

**[BC CUSTOMS ADMINISTRATIVE ORDER NO. 1-
2007, March 01, 2007]**

**PENALTIES RELATED TO INWARD FOREIGN MANIFEST AND
CONSOLIDATED CARGO MANIFEST**

1. OBJECTIVES

1.1 To make available to the different offices of the Bureau of Customs (BOC) accurate data and information concerning vessels and cargoes at the earliest possible time in order that said offices may freely utilize the same for anti-terrorism, law enforcement, and other related purposes;

1.2 To ensure that the Inward Foreign Manifest and Consolidated Cargo Manifest are submitted:

- 1.2.1 In the prescribed form,
- 1.2.2 With all the required information,
- 1.2.3 At the prescribed time, and
- 1.2.4 To the designated customs officials and offices;

1.3 To enable BOC to have advance information of cargoes destined to the Philippines in order to evaluate the risk of smuggling;

1.4 To obligate shipping lines, Non-Vessel Operating Common Carriers/Cargo Consolidators/Co-loaders/Breakbulk Agents to electronically transmit manifest information to Customs twelve (12) hours before arrival of vessel; and

1.5 To expedite the release of legitimate cargo upon arrival in the Philippines.

2. GLOSSARY OF TERMS:

For the purposes of this Order, the following terms are defined:

2.1 **Consolidated shipment** – two or more shipments from several shippers which are assembled and consolidated at one point of origin, each covered by individual house/ forwarder's bill of lading and consigned to consignees which are shipped together under one master ocean bill of lading by a freight forwarder/consolidator to breakbulk agent at the port of destination for delivery to their respective consignees.

2.2 **Consolidated Cargo Manifest (CCM)** – a true and accurate manifest of all the individual shipments in the consolidation destined and intended to be unloaded at a port entry in the Philippines, submitted as rider to the inward foreign manifest of the carrying vessel.

2.3 **Non-Vessel Operation Common Carrier (NVOCC)** – a carrier that does not operate the vessel by which the ocean transportation is provided, and is a shipper in its relationship with an ocean common carrier but which issues bills of lading in its name to shipper under its solicitation to whom it directly assumes the liabilities and responsibilities of a carrier.

2.4 **Consolidator** – a foreign forwarder acting as an NVOCC which procures transport of goods by sea and issues in its name house/forwarder's bills of lading, to whom it directly assumes the liabilities and responsibilities of a carrier for the destination of such goods and transports the shipment together in its name under a master ocean bill of lading consigned to a breakbulk agent at the port of destination.

2.5 **Co-loader** – a consolidator who can not fully fill up a container and utilizes the services of another consolidator (master loader) to assume the responsibility of transporting cargoes from named port/point of origin to named port/point of destination. Co-loader acts as the shipper in its relationship to the master loader. It could also refer to a shipping line using the services of another shipping line for the transport of the former's cargo from the port of origin to the port of destination.

2.6 **Shipper** – shall mean the owner or person for whose account the ocean transportation of cargo is provided.

2.7 **Consignee** – the party appearing in the transport document to whom delivery may be lawfully made in accordance with the contract of carriage.

3. INWARD FOREIGN MANIFEST (IFM) AND CONSOLIDATED CARGO MANIFEST (CCM) CONTENTS:

3.1 The following information must appear in the IFM/CCM for each cargo listed therein:

- 3.1.1 Bill of lading number
- 3.1.2 Marks and numbers of cartons, drums, boxes, crates and others forms of protective packaging;
- 3.1.3 Container and seal number if containerized and initials FCL, if full container load, and LCL, if less container load.
- 3.1.4 Number of packages
- 3.1.5 Kind of packages (cartons, boxes, crates, drums, etc.)
- 3.1.6 Contents of Description of Cargo
- 3.1.7 Shipper
- 3.1.8 Consignee
- 3.1.9 Gross weight in metric tons
- 3.1.10 Measurement in cubic meters
- 3.1.11 Port of Origin
- 3.1.12 Notify Party

4. ADVANCE SUBMISSION OF IFM AND CCM; SANCTIONS IN CASE OF DELAY

4.1 The IMF, in the case of shipping line and CCM in the case of NVOCC/Cargo