districts as part of efforts to modernize and enhance enforcement capabilities.

The cameras will be used by Enforcement and Security Service personnel, BOC said in a statement.

The cameras can record video and voice, and can serve as a communication device between the user and the monitoring facility.

Recorded data is transferred through the 17 docking stations and can be monitored remotely by the Customs Operation Center, the bureau's central facility for the

command and control of the intelligence and enforcement operations of its 17 collection districts nationwide.

BOC said the use of



body-worn cameras in its enforcement activities is pursuant to Title II Chapter 3 (Exercise of Police Authority) of Republic Act No. 10863, or the Customs

enforcement operations, in coordination with national law enforcement agencies, resulted in the seizure of various smuggled goods with an estimated value of nearly P6.7 billion. - **Roumina Pablo**

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HUA KAI	2128N			BLANK SAILING		
HUA KAI	2128N			BLANK SAILING		
HUA KAI	2129N			BLANK SAILING		

NH LCT CARGO & ED/DOCS - MON@1200H / FSI@1500H // SH LCT CARGO & ED/DOCS - MON @1200H/FSI: FRI@1500H

CSECP2 - WB (MNL NH - HONGKONG)

VESSEL	VOY	ETA/ETD NORTH	ETA HONGKONG
NORDPUMA	0NC66N1NC	30-Aug	31-Aug
CNC MARS	0NC6AN1NC	1-Sep	2-Sep
NORDLEOPARD	0NC6EN1NC	14-Sep	16-Sep

LCT SI/DOCS: 1500H TUE / LCT CARGO: 1500H TUE

TPE Service (MNL NH - KAOHSIUNG)

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YM CREDEBILITY	030N	12-Aug	15-Aug	17-Aug
YM CREDEBILITY	031N	26-Aug	29-Aug	31-Aug
YM CREDEBILITY	032N			BLANK SAILING

LCT SI/DOCS : 0900H THU / LCT CARGO: 0900H THU (Above schedule is subject to change without prior notice)

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Harbor Star wins salvage contract for grounded bulk carrier

- Harbor Star Shipping Services together with US-based T&T Salvage was awarded a contract to salvage the bulk carrier *Ambition Journey*
- The Panamanian-registered vessel ran aground in Eastern Samar last August 2
- The contract to salvage *Ambition Journey* includes refloating, unloading cargo, rendering oil spill control and cleanup operations, and towing the vessel to the shipyard for repairs

HARBOR Star Shipping Services, Inc. (HSSSI), together with US-based T&T Salvage, was awarded a contract to salvage the Panamanian-registered bulk carrier that ran aground in Eastern Samar early this month.

The massive 189-meter vessel *Ambition Journey* last August 2 suffered engine failure and ran aground in Sulangan Island in Guiuan town, East-

Turn to next page

BIR draft order retains VAT...

Continued from page 1

tation of Revenue Regulations (RR) 9-2021 in July. RR 9-2021, which took effect on June 27, imposed a 12% VAT on previously zero-rated indirect exports and sales of services pursuant to the Tax Reform for Acceleration and Inclusion (TRAIN) law.

Various groups sought the repeal of RR 9-2021 seen as an additional burden on exporters especially during the COVID-19 pandemic.

The draft RR posted on BIR's website will implement provisions of the Corporate Recovery and Tax Incentives for Enterprise (CREATE) Act and its implementing rules and regulations (IRR).

The proposed RR specifically implements Section 5, Rule 2 of the CREATE IRR, which states that the VAT exemption on importation and VAT zero-rating on local purchases "shall only apply to goods and services directly and exclusively used in the registered project or activity of a registered export enterprise, during the period of registration of the said registered project or activity with the concerned IPA [investment promotion agency]."

The direct and exclusive use in the registered project or activity refers to raw materials, inventories, supplies, equipment, goods, services and other expenditures necessary for the registered project or activity without which the registered project or activity cannot be carried out.

Philippine Exporters Confederations, Inc. (PHILEXPORT) assistant vice president Ma. Flordeliza Leong, in a text message to PortCalls, noted, however,

that there is still work to be done since the VAT exemption on importation and VAT zero-rating on local purchases applies only to registered export enterprises under CREATE.

Leong noted that many micro, small, and medium enterprises are not located in economic zones or are not registered with the Board of Investment.

"But we were promised by Trade Secretary Ramon Lopez that the process [for registering MSMEs] will be fast and easy," she added.

The draft proposes that a zero-rated sale of goods or properties by a VAT-registered person is a taxable transaction for VAT purposes but will not result in any output tax. However, the input tax on purchases of goods, properties, or services, attributable to such zero-rated sale, shall be available as tax credit or refund in accordance with these regulations.

