


NINETEENTH CONGRESS OF THE )  
REPUBLIC OF THE PHILIPPINES )  
*First Regular Session* )



23 MAY -9 A8 :47

**SENATE**

RECEIVED BY: 

**S. No. 2147**

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**Introduced by Senator Jinggoy Ejercito Estrada**

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**AN ACT**  
**ENHANCING THE COMPETITIVENESS OF PHILIPPINE MARITIME TRADE BY**  
**STRENGTHENING THE OVERSIGHT FUNCTIONS OF RELEVANT**  
**GOVERNMENT AGENCIES OVER THE IMPOSITION OF SHIPPING CHARGES**  
**BY INTERNATIONAL SHIPPING LINES AND INSTITUTIONALIZING**  
**MECHANISMS FOR THE EFFICIENT MOVEMENT OF GOODS**

**EXPLANATORY NOTE**

A critical component in the enhancement of the competitiveness of Philippine trade is efficient and reliable transport and logistics services. Furthermore, there should be a sound regulatory environment that will promote competition among transport and logistics providers to allow better service quality and costs. Despite the maritime sector's important role in the transport of goods, our ports are plagued with many issues such as port congestion. It is the objective of this bill to address the inefficient operation to curb the delays in the reliability of the delivery of goods.


This bill will help operationalize the objectives under the Maritime Industry Development Plan 2019-2028 of accelerating the achievement of becoming a nationally integrated and a globally competitive maritime industry. The improvement of maritime industry will help facilitate the movement of goods which will promote trade and improve the country's competitiveness for attracting investments.

The bill mandates all port or terminal operators, international carriers, non-vessel owning common carriers (NVOCCs) and forwarders to inform the Maritime

Industry Authority (MARINA) of their regular shipping charges and fees. This will allow for greater transparency in the transactions of international logistics service providers and international shipping lines. Furthermore, government oversight functions over charges imposed by international shipping lines operating in the country will be further strengthened. The bill also prohibits international carriers or its agent, port or terminal operator, NVOCC, or logistics service provider to charge, demand, collect, or receive greater, less, or different compensation for the transportation of property or for any service other than the rates and charges clearly defined in the service contract or those published and filed with the MARINA.

The bill also mandates the formulation of a National Logistics Efficiency Policy (NLEP) to ensure the efficiency of customs and border management, the quality of trade and transport infrastructure, the competence of logistics services and their ability to track consignments, and the competitiveness of shipping prices.

In view of the foregoing circumstances, immediate passage of this bill is earnestly sought.



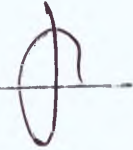
**JINGGOY EJERCITO ESTRADA**

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*Be it enacted by the Senate and the House of Representatives of the Philippines in Congress assembled:*

1 Section 1. *Short Title.* – This Act shall be known as the “*International Maritime*  
2 *Trade Competitiveness Act*”.

3 Sec. 2. *Declaration of Policy and Objectives.* – It is hereby declared the policy  
4 of the State to promote industrialization through industries which are competitive in  
5 both domestic and foreign markets. In pursuit of this policy, the State hereby  
6 recognizes that providing access to an efficient and reliable transport and logistics  
7 services is a key strategy towards enhancing the competitiveness of Philippine  
8 products.

9 The State further recognizes the need to ensure a sound regulatory  
10 environment that would promote competition among transport and logistics providers  
11 to improve service quality and reduce costs. It is also cognizant of the need to maintain  
12 a balance between transportation regulation and investment promotion and to ensure  
13 that transport and logistics providers can obtain a reasonable return on their business  
14 operations.

1 The State also recognizes the sanctity of commercial contracts which lay down  
2 the obligations and risks assumed by the parties to facilitate fair, harmonious, and  
3 convenient trade negotiations and movement of goods.

