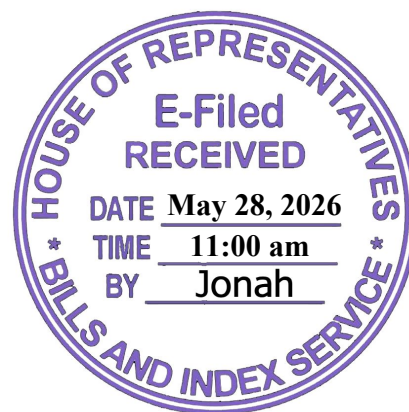




Republic of the Philippines
House of Representatives
Quezon City, Metro Manila

Twentieth Congress
First Regular Session

HOUSE BILL NO. 9505



Introduced by Representatives Ferdinand Martin G. Romualdez, Yedda Marie K. Romualdez, Andrew Julian K. Romualdez and Jude A. Acidre

AN ACT
STRENGTHENING THE COMPETITIVENESS OF PHILIPPINE
EXPORTS THROUGH THE MODERNIZATION OF EXPORT LOGISTICS,
TRADE FACILITATION, DIGITAL INTEROPERABILITY, AND SUPPLY
CHAIN INFRASTRUCTURE, CREATING THE NATIONAL EXPORT
LOGISTICS COMPETITIVENESS COUNCIL, AND FOR OTHER
PURPOSES

EXPLANATORY NOTE

Efficient logistics systems and modern trade facilitation mechanisms are critical drivers of economic growth, industrialization, investment promotion, and export competitiveness. In an increasingly interconnected and technology-driven global economy, the ability of a country to move goods efficiently across borders significantly influences its attractiveness to investors, its participation in global value chains, and the competitiveness of its domestic industries.

Despite the strategic importance of exports to national development, the Philippines continues to face persistent logistics and supply chain inefficiencies that increase the cost of doing business and weaken the competitiveness of Philippine goods in international markets. Exporters continue to encounter fragmented regulatory processes, duplicative documentary requirements, port congestion, prolonged cargo dwell times, inconsistent border procedures, and insufficient digital

interoperability among government agencies. These inefficiencies disproportionately affect micro, small, and medium enterprises (MSMEs), agricultural exporters, and emerging industries seeking access to global markets.

This proposed measure seeks to establish a comprehensive national policy framework for export logistics competitiveness by institutionalizing coordinated trade facilitation reforms, digital interoperability among government agencies, modern customs and border processing systems, performance-based logistics standards, and infrastructure alignment for export development. The bill likewise establishes a National Export Logistics Competitiveness Council (NELCC) to ensure whole-of-government coordination and measurable implementation of export logistics reforms.

The measure further promotes the establishment of a Single Electronic Export Window to enable end-to-end paperless export processing, reduce administrative burdens, improve transparency, and streamline interactions between exporters and government agencies. It likewise institutionalizes risk-based inspections, trusted exporter programs, logistics performance monitoring systems, and public transparency mechanisms to improve efficiency and accountability in export processing.

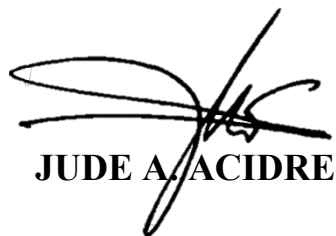
By establishing a modern, integrated, transparent, and technology-driven export logistics system, the State affirms its commitment to building a more resilient, innovation-oriented, and globally competitive Philippine economy capable of adapting to the evolving demands of international trade and supply chain development.

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


FERDINAND MARTIN G. ROMUALDEZ


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JUDE A. ACIDRE



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

SECTION 1. Short Title. - This Act shall be known as the “Philippine Export Logistics Competitiveness Act.”

SEC. 2. Declaration of Policy. - It is hereby declared the policy of the State to promote industrialization, economic growth, trade facilitation, and the global

competitiveness of Philippine exports by establishing an efficient, integrated, modern, resilient, and technology-driven export logistics and supply chain system. The State recognizes that efficient logistics systems, interoperable digital trade infrastructure, streamlined border processes, and reliable transportation networks are essential to national development, food security, investment promotion, regional integration, and participation in global value chains.

Towards this end, the State shall adopt measures to reduce export logistics costs, eliminate unnecessary regulatory burdens, modernize customs and trade facilitation systems, improve port and transport efficiency, promote interoperability among government agencies, and strengthen public-private coordination in logistics and export development. The State shall likewise promote innovation, digital transformation, transparency, accountability, and infrastructure alignment to ensure that Philippine goods remain competitive in international markets.