The following sales by VAT-registered persons are subject to zero percent rate:

- Export sales
- Sales to persons or entities whose exemption from direct and indirect taxes under special laws or international agreements to which the Philippines is a signatory effectively subjects such sales to zero rate
- Sale of raw materials, inventories,

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HAI HUA	2120N	2-Sep	3-Sep	4-Sep	5-Sep	6-Sep
HAI HUA	2121N	8-Sep	9-Sep	10-Sep	11-Sep	12-Sep
HAI HUA	2122N	14-Sep	15-Sep	16-Sep	17-Sep	18-Sep

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

IMPORT SCHEDULE VESSEL	VOY NO.	XIAMEN	WEITOU	SHIHU	MANILA NH	MANILA SH
		ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD	ETA/ETD
HAI HUA	2119S	24-Aug	25-Aug	26-Aug	27-Aug	28-Aug
HAI HUA	2120S	30-Aug	31-Aug	1-Sep	2-Sep	3-Sep
HAI HUA	2121S	5-Sep	6-Sep	7-Sep	8-Sep	9-Sep
HAI HUA	2122S	11-Sep	12-Sep	13-Sep	14-Sep	15-Sep

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		ETA	ETD	ETA	ETD			ETA	ETD	ETA	ETD
CAPE FERROL	N019	31-Aug	2-Sep	4-Sep	5-Sep	IAL 001	105N	30-Aug	31-Aug	2-Sep	3-Sep
CAPE FERROL	N020	7-Sep	9-Sep	11-Sep	12-Sep	IAL 001	106N	6-Sep	7-Sep	9-Sep	10-Sep
CAPE FERROL	N021	14-Sep	16-Sep	18-Sep	19-Sep	IAL 001	107N	13-Sep	14-Sep	16-Sep	17-Sep
CAPE FERROL	N022	21-Sep	23-Sep	25-Sep	26-Sep	IAL 001	108N	20-Sep	21-Sep	23-Sep	24-Sep
CAPE FERROL	N023	28-Sep	30-Sep	2-Oct	3-Oct	IAL 001	109N	27-Sep	28-Sep	30-Sep	1-Oct

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supplies, equipment, and goods, to a registered export enterprise, to be used directly and exclusively in its registered project or activity

Transactions subject to 0% VAT rate, meanwhile, are as follows:

- Services other than processing, manufacturing or repacking of goods rendered to a person engaged in business conducted outside the Philippines or to a non-resident person not engaged in business who is outside the Philippines when the services are performed.
- Services rendered to persons or entities whose exemption from direct and indirect taxes under special laws or international agreements to which the Philippines is a signatory, effectively subjects the supply of such services to 0% rate.
- Sale of services to a registered export enterprise, to be used directly and exclusively in its registered project or activity pursuant to the CREATE Act.
- Services rendered to persons engaged

in international shipping or air transport operations, including leases of property for use thereof.

• Transport of passengers and cargo by domestic air or sea vessels from the Philippines to a foreign country. Gross receipts of international air or shipping carriers doing business in the Philippines derived from transport of passengers and cargo from the Philippines to another country shall be exempt from VAT but are still liable to a percentage tax of 3% based on their gross receipts derived from transport of cargo from the Philippines to another country.

• Sale of power or fuel generated through renewable sources of energy, provided, however, that zero-rating will apply strictly to the sale of power or fuel generated through renewable sources of energy, and will not extend to the sale of services related to the maintenance or operation of plants generating said power.

– Roumina Pablo

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		ETD	ETD	ETD	ETA	ETA	ETA
NORDOCELOT	0CP34E1NC	31-Aug	1-Sep	3-Sep	6-Sep	10-Sep	11-Sep
NORDPUMA	0CP36E1NC	7-Sep	8-Sep	10-Sep	13-Sep	17-Sep	18-Sep
NORDOCELOT	0CP38E1NC	14-Sep	15-Sep	17-Sep	20-Sep	24-Sep	25-Sep

(CP8-EB) DIRECT SERVICE TO CHINA							
MOTHER VESSEL	VOY. NO.	MNL (NH)	MNL (SH)	SHANGHAI	NINGBO	ETA	ETA
		ETD	ETD	ETA	ETA		
OLYMPIA	0JVS0E1NC	5-Sep	6-Sep	11-Sep	13-Sep		
GREEN EARTH	0JVSSE1NC	12-Sep	13-Sep	18-Sep	20-Sep		

(CP6) DIRECT SERVICE TO CHINA & PUSAN (WEEKEND)								
MOTHER VESSEL	VOY. NO.	MNL (SH)	MNL (NH)	LIANYUNGANG	QINGDAO	PUSAN (HYUT)	PUSAN (HBTC)	SHANGHAI
		ETD	ETD	ETA	ETA	ETA	ETA	ETA
HYUNDAI INTEGRAL	0CB5GN1NC	30-Aug	1-Sep	11-Sep	12-Sep	15-Sep	15-Sep	18-Sep
HYUNDAI GRACE	0CB5IN1NC	6-Sep	8-Sep	16-Sep	17-Sep	20-Sep	20-Sep	23-Sep
GREEN OCEAN	0CB5KN1NC	13-Sep	15-Sep	25-Sep	26-Sep	29-Sep	29-Sep	2-Oct