4 Towards this end, the following objectives shall be pursued:

- 5 a. Protect Filipinos against deceptive, unfair, and unconscionable acts and  
6 practices;
- 7 b. Promote transparency in the transactions of international logistics service  
8 providers, including international shipping lines;
- 9 c. Ensure proper government oversight over the imposition of domestic  
10 charges by international shipping lines and related business practices;
- 11 d. Empower government institutions in their roles of promoting an efficient,  
12 competitive, and reliable logistics services; and
- 13 e. Formulate policies and develop programs that would redound to the  
14 development of the transport and logistics sector in support of domestic and  
15 international trade.

16 *Sec. 3. Definition of Terms.* – As used in this Act:

- 17 a. *Anchorage* refers to a place with sufficient depth of water where vessels  
18 berth within the harbor;
- 19 b. *Bill of Lading* refers to a document issued by a carrier that lists goods being  
20 shipped and specifies the terms of their transport;
- 21 c. *Cargo throughput* refers to the total volume of cargo discharged and loaded  
22 at the port. It includes breakbulk, liquid bulk, dry bulk, containerized cargo,  
23 transit cargo, and transshipment;
- 24 d. *Consignee* refers to the party appearing in the transport document to whom  
25 delivery may be lawfully made in accordance with the contract of carriage;
- 26 e. *Container deposit* refers to the amount posted with shipping lines, freight  
27 forwarders, customs brokers and logistics operators or their collection agent  
28 upon the pickup or withdrawal of the container from the port of container  
29 yard;
- 30 f. *Container yard* refers to a designated area where containers and chassis are  
31 received, stacked, and dispatched;

- 1 g. *Containerized cargo* refers to a cargo packed in vans or containers for easy  
2 handling and transporting of the same as a unit;
- 3 h. *Customs broker* refers to any person who is a bona fide holder of a valid  
4 Certificate of Registration or Professional Identification Card issued by the  
5 Professional Regulatory Board and Professional Regulation Commission  
6 pursuant to Republic Act No. 9280, otherwise known as the "Customs  
7 Brokers Act of 2004, as amended;"
- 8 i. *Delivery order* refers to a document issued by the shipping line releasing  
9 the cargo to the consignee mentioned in the Bill of Lading upon payment of  
10 all handling charges;
- 11 j. *Demurrage fee* refers to the amount charged by the shipping lines, freight  
12 forwarders, customs brokers, and logistics operators if full and loaded  
13 containers are not collected by the customers and remain inside the port,  
14 terminal, or container yard after the lapse of the allowable free time;
- 15 k. *Detention charges* refer to the amount charged by the shipping lines, freight  
16 forwarders, customs brokers, and logistics operators per day once  
17 customers have collected the empty containers from outside the port, but  
18 do not return the empty containers to the depots after the specified free  
19 time;
- 20 l. *Dwell time* refers to the number of hours spent by a vessel from waiting  
21 time to berthing, and until the time of completion of the un-berthing process  
22 on final departure;
- 23 m. *Freight forwarder* refers to an entity that acts as a cargo intermediary and  
24 facilitates transport of goods on behalf of its client without assuming the  
25 role of a carrier, or assuming such role in the case of non-vessel owning  
26 common carrier (NVOCC), which can also perform other forwarding  
27 services, such as booking cargo space, negotiating rates, preparing  
28 documents, advancing freight payments, providing packing or crating,  
29 trucking and warehousing, engaging as an agent or representative of a  
30 foreign non-vessel operating as a common carrier or cargo consolidator  
31 named in a master bill of lading (BL) as consignee of a consolidated  
32 shipment, and other related undertakings;