SEC. 3. Objectives. - This Act seeks to:

- (a) Reduce total export logistics costs by at least thirty percent (30%) within five (5) years from the effectivity of this Act;
- (b) Streamline, harmonize, and digitize export documentation, inspection, payment, and clearance procedures;
- (c) Establish interoperable and paperless export processing systems across government agencies;

(d) Reduce cargo dwell time, port congestion, and administrative delays affecting exporters;

(e) Promote risk-based, intelligence-driven, and technology-enabled customs and inspection systems;

(f) Enhance transparency, predictability, and accountability in export logistics and border processing;

(g) Improve logistics connectivity between production centers, economic zones, airports, seaports, and international gateways;

(h) Strengthen the competitiveness of micro, small, and medium enterprises (MSMEs) engaged in export activities; and

(i) Promote innovation, digital transformation, and sustainable logistics development.

SEC. 4. Definition of Terms. - For purposes of this Act:

(a) “Export Logistics Costs” refer to all costs associated with the storage, handling, documentation, inspection, customs clearance, transportation, warehousing, port usage, and shipment of export goods;

(b) “Single Electronic Export Window” refers to a unified digital platform through which exporters may submit, process, track, and receive approvals for all export-related permits, certifications, payments, and clearances;

(c) “Interoperability” refers to the capability of information systems, agencies, and digital platforms to securely exchange and utilize shared data in real time;

(d) “Risk-Based Inspection” refers to an inspection framework that utilizes data analytics, intelligence systems, compliance history, and risk profiling to determine the level of inspection required for export shipments;

(e) “Cargo Dwell Time” refers to the length of time cargo remains within ports, terminals, or customs facilities from arrival until release or loading;

(f) “Trusted Exporter Program” refers to a government-recognized compliance program granting expedited processing privileges to exporters with established records of regulatory compliance;

(g) “Logistics Service Providers” refer to entities engaged in freight forwarding, warehousing, trucking, shipping, customs brokerage, cargo handling, cold chain operations, and related logistics activities;

(h) “Trade Facilitation” refers to measures that simplify, modernize, and harmonize export and import processes to reduce trade costs and improve efficiency.

SEC. 5. Creation of the National Export Logistics Competitiveness Council (NELCC). - There is hereby created a National Export Logistics Competitiveness Council (NELCC), hereinafter referred to as the “Council,” which shall serve as the primary inter-agency body responsible for the implementation and coordination of this Act.

The Council shall be chaired by the Secretary of Trade and Industry, with the following as members:

- (a) Secretary of Finance;
- (b) Secretary of Transportation;
- (c) Secretary of Agriculture;
- (d) Secretary of Information and Communications Technology;
- (e) Director General of the National Economic and Development Authority;
- (f) Commissioner of Customs;
- (g) General Manager of the Philippine Ports Authority;
- (h) Representative from the Philippine Competition Commission;
- (i) Representatives from exporters’ associations;
- (j) Representatives from logistics and supply chain industry associations; and
- (k) Such other agencies or stakeholders as the Council may determine necessary.

SEC. 6. Powers and Functions of the Council. - The Council shall:

- (a) Formulate and oversee the implementation of a National Export Logistics Competitiveness Roadmap;

- (b) Establish measurable annual targets for reducing export logistics costs and improving trade facilitation indicators;
- (c) Harmonize export-related regulatory requirements, procedures, and documentation among government agencies;
- (d) Identify and remove administrative, regulatory, and operational bottlenecks affecting exporters;
- (e) Monitor compliance of agencies with the interoperability and streamlining requirements of this Act;
- (f) Recommend policy, fiscal, administrative, and regulatory reforms to improve export competitiveness;
- (g) Coordinate with the private sector, exporters, logistics providers, port operators, and international development partners;
- (h) Establish national benchmarks and performance indicators for export logistics efficiency; and
- (i) Submit annual reports to Congress and the Office of the President.

SEC. 7. Establishment of the Single Electronic Export Window. - Within two (2) years from the effectivity of this Act, all government agencies involved in export processing, including the Bureau of Customs (BOC), Philippine Ports Authority

(PPA), Food and Drug Administration (FDA), Bureau of Plant Industry (BPI), Bureau of Animal Industry (BAI), and other relevant agencies, shall fully integrate their export-related systems into a Single Electronic Export Window.

The system shall provide for:

- (a) End-to-end paperless export processing;
- (b) Electronic submission and approval of permits and certifications;
- (c) Real-time cargo tracking and monitoring;
- (d) Electronic payment systems;
- (e) Secure data sharing and interoperability among agencies;
- (f) Use of digital signatures and electronic documents; and
- (g) Automated application tracking and status notifications.

No agency shall require the resubmission of documents already available within the integrated system.

SEC. 8. Service Delivery Standards and Trade Facilitation Measures. - The Council, in coordination with concerned agencies, shall establish maximum processing periods for export permits, inspections, customs clearances, cargo releases, and related procedures.