(JPX) DIRECT SERVICE TO JAPAN								
MOTHER VESSEL	VOY. NO.	MNL (NH)	MNL (SH)	TOKYO	YOKOHAMA	OMAEZAKI	NAGOYA	KOBE
		ETD	ETD	ETA	ETA	ETA	ETA	ETA
MIA SCHULTE	0IZ97N1NC	-	31-Aug	7-Sep	7-Aug	-	9-Sep	10-Sep
CAPE QUEST	0IZ99N1NC	-	7-Sep	14-Sep	14-Aug	-	16-Sep	17-Sep
SPIL NISAKA	0IZ9BN1NC	-	14-Sep	21-Sep	21-Aug	-	23-Sep	24-Sep

(BMXKCS) DIRECT SERVICE FM MANILA TO CHINA (MID-WEEK)							
MOTHER VESSEL	VOY. NO.	MNL (NH)	MNL (SH)	LIANYUNGANG	QINGDAO	NANSHA	ETA
		ETD	ETD	ETA	ETA	ETA	ETA
DERBY D	0KRQ1NC	31-Aug	2-Sep	5-Sep	7-Sep	11-Sep	
SPIRIT OF HONGKONG	0KRKM1NC	1-Sep	3-Sep	6-Sep	8-Sep	12-Sep	
BEIJING BRIDGE	0KRKUN1NC	4-Sep	6-Sep	9-Sep	11-Sep	15-Sep	

(CHINA 1 NB) DIRECT SERVICE TO CHINA							
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		ETD	ETD	ETA	ETA	ETA	ETA
GH TRAMONTANE	0QA9GN1NC	29-Aug	1-Sep	5-Sep	6-Sep	8-Sep	9-Sep
HENG HUI 5	0QA9IN1NC	5-Sep	8-Sep	12-Sep	13-Sep	15-Sep	16-Sep
CMA CGM CORAL	0QA9KN1NC	BLANK SAILING					

(CP8-NB) DIRECT SERVICE TO CHINA							
MOTHER VESSEL	VOY. NO.	MNL (NH)	MNL (SH)	XIAMEN	HONGKONG	SHEKOU	ETA
		ETD	ETD	ETA	ETA	ETA	ETA
GREEN EARTH	0JVSQN1NC	31-Aug	1-Sep	5-Sep	8-Sep	9-Sep	
MOUNT BUTLER	0JVSUN1NC	7-Sep	8-Sep	12-Sep	15-Sep	16-Sep	
HANSA FRESBURG	0JVSYN1NC	14-Sep	15-Aug	19-Sep	22-Sep	23-Sep	

IMPORTANT ANNOUNCEMENT

ADHOC CALL AT PHBTG FOR JPX SERVICE ETD BTG DEC 15 / ETD MNS: DEC 16

ABOVE SCHEDULES ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

CALAX 5km Silang to Tagaytay Interchange subsection opens

- The Cavite-Laguna Expressway subsection 5 from Silang East Interchange to Sta Rosa-Tagaytay Interchange in Cavite is now open
- The 5.14km subsection will cater to around 5,000 motorists daily, adding to the 10,000 users of the already opened CALAX subsections 6, 7, and 8 from Sta. Rosa to Mamplasan
- Concessionaire MPCALA Holdings is fast tracking construction of other subsections

THE Cavite-Laguna Expressway (CALAX) subsection 5 from Silang East Interchange to Sta Rosa-Tagaytay Interchange in Cavite is now open.

The 5.14-kilometer subsection will cater to around 5,000 motorists daily, adding to the roughly 10,000 users of the already opened CALAX subsections 6, 7, and 8 from Sta. Rosa to Mamplasan, Public Works Secretary Mark Villar said in a statement.

Construction of other subsections is also being fast tracked by concessionaire

MPCALA Holdings, Inc, he said.

Once fully complete, the entire 45-km CALAX connecting Manila-Cavite Expressway (CAVITEX) in Kawit, Cavite and South Luzon Expressway (SLEX)-Mamplasan Interchange in Biñan, Laguna will reduce travel time between CAVITEX and SLEX to only 45 minutes, reducing traffic congestion particularly in Governor's Drive, Aguinaldo Highway and Sta. Rosa-Tagaytay Road. CALAX is seen to support national development policy and provide efficient transport facilities for the economic zones in Cavite

and Laguna.

The P35.68-billion CALAX began construction in July 2017. It is a tolled four-lane expressway with interchanges in eight locations: Kawit, Imus Open Canal, Governor's Drive, Aguinaldo Highway, Silang, Sta. Rosa-Tagaytay, Laguna Boulevard and Technopark, with a toll barrier before SLEX.

The project has two segments: Laguna, a 10.7-km stretch between Mamplasan Entry and Santa Rosa-Tagaytay Interchange; and Cavite that spans 35 km from Kawit, Cavite and traverses the Imus Open Canal, Governor's Drive, Dasmariñas, Aguinaldo Highway and Silang.

The Laguna segment became fully operational in February 2020 while Cavite is eyed for completion by 2022.

Harbor Star wins salvage contract...

Continued from previous page

ern Samar. The bulk carrier was enroute from Homonhon Island in Eastern Samar to China.