- 1 n. *Incoterms* refer to the International Chamber of Commerce-established  
2 trade rules in international sales contracts;
- 3 o. *Inland container depot* refers to an intermodal transport terminal, situated  
4 outside the ports and equipped for handling and temporary storage of  
5 cargo, which is authorized by the Bureau of Customs (BOC) to handle the  
6 processing, examination, and clearance of arriving laden containers;
- 7 p. *International commercial terms* refer to a set of internationally recognized  
8 rules which define the responsibilities of sellers and buyers. These specify  
9 who is responsible for paying for and managing the shipment, insurance,  
10 documentation, customs clearance, and other logistical activities;
- 11 q. *International shipping line or carrier* refers to person or entity who, in a  
12 contract of carriage, undertakes to perform or to procure the performance  
13 of carriage of goods by sea, or inland waterway or by a combination of such  
14 modes by issuing its own BL and assuming responsibilities for the shipments  
15 that call at the international ports of the Philippines;
- 16 r. *Last mile logistics* refers to the final step of the delivery process from a  
17 distribution center or facility to the end-user;
- 18 s. *Logistics service providers* refers to third-party logistics providers who are  
19 outsourced to manage a company's warehousing, distribution and  
20 transportation of freight;
- 21 t. *Non-containerized cargo* refers to goods shipped in pieces separately  
22 without the use of a container that include goods that are shipped in crates,  
23 bags, boxes, drums, and barrels and which come in extremely large sizes  
24 or dimensions;
- 25 u. *Non-vessel operating common carrier (NVOCC)* refers to an entity that  
26 provides a point-to-point service, without owning a vessel, and which may  
27 include several modes of transport of full container load (FCL) shipments or  
28 undertakes groupage of less than container load (LCL) shipments issues its  
29 own BL, and assumes responsibilities for the shipments;
- 30 v. *Port congestion* refers to a situation at the port, as determined by the  
31 Philippine Ports Authority (PPA) based on the guidelines and parameters set

1 by the MARINA Board (Board), that effectively stalls the movement of  
2 cargoes leading to adverse economic consequences;

3 w. *Service contract* refers to a contract between a shipper and a carrier or  
4 conference which contains the terms and conditions respecting the  
5 transport of goods from a foreign port to a Philippine port or vice-versa;

6 x. *Shipper* refers to the person or company named in the shipping documents  
7 as the party responsible for initiating the shipment and entering a transport  
8 contract with the carrier; and

9 y. *Port or terminal operator* refers to an entity that owns or leases ports or  
10 terminals and is involved in managing the movement of cargo containers  
11 between cargo ships, trucks, and freight trains, and in optimizing the flow  
12 of goods through customs to minimize the amount of time a ship spends in  
13 port. A port or terminal operator may be a public or private entity.

14 Sec. 4. *Coverage.* – This Act shall apply to all aspects affecting the imposition  
15 of shipping charges by international carriers arriving at or originating from Philippine  
16 ports.

17 Sec. 5. *Transparency of Freight and Other Charges.* – Upon the effectivity of  
18 this Act, all port or terminal operators, international carriers, NVOCCs and forwarders  
19 shall inform the Maritime Industry Authority (MARINA) of their regular shipping  
20 charges and fees and publish the same in a newspaper of general circulation:  
21 *Provided,* That the publication requirement is deemed complied with by the  
22 establishment and management of a real-time online website accessible to the public.  
23 No charges or fees shall be imposed beyond the published rates.

24 No new or initial rate or change in an existing rate that results in an increased  
25 cost to the shipper may become effective earlier than thirty (30) days after the  
26 submission to the MARINA of such new shipping rates, except when allowed by  
27 MARINA for reasonable or good cause: *Provided,* That a change in an existing rate  
28 resulting in a decreased cost to the shipper may become effective upon publication  
29 and filing.

30 Sec. 6. *Imposition of Local Shipping Charges by International Carriers.* – No  
31 local charges or surcharges, except for internationally-accepted surcharges, fees for  
32 value-added services, and behavioral charges such as late payment fee, container

1 insurance, shall be charged by international shipping lines or their agents, freight  
2 forwarders and NVOCCs to Philippine consignees and shippers. The imposition and  
3 parameters of such imposition must be clearly defined in the contract of carriage and  
4 subscribed by the shipper or consignee.