All agencies shall adopt:

- (a) Risk-based and intelligence-driven inspection systems;
- (b) Expedited processing mechanisms for compliant exporters;
- (c) Green lane processing systems;

- (d) Electronic scheduling systems for inspections and cargo handling; and
- (e) Automated customs and border processing systems.

Failure to act on applications within prescribed periods, without valid legal or technical justification, shall subject responsible officials to administrative review in accordance with civil service and anti-red tape laws.

SEC. 9. Trusted Exporter and Green Lane Programs. - The Bureau of Customs, in coordination with the Council, shall establish a Trusted Exporter Program granting expedited processing, reduced inspection rates, priority cargo handling, and simplified procedures for exporters with strong compliance records.

The program shall prioritize:

- (a) MSME exporters;
- (b) Agricultural exporters;
- (c) Strategic manufacturing exporters; and
- (d) Exporters utilizing digital compliance systems.

SEC. 10. Port Efficiency and Logistics Performance Standards. - The Philippine Ports Authority, Bureau of Customs, and relevant port operators shall establish and publish performance indicators, including:

- (a) Cargo dwell time;
- (b) Truck turnaround time;
- (c) Customs processing time;
- (d) Cargo release efficiency;

- (e) Inspection rates;
- (f) Port congestion levels; and
- (g) Logistics cost indicators.

Such performance metrics shall be publicly accessible through a National Logistics Performance Dashboard.

SEC. 11. Infrastructure Alignment and Logistics Corridors. - The Department of Transportation (DOTr), Department of Public Works and Highways (DPWH), Philippine Ports Authority (PPA), Civil Aviation Authority of the Philippines (CAAP), and other relevant agencies shall prioritize infrastructure projects that improve connectivity between production centers, economic zones, logistics hubs, airports, seaports, and export gateways.

The government may designate strategic Export Logistics Corridors to support high-value agricultural, manufacturing, and industrial export sectors.

SEC. 12. MSME Export Support and Capacity Building. - The Department of Trade and Industry (DTI), in coordination with relevant agencies and the private sector, shall implement training, technical assistance, and digital capacity-building programs for MSMEs engaged in export activities.

Such programs shall include:

- (a) Export documentation and compliance;
- (b) Digital trade systems;
- (c) Logistics optimization;

- (d) International standards compliance; and
- (e) Market access facilitation.

SEC. 13. Competition and Fair Trade Safeguards. - The Philippine Competition Commission shall monitor anti-competitive practices, abuse of dominant position, unreasonable pricing, collusion, or restrictive arrangements within the logistics, warehousing, cargo handling, and port services sectors that may adversely affect export competitiveness.

SEC. 14. Logistics Innovation and Modernization Incentives. - Subject to existing laws, rules, and regulations, the government may provide fiscal or non-fiscal incentives for investments in:

- (a) Smart logistics systems;
- (b) Cold chain infrastructure;
- (c) Green logistics technologies;
- (d) Automated warehousing systems;
- (e) Digital trade infrastructure;
- (f) AI-driven supply chain management systems; and
- (g) Export-oriented logistics modernization initiatives.

SEC. 15. Data Governance and Transparency. - The Philippine Statistics Authority (PSA), in coordination with the Council, shall collect, analyze, and publish export logistics performance data, including logistics cost components, trade processing timelines, port efficiency metrics, and supply chain performance indicators.

All agencies covered by this Act shall comply with national data governance, cybersecurity, and data privacy standards.

SEC. 16. Annual Reporting and Congressional Review. - The Council shall submit an annual report to Congress detailing:

- (a) Progress toward export logistics cost reduction targets;
- (b) Implementation status of digital integration measures;
- (c) Agency compliance with this Act;
- (d) Logistics performance indicators;
- (e) Identified bottlenecks and corrective actions; and
- (f) Recommendations for further legislative or administrative reforms.

Congress shall conduct a comprehensive review of this Act every five (5) years.

SEC. 17. Appropriations. - The amount necessary for the initial implementation of this Act shall be charged against the current appropriations of the concerned agencies. Thereafter, such sums as may be necessary for the continued implementation of this Act shall be included in the annual General Appropriations Act.

The government may likewise receive grants, technical assistance, and development support from domestic or international sources, subject to existing laws, rules, and regulations.

SEC. 18. Implementing Rules and Regulations. - Within one hundred twenty (120) days from the effectivity of this Act, the Department of Trade and Industry, in coordination with the member agencies of the Council and relevant stakeholders, shall promulgate the necessary rules and regulations for the effective implementation of this Act.

SEC. 19. Separability Clause. - If any provision or part of this Act is declared unconstitutional or invalid, the remaining provisions not affected thereby shall remain in full force and effect.

SEC. 20. Repealing Clause. - All laws, decrees, executive orders, rules and regulations inconsistent with this Act are hereby repealed or modified accordingly.

SEC. 21. Effectivity. - This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in a newspaper of general circulation.

Approved,