In a regulatory disclosure, HSSSI said the contract to salvage Ambition Journey includes refloating the vessel; unloading its cargo of 49,550 metric tons of nickel ore; rendering oil spill control and cleanup operations; and towing the vessel to the designated shipyard for repairs.

HSSSI said it is continuously coordinating with the Philippine Coast Guard and appropriate local government units to ensure the orderly salvage of Ambition Journey and the protection of the marine environment around it.

HSSSI in 2020 earned P109 million from salvage operations, representing 8% of its total revenues for the year. For the first half of 2021, HSSSI recognized salvage income amounting to P29.4 million for a 2019 operation.

Aside from salvage operations, HSSSI's maritime services also include harbor assistance, lighterage, towing, marine construction, repair and maintenance works, oil and chemical spill response, diving and underwater services, and ship and crew management.

德翔海運有限公司 T.S. LINES LTD.								
CPX - Manila - Shantou - Nansha - Shekou - Hongkong				LCT CARGO: NORTH / TUE 1900H • SOUTH / WED 2400H				
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA NAN	ETA HKG	ETA SKU
Vega Kappa	21025N		1-Sep	2-Sep		7-Sep	8-Sep	9-Sep
Hansa Duburg	21015N		1-Sep	2-Sep		SKU / 6-Sep	ONW / 7-Sep	HIT / 8-Sep
MBX - Manila - Nansha - Shekou - Hongkong				LCT CARGO: NORTH / FRI 0900H * SOUTH / SAT 0900H				
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA NAN	ETA SKU	ETA HKG
Ultima	21029N		1-Sep	2-Sep		4-Sep	5-Sep	6-Sep
Marcliff	21020N		4-Sep	6-Sep		10-Sep	11-Sep	12-Sep
BMX - Manila - Qingdao - Dalian				LCT CARGO: NORTH / FRI 0900H • SOUTH / SAT 0900H				
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA TAO	ETA DAI	
BLANK SAILING								
BLANK SAILING								
NCX3 - Manila - Shanghai - Ningbo				LCT CARGO: NORTH SAT 0900H / SOUTH SUN 0900H				
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA SHA WQG4	ETA NBO (CMICT)	
Mount Butler	0KD1GE		18-Aug	19-Aug		20-Aug	OMIT	
Hansa Fresenburg	21010E		25-Aug	26-Aug		27-Aug	OMIT	
SPX1 - Manila - Xiamen - Hong Kong - Shekou				LCT CARGO: NORTH TBA / SOUTH TBA				
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD	MNL (STH)	ETA XMN	ETA HKG	ETA SKU
Green Earth	28N		31-Aug	1-Sep		5-Sep	8-Sep	9-Sep
Mount Butler	0JV5UN		7-Sep	8-Sep		12-Sep	15-Sep	16-Sep
IA3 - Manila North - Taichung				LCT CARGO: NH SUN 1700H				
FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETA TAICHUNG	ETA XIAMEN	ETA NANSHA		
Androusa	132N		27-Aug	29-Aug	30-Aug	1-Sep		
Seaspan Lumaco	133N		31-Aug	4-Sep	6-Sep	8-Sep		

SCHEDULES ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

<p>General Agent: Ben Line Agencies Philippines Inc. 7/F, Tower A Two E-com Center, Bayshore Ave. Mall of Asia Complex, Pasay City 1308 Phone: (02) 7756-5555, 7756-5530 Fax No: (02) 7756-5558</p>	<p>For inquiries, please call or email the following: IMPORT SALES Kevin/PJ/Zachary/Juvaina import.sales@benline.com.ph EXPORT SALES Karlo/Sharmaine/Jovel/Marichar mnlsales@benline.com.ph EXPORT CUSTOMER SERVICE Luigi/Giselle/Gianne - mnlcserv@benline.com.ph IMPORT CUSTOMER SERVICE Aljoy, Jennilyn, Jennie, Vincent importcs@benline.com.ph</p>	<p>Also accepting cargoes to the following destinations via SHEKOU: VIETNAM: Ho Chi Minh (Cat Lai) • JAPAN: Tokyo, Yokohama, Nagoya, Osaka, Kobe, Moji • TAIWAN: Kaohsiung, Keelung, Taichung • KOREA: Pusan, Kwangyang, Incheon DESTINATION via HONGKONG • CHINA: Huizhou, Shunde, Huadu, Huangpu, Sanshan, Sanshui, Zhaoqing, Wuzhou, Fangcheng, Xingfeng, Fangchun, Lianhuashan, Jiujiang, Zhangjiang, Beihai, Foshan, Shantou, Nanhai, Fuzhou, Dongguan, Zhuhai, Zhongshan, Jiangmen</p>
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Garbage In, Garbage Out

By HENRIK BATALLONES
SCMAP Marketing and Communications Executive



SCMAP PERSPECTIVE

BEFORE working for SCMAP I was with a logistics products provider, specializing in storage solutions. There was a push towards offering advanced, more automated solutions. The selling point: you could maximize available warehouse space, increase efficiencies, reduce mistakes, and improve service levels.