5        *Sec. 7. Agreements.* – Within ninety (90) days after the effectivity of this Act,  
6 certified copies of all existing agreements between and among international carriers  
7 operating in Philippine ports and agreements among Philippine port or terminal  
8 operators as well as among one or more Philippine port or terminal operators and one  
9 or more international carriers operating in Philippine ports that affect Philippine  
10 maritime trade, shall be submitted to the MARINA.

11        Any agreement or any amendment thereto shall become effective thirty (30)  
12 days after such submission: *Provided,* That during the effectivity of such agreement,  
13 if the MARINA determines that the same is likely to produce an unreasonable reduction  
14 in transportation services or an unreasonable increase in transportation cost, it may  
15 refer the same to the Philippine Competition Commission (PCC) for appropriate action.

16        *Sec. 8. Detention Charges and Demurrage Fees.* – No detention charges in the  
17 return of empty containers shall be imposed by shipping lines when the delay is caused  
18 by them. For this purpose, international shipping lines must ensure that the delivery  
19 order always indicates the container depot where the empty container owned by the  
20 shipping lines must be returned.

21        Any demurrage fee or detention charge shall not constitute a direct or indirect  
22 lien on container deposits or on other cargoes or shipments covered by a separate  
23 transaction of the same shipper or consignee.

24        *Sec. 9. Container Deposits.* – The MARINA may allow the imposition of  
25 container deposits only if:

- 26        a. the forwarders or agents of international shipping lines implement an  
27        expeditious procedure in refunding the same within a non-extendible period  
28        of fifteen (15) days from the return of the container;
- 29        b. there are clear and fair standards for deductions made known by such  
30        forwarders or agents to the other party prior to engagement; and
- 31        c. there is actual proof that a container deposit has been paid before any  
32        deduction is made.



1            *Sec. 10. Role of Government Agencies.* – To effectively implement and carry  
2 out the objectives of this Act the following agencies shall exercise and enforce the  
3 following functions in addition to their existing mandates:

4            a. Department of Transportation – The DOTr shall facilitate the expansion of  
5 port system capacity of port authorities and the expansion of the Philippine  
6 freight transport system to facilitate the movement of containers to and  
7 from the ports.

8            b. Maritime Industry Authority – The MARINA shall ensure competitive and  
9 efficient international maritime transportation services for the shipping  
10 public by:

11            1. Reviewing and monitoring agreements among international shipping  
12 lines and port operators serving Philippine ports to ensure that they  
13 do not cause substantial increases in transportation costs or  
14 reduction in transportation services. In applicable cases, the MARINA  
15 may endorse any agreement that it finds anti-competitive to the PCC  
16 for appropriate action;

17            2. Investigating, hearing and adjudicating complaints regarding the  
18 imposition of rates and charges, and practices of international  
19 shipping lines, NVOCCs, and other logistics service providers that  
20 impede efficient commerce;

21            3. Imposing fines and charges in the exercise of its adjudicatory  
22 functions;

23            4. Ensuring that the international shipping lines' tariff rates and charges  
24 are published, and automated tariff systems are electronically  
25 available;

26            5. Accrediting sea freight forwarders such as NVOCC, international  
27 freight forwarders and other similar maritime enterprises; and

28            6. Exercising supervision over sea freight forwarders, domestic freight  
29 forwarders, and other similar maritime enterprises including the ship  
30 agents and their representatives, branches, offices, or subsidiaries of  
31 international shipping lines to ensure the reasonableness of their  
32 rate-setting mechanism for local fees and charges, and compliance

1 with existing laws, rules and regulations relating to standards of  
2 safety, quality and efficiency of operation.

