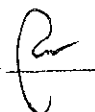


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SENATE

P.S. Res. No. **555**

RECEIVED BY: 

Introduced by Senator RALPH G. RECTO

RESOLUTION

DIRECTING THE COMMITTEE ON WAYS AND MEANS TO CONDUCT AN INVESTIGATION, IN AID OF LEGISLATION, ON THE REPORTED 1,910 MISSING CONTAINER VANS IN THE PORTS OF THE BUREAU OF CUSTOMS RESULTING TO HUGE REVENUE LOSS TO THE GOVERNMENT, WITH THE END IN VIEW OF PLUGGING THE LOOPHOLES IN THE IMPLEMENTATION OF THE TARIFF AND CUSTOMS CODE OF THE PHILIPPINES, AS AMENDED

WHEREAS, there are newspaper reports which state that several container vans were missing during transshipment from the Port of Manila and Manila International Container Port (MICP) to the Port of Batangas (*"Probe on missing 600 container vans underway" by Jun Pasaylo, philstar.com, July 08, 2011 11:06 am*);

WHEREAS, the Bureau of Customs (BoC) disclosed that the container vans were discovered missing in the course of BoC's comparative analysis being conducted on all transshipment permits issued from the months of January to May this year versus the consumption entries filed at the port of destination, which in the case of the study was the Port of Batangas (*Philippine headline news online, <http://www.newsflash.org/2004/02/hl/hl111004.htm>*);

WHEREAS, the BoC further said that the 2,219 container vans consigned to LCN Trading, Sea Eagle Trading, and Moncelian Enterprise, which entered the port of Manila and MICP from January to May, 2011, were reportedly loaded with plastic resins, textiles, foodstuff, personal effects, and household products from China, Taiwan, Singapore, and Malaysia;

WHEREAS, it was also revealed that out of 2,219 container vans worth P3.6 billion, 1,626 were released from the Port of Manila while 593 came from the MICP from the months of January to May;

WHEREAS, the Port of Batangas confirmed that only 309 container vans arrived at the port, bringing the total number of missing container vans to 1,910 (*"1,910 missing*

containers confound Customs” by Joel E. Zurbano, August 1, 2011, Manila Standard Today);

WHEREAS, the transshipment has allegedly no matching entry declarations or documented proof of payment of duties and taxes (“Lawmakers discover P3.6 billion lost in BoC revenues” by Gerry Baldo, The Daily Tribune 08/02/2011);

WHEREAS, it was further alleged that BoC failed to collect P180,000 worth of Customs duties on each of the 2,219 container vans that were transshipped, and that BoC officials had allowed the entry of the container vans without passing through X-ray or manual inspections;

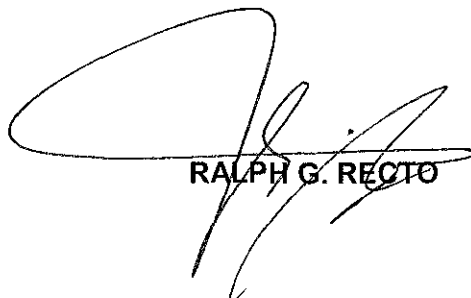
WHEREAS, there could be possible grounds for negligence of duty on the part of BoC officers and personnel for failure to look into the alleged smuggling in the Port of Manila, Batangas Port and MICP, which is detrimental to public interest;

WHEREAS, it is imperative for Congress to probe the alleged outright smuggling that resulted to huge revenue loss to the Government, and to look into the possible involvement and culpability of customs officers and personnel assigned at the ports’ Pier Inspection Division directly in charge of the processing and transfer of the missing container vans;

WHEREAS, there is also a necessity for a thorough review of the outdated provisions of the Tariff and Customs Code of the Philippines of 1978 (PD 1464) in order to craft stricter anti-smuggling measures that are responsive to the needs of the times and to impose stiffer penalties than those already imposed;

NOW THEREFORE BE IT RESOLVED, as it is hereby resolved, to direct the Committee on Ways and Means, to conduct an investigation, in aid of legislation, on the reported 1,910 missing container vans in the Bureau of Customs ports which resulted to huge revenue loss to the Government, with the end in view of plugging the loopholes in the implementation of the Tariff and Customs Code of the Philippines of 1978, as amended.

Adopted,


RALPH G. RECTO