These were, and still are, good points. But this was ten years ago, and at the time my impression was that the market wasn't that ready for advanced logistics technologies just yet. The bigger companies, naturally, were; the scale of their operations meant any investment in technologies would have a quicker return, and they had a more solid long-term vision. The majority of our customer base was smaller companies, however, and it was a harder sell. Cost, of course, was one factor. Some were wary of the long return on investment, calculated at between five and ten years. Others just did not have the budget to proceed with the purchase and instead went for smaller-

scale installations.

However, I also thought that the idea of technology making headways into an industry that, for the most part, relied on manual labor and intuition spooked some of these businesses. Why invest in something that hadn't been proven to make things better? Why go for systems that would just make the way we operated more complicated? Why not stick with what had worked for us now? This was the prevailing thought whether you were talking about wide-scale storage solutions or technology-driven tools like analytics and tracking.

Again, this was ten years ago. A lot has changed since then. For one, the cost of these technologies has gone down to more competitive levels. The scale of these technologies has also gotten smaller, which means it's easier for end customers to understand (just look at your smartphone) as well as for various innovators and disruptors to build on top of them and create new solutions. Now it's widely acknowledged that embracing technology is no longer a luxury, but a necessity, if a business is to survive and be competitive—more so today, what with the disruptions we've seen during the past year and a half.

That said, there is definitely still some apprehension about whether these technologies are relevant in the supply chain. I get the impression that while younger practitioners don't just understand it but have long embraced it, some of the old guard is still skeptical. At best, there are still those old misunderstandings about whether it's necessary; at worst, there's a mistrust—the “why fix what ain't broken?” way of thinking. It's this gap that we should continue to address if we are to helm supply chains that are competitive and resilient.

One approach—one that I've seen the bigger logistics product providers take—is to not portray the technologies as the end, but the means. The end goal is not to be able to say you've got the best tools and equipment at your disposal (although it doesn't hurt from a PR perspective) but, ultimately, to be able to use them to improve the way you work, to enhance the way you serve your customers—to be able to provide more value for them, your partners and your stakeholders.

Just look at the players that have entered the Philippine supply chain scene in the past five years. The technology certainly helped them make better sense of changing markets and allowed them to respond to customer demands, but it wouldn't have happened if not for the people who knew how to make the most of said tools, and who took advantage of the opportunities these provided to

improve service levels. As a consumer, I wouldn't care if you have these complex systems making your network work—all that matters is I get the product when I'm supposed to. (And if I'm able to track it on my own smartphone, the better.)

Ultimately, technology merely enables and enhances the inputs of the people working in your supply chain operation. To put it another way, “garbage in, garbage out”. Thus, to embrace these technologies, you don't really need to invest in state-of-the-art equipment that doesn't really fit the scale and needs of your business. Sure, at some point, you might, but—especially if you're just getting started—you don't need to have, say, expensive computers with maximum specifications just to do analytics. As even these tech companies will tell you, you can crunch your numbers just as well with good old Microsoft Excel. You just have to make sure that those numbers are relevant, correct and timely—and, once you have the results, you have to know how to interpret them and translate them to success for your enterprise.

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.

3-Point Strategy to Increase Profit in Freight Forwarding

By AMIT MAHESHWARI, CEO, Softlink Global



IT IN LOGISTICS

THE steady flow of revenue with controlled costs is a definite way to head towards business profitability. But with freight forwarding becoming commoditized, it is not enough to look for profit by reducing costs. Forwarders looking to grow their profits consistently must develop stronger core capabilities to sustain profit in difficult times too.

Smart businesses make optimal use of their resources to maintain high-profit margins. Spreadsheets and software with limited capabilities set boundaries to your growth, preventing you from maximizing your potential. Cloud-based freight management solu-

tion with central data storage gives you the edge in a fast-moving competitive world. To bounce back from setbacks, carefully planned strategies can still help fulfill the goal of profitability.

Implementing Optimization

Numerous tasks must be completed to deliver a shipment on time. The more smoothly these atomic steps work, the higher the efficiency at the organizational level. KPIs are an organized way of performance measurement—to track, visualize and optimize all relevant logistic processes. Freight software like Logi-Sys measures KPIs like job count by branch, performances of individual salespersons, and even by business dimension. With KPI dashboards, you can further optimize any sub-process that may be underperforming.

Fix Problems That Cut Revenue

To further increase your top line, it

is vital to watch your spending closely. Most losses come from smaller revenue leaks that accumulate over time. Delayed or out-of-schedule payments, if not reconciled on payment realization, could be a profit or loss that may never be visible. Due to the credit-based nature of freight forwarding, this reconciliation is handled well by freight management software.

Poor planning can result in unnecessary costs and deplete your profit margins. An example of poor planning could mean your transport vehicle reaching too early or late at the pickup point. Also, forwarders may encounter incidental fees and charges like extended storage, demurrage, and detention. These expenses can be prevented by well-executed planning and clear visibility provided by the system.