3 c. Department of Trade and Industry – The DTI shall:

- 4 1. In coordination with the DOTr, the National Economic and  
5 Development Authority (NEDA), the DPWH, the MARINA, and the  
6 PPA, develop a long-term National Logistics Strategy that will  
7 establish an integrated transport and logistics sector that shall  
8 facilitate the efficient and timely movement of goods. The National  
9 Logistics Strategy shall include the identification of international  
10 gateway and secondary airports and seaports, development of new  
11 Roll On – Roll Off (RORO) ports and facilities, rail development,  
12 warehousing improvement, and connectivity enhancement;
- 13 2. Ensure efficiency and competitiveness of the logistics services sector;
- 14 3. Coordinate with other agencies to ensure the efficient movement of  
15 goods and empty containers and lower logistics cost;
- 16 4. Encourage investment in the logistics services sector particularly in  
17 trucking service, freight forwarders, container yards and depot, dry  
18 and cold warehouses, and last mile logistics; and
- 19 5. Monitor matters relating to transparency of local charges to  
20 implement to the full extent existing consumer trade laws to curb  
21 unconscionable business practices, excessive and unnecessary fees,  
22 charges, and surcharges imposed as local charges by international  
23 shipping lines, their agents or forwarders.

24 d. Philippine Ports Authority and other port authorities – The PPA and other  
25 port authorities shall:

- 26 1. In case of urgent need, ensure as far as practicable that international  
27 shipping lines are given ample berthing space to facilitate the safe  
28 loading and unloading of empty containers in coordination with the  
29 port or terminal operator;
- 30 2. Hasten the provision of the necessary infrastructure facilities by  
31 expanding the capacity of government-owned ports with existing

1 contracts for handling of foreign vessels and foreign cargoes and  
2 facilitate the building of additional ports by the private sector;

3 3. Oversee the strict enforcement of the regulations on overstaying  
4 foreign containers, whether laden or empty. For this purpose, the  
5 PPA and other port authorities shall review the effectiveness of  
6 current storage charges imposed on overstaying containers to  
7 improve port efficiency and prevent congestion;

8 4. Determine the existence of port congestion. Towards this end, the  
9 PPA shall, within ninety (90) days from the effectivity of this Act,  
10 formulate and issue a Port Congestion Contingency Plan, in  
11 consultation with the Board. The Port Congestion Contingency Plan  
12 shall be implemented by the relevant agencies upon the declaration  
13 of an imminent port congestion;

14 5. Promulgate rules and regulations to maximize the use and further  
15 development of the Ports of Batangas, Subic and other ports and  
16 terminals deemed appropriate as alternates to the Port of Manila  
17 (POM) and the Manila International Container Port (MICP). Further,  
18 the PPA and Subic Bay Metropolitan Authority (SBMA) shall facilitate  
19 the expansion of the Ports of Batangas and Subic to accommodate  
20 shipments originally bound for POM and MICP and the development  
21 of other inland container depots (ICDs);

22 6. Require all international port operators to maintain an online portal  
23 accessible to the DTI, BOC, DOTr, MARINA, PPA, and other port  
24 authorities that will provide information regarding daily summary of  
25 cargo throughput (volume and value), port dwell time of ships, dwell  
26 time of cargoes (containerized and non-containerized), average  
27 vessel waiting time at anchorage, and container yard utilization to  
28 facilitate the monitoring of port utilization; and

29 7. Implement the Port Development Master Plan to support economic  
30 growth.

31 e. Bureau of Customs – The BOC shall:

32 1. Expedite the accreditation and activation of ICDs;