Processing Shipments Faster

A bigger part of a forwarder's plan is centered on its customers. High-quality service always wins customers' trust and encourages them to come back for more business. To keep consistently high standards of service, forwarders must streamline all processes and communicate without delays.

Real-time information must be propa-

gated through all channels including transport, ports, customs, and to the customers too. A single-database system ensures access to all users so all teams can work in tandem towards the goal of customer satisfaction.

Flawless digital collaboration makes faster processing of shipment possible. Automated workflows handle alerting the responsible teams or people when the status changes. Forwarders that use Logi-Sys' automation get their job turnaround time reduced by up to 40%.

Maintaining steady profit margins is a long-term game. From being able to capture leads and follow through till they convert into customers, to the last-mile delivery, all steps make up for the overall profit gain.

Amit Maheshwari's 25 years of domain knowledge, vision and deep understanding of logistics marks him as a major thought leader in the industry. Under his leadership, Softlink Global has become a leading global logistics software provider. One of his major creations Logi-Sys is a comprehensive ERP for the freight and logistics industry that has become a global success.

PH pineapple, mango exports to US set to expand

- *Philippine-grown pineapples and mangoes may soon find their way through additional ports of entry in the United States*
- *The Bureau of Plant Industry and the US Department of Agriculture's Animal and Plant Health Inspection Service agreed to thresh out pending issues to allow for the export of the two fruits to the US*
- *“ePhyto” certification is being pushed to replace official documents issued by governments to confirm that shipments of plants and plant products traded internationally are free of pests and diseases, and are safe to import*

PHILIPPINE-GROWN pineapples and mangoes may soon find their way through additional ports of entry in the United States, according to the Department of Agriculture (DA).

This development came after the Philippine Bureau of Plant Industry (BPI) and the US Department of Agriculture's Animal and Plant Health Inspection Service (USDA-APHIS) during a virtual meeting on August 12, 2021 agreed to thresh out pending issues to allow for the export of the two fruits.

“Expanding the export market of Philippine pineapples and mangoes in the US and other countries will not only enhance our national economy, but more importantly, provide increased incomes

to thousands of farmers and their families in pineapple- and mango-producing provinces nationwide,” Agriculture Secretary William Dar said in a statement.

With the agreement, the Philippines could dramatically increase exports of pineapples and resume shipments of mangoes to the US via additional ports of entry, DA noted.

According to BPI, Philippine fresh pineapples currently reach the US through Guam, Commonwealth of Marianas Island, and North Atlantic regions. From 2013 to July 15, 2021, exports amounted to only 346,190 kilograms.

The country also previously exported fresh mangoes produced from Guimaras Island to the US, from 2005 to 2008,

totaling 386,099 kg.

In a report to Dar, BPI National Plant Quarantine Services Division officer-in-charge chief Joselito Antioquia said the APHIS has accepted evidence that the “smooth cayenne”—the Philippines' main export pineapple variety—is not a host to the oriental fruit fly.

The fruit pest, known scientifically as *Bactrocera dorsalis* (Hendel), is very destructive and often finds its way into the US, sometimes triggering wide-scale eradication programs.

APHIS is the main US agency that protects animal health, animal welfare, and plant health. It is also the lead agency that collaborates with other agencies to

CTS LOGISTICS PHILS., INC. WEEKLY CONSOLIDATION TO GUAM / SAIPAN / PALAU

Table listing shipping routes and agents for Guam/Saipan/Palau, including Airtropolis, Asia Pacific Express, and CTSI Logistics.

Table listing shipping routes and agents for Haiphong, Vietnam, including ACESTAR, Airtropolis, and Asia Pacific Express.

Table listing shipping routes and agents for Hakata, Japan, including ACESTAR, Airtropolis, and Asia Pacific Express.

Table listing shipping routes and agents for Hamburg, Germany, including ACESTAR, Airtropolis, and Asia Pacific Express.

Table listing shipping routes and agents for Helsingborg, Sweden, including ACESTAR, Airtropolis, and Asia Pacific Express.

Table listing shipping routes and agents for Hiroshima, Japan, including ACESTAR, Airtropolis, and Asia Pacific Express.

Table listing shipping routes and agents for Ho Chi Minh, Vietnam, including ACESTAR, Airtropolis, and Asia Pacific Express.

KMTC LINE 1x DIRECT SAILING HOCHIMINH EVERY THURSDAY

Table listing shipping routes and agents for Hong Kong, China, including ACESTAR, Airtropolis, and Asia Pacific Express.

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KMTC LINE 1x DIRECT SAILING HONGKONG EVERY THURSDAY

Table listing shipping routes and agents for Houston, Texas, USA, including ACESTAR, Airtropolis, and Asia Pacific Express.

Table listing shipping routes and agents for Huangpu, China, including ACESTAR, Airtropolis, and Asia Pacific Express.

Table listing shipping routes and agents for Gateway Logistics, Inc., including Mac-Nels and Yangkee Logistics.

Table listing shipping routes and agents for Incheon, Korea, including ACESTAR, Aeromax, and Airtropolis.

KMTC LINE 1x DIRECT SAILING INCHEON EVERY THURSDAY

Table listing shipping routes and agents for Incheon, Korea, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Indianapolis, USA, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Istanbul, Turkey, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Izmir, Turkey, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Jacksonville, Florida, USA, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Jakarta, Indonesia, including ACESTAR, Aeromax, and Airtropolis.

YANG KEE LOGISTICS WE MOVE TOGETHER JAKARTA

Table listing shipping routes and agents for Jebel Ali, UAE, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Jeddah, Saudi Arabia, including ACESTAR, Aeromax, and Airtropolis.

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Table listing shipping routes and agents for Johannesburg, South Africa, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Kaohsiung, Taiwan, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Keelung, Taiwan, including ACESTAR, Aeromax, and Airtropolis.

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APEX Direct Consolidation to KEELUNG

Table listing shipping routes and agents for Keelung, Taiwan, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Knoxville, Tennessee, USA, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Kobe, Japan, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Kobe, Japan, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Kuwait, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Lae, Papua New Guinea, including ACESTAR, Aeromax, and Airtropolis.

KMTC LINE 1x WEEKLY SAILING LAEMCHABANG EVERY THURSDAY

Table listing shipping routes and agents for Laem Chabang, Thailand, including ACESTAR, Aeromax, and Airtropolis.

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Table listing shipping routes and agents for Las Palmas, Spain, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Las Vegas, Nevada, USA, including ACESTAR, Aeromax, and Airtropolis.

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Table listing shipping routes and agents for Leeds, France, including ACESTAR, Aeromax, and Airtropolis.

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Table listing shipping routes and agents for Long Beach, California, USA, including ACESTAR, Aeromax, and Airtropolis.

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Table listing shipping routes and agents for Louisville, Kentucky, USA, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Lyttelton, New Zealand, including ACESTAR, Aeromax, and Airtropolis.

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Table listing shipping routes and agents for Madrid, Spain, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Manchester, UK, including ACESTAR, Aeromax, and Airtropolis.

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Table listing shipping routes and agents for Manzanillo, Mexico, including ACESTAR, Aeromax, and Airtropolis.

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Table listing shipping routes and agents for Milwaukee, Wisconsin, USA, including ACESTAR, Aeromax, and Airtropolis.

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Table listing shipping routes and agents for Minneapolis, Minnesota, USA, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Montreal, Canada, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Moscow, Russia, including ACESTAR, Aeromax, and Airtropolis.

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Table listing shipping routes and agents for Nagoya, Japan, including ACESTAR, Aeromax, and Airtropolis.

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Table listing shipping routes and agents for Naha, Japan, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Nairobi, Kenya, including ACESTAR, Aeromax, and Airtropolis.

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Table listing shipping routes and agents for Naetsu, Japan, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Napier, New Zealand, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Naples, Italy, including ACESTAR, Aeromax, and Airtropolis.

Table listing shipping routes and agents for Nashville, Tennessee, USA, including ACESTAR, Aeromax, and Airtropolis.

KMTC LINE 1x DIRECT SAILING NINGBO EVERY WEDNESDAY

MERCURY FREIGHT INTL. INC. (02) 8820-2033 MULTIFREIGHT CONSOLIDATOR (02) 8826-7908

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NEW YORK, USA ACESTAR INTL. SERVICE CORP. (02) 8526-2888 AEROMAX (02) 8855-7690

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PORT KLANG/PORT KELANG, MALAYSIA ACESTAR INTL. SERVICE CORP. (02) 8526-2888 AEROMAX (02) 8855-7690

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ROTTERDAM, NETHERLANDS ACESTAR INTL. SERVICE CORP. (02) 8526-2888 AEROMAX (02) 8855-7690

SEMARANG, INDONESIA ACESTAR INTL. SERVICE CORP. (02) 8526-2888 AEROMAX (02) 8855-7690

SEOUL, KOREA ACESTAR INTL. SERVICE CORP. (02) 8526-2888 AEROMAX (02) 8855-7690

SHANGHAI, CHINA ACESTAR INTL. SERVICE CORP. (02) 8526-2888 AEROMAX (02) 8855-7690

KMTC LINE 1x DIRECT SAILING SHANGHAI EVERY WEDNESDAY

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AIRTROPOLIS CONSOLIDATOR PHILS INC DIRECT WEEKLY CONSOLIDATION TO: SINGAPORE

APEX 24 Weekly Consolidation to SINGAPORE

YANG KEE LOGISTICS WE MOVE TOGETHER SINGAPORE

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STOCKHOLM, SWEDEN ACESTAR INTL. SERVICE CORP. (02) 8526-2888 AEROMAX (02) 8855-7690

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TAICHUNG, TAIWAN ACESTAR INTL. SERVICE CORP. (02) 8526-2888 AEROMAX (02) 8855-7690

TALLINN, ESTONIA ACESTAR INTL. SERVICE CORP. (02) 8526-2888 AEROMAX (02) 8855-7690

TAMATAVE, MADAGASCAR ACESTAR INTL. SERVICE CORP. (02) 8526-2888 AEROMAX (02) 8855-7690

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MAC-NELS SHPG (PHILS) INC. (02) 8843-4424 SHIPCO TRANSPORT (PHILS) INC. (02) 8823-2793

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BOC eyes E-TRACC application...

munications technology-enabled system.