- 1                   2. Establish and manage a centralized database to facilitate a real-time  
2                   inventory and monitor the movement of containers;
- 3                   3. Promulgate rules and regulations for the container yard utilization of  
4                   ICDs;
- 5                   4. Together with MARINA, establish a one-stop shop or satellite office  
6                   inside the customs premises, housing all representatives of  
7                   international shipping lines, their forwarders, and agents, for easier  
8                   coordination in the implementation of this Act; and
- 9                   5. In coordination with the PPA, Cebu Ports Authority, SBMA, PHIVIDEC  
10                  Industrial Authority, Cagayan Economic Zone Authority, Regional  
11                  Ports Management Authority, Bases Conversion Development  
12                  Authority, Authority of the Freeport Bataan and other port  
13                  authorities, promulgate, review and revise the guidelines, regulations  
14                  and standards on such matters as:
  - 15                  i.       Ensuring the availability of inland container depot space  
16                  for their empty containers;
  - 17                  ii.       Coordination with operators of designated container yards  
18                  and inland container depots with sufficient capacity to  
19                  accommodate the volume of containers per shipment;
  - 20                  iii.       Disposition of seized and abandoned cargoes to facilitate  
21                  the decongestion of port terminals; and
  - 22                  iv.       Ensuring the swift processing of laden containers and  
23                  loading of empty containers from the port to avoid  
24                  congestion.
- 25                  f. Philippine Competition Commission – The PCC shall:
  - 26                  1. *Motu proprio* or upon a verified complaint of any interested party,  
27                  investigate cases involving violations of competition laws and  
28                  regulations in relation to maritime trade;
  - 29                  2. Review and take necessary actions on findings of anti-competitive  
30                  behavior that are endorsed to the Commission by the MARINA; and
  - 31                  3. Coordinate with MARINA and DTI in the implementation of  
32                  competition policies in the maritime sector.

1            *Sec. 11. Additional Members of the MARINA Board.* – To effectively implement  
2 the objectives of this Act, the following shall be made members of the Board in addition  
3 to its existing membership:

- 4            a. Secretary of Foreign Affairs;
- 5            b. Secretary of Agriculture;
- 6            c. Secretary of Public Works and Highways;
- 7            d. Secretary of NEDA;
- 8            e. Commissioner of Customs;
- 9            f. Chairperson of the PCC;
- 10           g. Chairperson of the Land Transportation Franchising and Regulatory Board;
- 11           and
- 12           h. One representative from each of the following private sector groups who  
13 shall be appointed as non-voting members:
  - 14            1. Association of domestic shipping lines;
  - 15            2. Association of international shipping lines;
  - 16            3. Association of exporters;
  - 17            4. Association of importers;
  - 18            5. Largest national association of business entities;
  - 19            6. Association of supply chain and logistics companies;
  - 20            7. Association of freight forwarders;
  - 21            8. Association of ship agents;
  - 22            9. Association of container depot operators; and
  - 23            10. Association of trucking operators.

24            The private sector representatives for each of the private sector groups shall  
25 be appointed by the President of the Philippines from the nominees submitted by the  
26 aforementioned entities or associations for a term of three (3) years, and may be  
27 reappointed only once.

28            Upon the expiration of their terms, the private sector members of the Board  
29 shall serve in a hold-over capacity until their successors have been qualified and  
30 appointed. Any vacancy on the Board pertaining to the representatives of the private  
31 sector shall be replaced by a person belonging to the same group represented by the  
32 member who left the position vacant. The successor, who shall act in a permanent

1 capacity, shall only serve for the unexpired portion of the term vacated unless  
2 reappointed.

3        *Sec. 12. Additional Powers and Functions of the Board.* – In addition to its  
4 existing powers and functions, the Board shall:

- 5        a. Advise the MARINA on policies relating to the competitiveness, reliability,  
6            integrity, and fairness of the maritime freight delivery system;
- 7        b. Provide MARINA with information, insight, and expertise pertaining to  
8            conditions in the maritime freight delivery system;
- 9        c. Make recommendations to enhance the existing policies relating to maritime  
10            freight delivery system or to adopt additional policies;
- 11        d. Provide MARINA with the guidelines necessary in the determination of the  
12            basis and reasonableness of local charges being imposed by international  
13            shipping lines; and
- 14        e. Encourage relevant government agencies and affected local government  
15            units to take appropriate actions on matters and issues affecting Philippine  
16            trade and transport logistics.

17        *Sec. 13. National Logistics Efficiency Policy.* – The Board shall formulate a  
18 National Logistics Efficiency Policy (NLEP) to ensure the efficiency of customs and  
19 border management, quality of trade and transport infrastructure, competence of  
20 logistics services, their ability to track and trace consignments, and the  
21 competitiveness of shipping prices. The NLEP shall serve as a guide in the formulation  
22 and issuance of the rules, regulations, and programs of the implementing agencies  
23 specified in this Act.