BOC said the proposed order will supplement CMO 04-2020, which established the E-TRACC System, and further implements Customs Administrative Order 15-2019 (rules and regulations on customs transit of goods in customs territories) in relation to relevant sections of Republic Act No. 10863 (Customs Modernization and Tariff Act).

E-TRACC is a web-based system launched by BOC last year to track 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.

Under CMO 04-2020, an electronic customs seal (ECS) is required during transfer of cargo to a container yard/container freight station or other customs facilities and warehouses (CFW); transit of cargo bound for free zones, inland customs office, depots, or terminals; transit to customs bonded warehouses (CBW);

export of cargo from free zones, inland customs office, depots or terminals, and CBWs to port offloading; and transfer of shipments for further verification and/or monitoring.

The ECS is a GPS-enabled sealing device or lock that can physically secure a cargo and provide real-time information on its location.

Under the proposed CMO, the provisions of CMO 04-2020 will govern implementation of the E-TRACC System in airports of entry.

An ECS will be required to be affixed to the delivery van for the following movement of bonded goods:

- Transit from the airport of discharge to free zones or CBW
- Transit from the airport of discharge to another collection district
- Transit from free zones or CBWs to the airport as port of loading for exportation
- Cargo movement to and from one CFW to another CFW, provided that, movement within five

Continued from page 1

kilometers radius to and from the airport (e.g. CFW to Cargohaus, Inc., TMW or to CFW for express shipment) will be subject to continuous customs underguarding until received

- Transit by land from domestic airport to CBW or free zone and vice versa

The following cargo movement will be subjected to continuous customs underguarding until received:

- Aircraft to CFW within the airport perimeter and vice versa (e.g. PairCargo, PSI, DHL)
- Aircraft to Central Mail Exchange Center and vice versa, unless it's for transit from the airport of discharge to another collection district
- Aircraft to registered CBW as in flight catering center and vice versa (e.g. PAL In Flight Catering Center, Macro Asia Catering)
- Aircraft to airport baggage carousel
- CFW to aircraft for domestic

transfer and vice versa

Transfer of cargo subject to customs underguarding will be covered by a transfer note, also known as boat note, which will accompany the transfer of cargo to a CBW and serves as proof of delivery or receipt of the article at its intended destination, duly acknowledged on its face by the customs official stationed there.

Customs cargo clearance must be fully completed in order for all shipments to be loaded into the carrier (aluminum van, delivery van, etc.) and for said carrier to be sealed with the ECS.

Transfer/transit cargo without an affixed ECS may not be opened by any customs officer without approval of the district/sub-port collector at the port of delivery in coordination with the district/sub-port collector of the port where the cargo was approved for transfer/transit.

The proposed fees to be collected by the E-TRACC System service provider are:

- P500—within 10-kilometer (km) radius from port of discharge
- P700—beyond 10 km radius from port of discharge – **Roumina Pablo**

PH pineapple, mango exports to US...

protect US agriculture from invasive pests and diseases.

Antioquia said APHIS will provide BPI the risk mitigation measures for oriental fruit fly. After the BPI agrees on the measures, APHIS will publish the initial notice in the Federal Register for a 60-day stakeholder comment period, review any comments, and then publish the final notice that allows the expanded market access for Philippine pineapples into the US, except Hawaii.

The Philippines may start shipping pineapples to various US markets before

yearend, Antioquia added.

The APHIS also agreed to draft an operational work plan (OWP) on the irradiation of Philippine fresh mangoes after these arrive in the US. The BPI will then provide APHIS official comments on the OWP.

Irradiation is a phytosanitary treatment that uses ionizing radiation to prevent introduction or spread of regulated pests. Irradiation of mangoes upon arrival in the US is an option offered by the USDA in response to request of the Philippines to remove pre-clearance inspection.

Continued from page 6

Another development seen to make agricultural exports to the US much easier is the country's inclusion in the "ePhyto Hub" organized by the International Plant Protection Convention (IPPC).

The "ePhyto" certification, also being pushed by the US, will replace official documents issued by governments, with electronic forms to confirm that shipments of plants and plant products traded internationally are free of pests and diseases and therefore safe to import.

DA noted that traditionally, certificates are done on paper and transmitted

between parties by post, courier, or other physical means. The process takes days to complete and is prone to errors, loss, theft and counterfeiting, slowing down trade or resulting in spoiled goods, and additional demurrage charges.

BPI is developing the system to connect to the IPPC "ePhyto Hub," said Antioquia.

The BPI and APHIS panels also discussed the latter's request for access of US fresh pomegranate exports to the Philippine market. Antioquia said the BPI has already narrowed the pest list scope for pomegranate to top state producers like California, Arizona, New Mexico, and Texas.

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