24        The policy shall institutionalize the use of information technology to enhance  
25 connectivity among relevant government agencies to facilitate efficient business  
26 transaction consistent with the objectives of Republic Act No. 11032 or the Ease of  
27 Doing Business and Efficient Government Service Delivery Act.

28        *Sec. 14. Prohibited Acts.* – It shall be unlawful for any international carrier or  
29 its agent, port or terminal operator, NVOCC, or logistics service provider to perform  
30 the following acts:

- 1 a. Operate under an agreement that has been suspended by virtue an order  
2 of a proper authority, or a temporary restraining order or rendered  
3 ineffective by injunction issued by the court;
- 4 b. Charge, demand, collect, or receive greater, less, or different compensation  
5 for the transportation of property or for any service in connection therewith  
6 than the rates and charges provided in the service contract or those  
7 published and filed with the MARINA; and
- 8 c. Engage in any anti-competitive practice prohibited under Republic Act No.  
9 10667 or the Philippine Competition Act.

10 Sec. 15. *Penalties.* – The violation of the provisions of this Act or its guidelines  
11 shall be sanctioned by the penalties as may be determined by the MARINA such as  
12 fines, cancellation of the accreditation, or the blacklisting of any forwarder, agent or  
13 international shipping line, or both.

14 In fixing the amount for fines, the MARINA shall take into consideration the  
15 gravity of the violation, based on a criteria to be prescribed in the rules and regulations  
16 to be issued to implement this Act.

17 The imposition of penalties and other sanctions under this Act shall not preclude  
18 any aggrieved party or government agency from filing a criminal, civil or administrative  
19 case for violation of existing laws, rules, and regulations by reason of the same act or  
20 omission.

21 Sec. 16. *Education Campaign.* – The MARINA and the DTI shall, in coordination  
22 with private stakeholders, develop a program to educate all Philippine shippers and  
23 consignees on how to negotiate using the Incoterms, the freight, and other shipping  
24 charges imposed by forwarders and agents of international shipping lines, the best  
25 practices to manage or control the supply chain and updates in the implementation of  
26 this Act.

27 Sec. 17. *Submission of Annual Report.* – The Board shall, not later than the first  
28 quarter of the succeeding year, submit to the President of the Philippines and both  
29 Houses of Congress an annual report containing the summary of all transactions  
30 pertaining to international shipping operations as well as the issues and concerns of  
31 the industry and recommend, if necessary, measures that require legislative action.

1           Sec. 18. *Implementing Rules and Regulations.* – Within sixty (60) days from  
2 the effectivity of this Act, the Board shall promulgate the necessary rules and  
3 regulations for its effective implementation.

4           Sec. 19. *Suppletory Application of Related Laws.* – The applicable provisions of  
5 Presidential Decree No. 474, Executive Order Nos. 125 and 125-A, s. 1987, Republic  
6 Act No. 7394 or the Consumer Act of the Philippines, Republic Act No. 10863 or the  
7 Customs Modernization and Tariff Act, Republic Act No. 10667 or the Philippine  
8 Competition Act and all other related laws, rules, and regulations, insofar as they are  
9 not inconsistent, shall supplement in the implementation of the provisions of this Act.

10          Sec. 20. *Separability Clause.* – Should any provision herein be declared  
11 unconstitutional, the other provisions not affected shall remain in full force and effect.

12          Sec. 21. *Repealing Clause.* – All laws, decrees, orders, rules and regulations or  
13 other issuances or parts inconsistent with the provisions of this Act are hereby  
14 repealed, amended or modified accordingly.

15          Sec. 22. *Effectivity.* – This Act shall take effect fifteen (15) days after its  
16 publication in the *Official Gazette* or in at least two (2) national newspapers of general  
17 circulation.

*Approved,*