

DEPARTMENT ADMINISTRATIVE ORDER NO. 24-09

Series of 2024

SUBJECT: NEW RULES ON SEA FREIGHT FORWARDING

WHEREAS, under Section 9, Article XVI of the 1987 Constitution, "the State shall protect consumers from trade malpractices and from substandard or hazardous products";

WHEREAS, among the powers of the Department of Trade and Industry (DTI) as prescribed by Executive Order (EO) No. 292 or the Administrative Code of 1987 are to formulate and implement policies, plans, and programs relative to the regulation of trade, industry, and investments; to protect consumers from trade malpractices and from substandard or hazardous products; and, to administratively adjudicate and impose reasonable fines and penalties for violation of existing trade and industry laws;

WHEREAS, under Section 1 of EO No. 514, Series of 1992 providing for the regularization of the Philippine Shippers' Council (PSC) more known as SHIPPERCON, it is the declared policy of the State to facilitate and assist the development and growth of the Philippine trade and the national economy by enhancing the legitimate interests of the Philippine shippers;

WHEREAS, by virtue of EO No. 514, Series of 1992, the PSC was converted into regular agency under the DTI, known as the Philippine Shippers' Bureau (PSB) whose powers and functions include, among others, the authority and duty to conduct consultations with relevant companies, government authorities, and other persons, whether foreign or domestic, for the shipment of goods on time at reasonable rates and acceptable shipping terms and conditions; to mediate and/or arbitrate disputes between members of associations of shipping interests and between the said members and non-members; and, to register and accredit non-vessel operating common carriers, freight forwarders, cargo consolidators, and breakbulk agents in accordance with existing agreements and charge reasonable fees thereof;

WHEREAS, Section 3(f) of Republic Act (RA) No. 7844 approved on 21 December 1994, known as "The Export Development Act," provides among others, that urgent attention must be given to policies affecting infrastructure in order to ensure the adequate supply and quality of transportation (e.g. shipping and cargo handling) to support the flow of goods and services in the context of the national export drive;

WHEREAS, Rule IX of the PSB Administrative Order (AO) No. 6, Series of 2005 revising AO No. 2, Series of 1996 known as the Rules on Freight Forwarding, provided then PSB with visitatorial power to effectively enforce and check compliance therewith through an inspection team duly authorized to enter, whenever necessary, any establishment, office and premises;

WHEREAS, the DTI Rationalization Plan of 2014, which was issued pursuant to EO No. 366 dated 04 October 2004, deactivated the PSB and created the Supply Chain and Logistics Management Division (SCLMD) and the Fair-Trade Enforcement Bureau (FTEB) respectively.

WHEREAS, pursuant to the abovementioned, SCLMD is mandated to formulate policies and measures relative to the establishment of a system of accreditation of sea freight forwarders, and logistics providers, while FTEB through its Business Licensing and Accreditation Division (BLAD), is mandated to implement among others the accreditation scheme for sea freight forwarders, non-vessel operating common carrier, cargo consolidators, and breakbulk agents in accordance with PSB Administrative Order No. 6, Series of 2005 and other pertinent rules and guidelines;

WHEREAS, RA No. 11032, or the Ease of Doing Business (EODB) and Efficient Delivery of Government Services Act of 2018, was enacted where it is ordained in the said law together with its recently issued Implementing Rules and Regulations (IRR) that all government

agencies or offices shall reengineer their systems and procedures, as would streamline the delivery of services, to reduce bureaucratic red tape and processing time, and to promote efficiency and simplicity of processes;

WHEREAS, to make the provisions in PSB AO No. 6, Series of 2005 consistent with the mandate of RA No. 11032 and its IRR, it becomes imperative to effect appropriate adjustments and/or modifications in the procedures set forth therein;

NOW, THEREFORE, by virtue of the powers vested in the Secretary of the DTI, this New Rules on Freight Forwarding is hereby issued for the guidance and compliance of all concerned:

RULE I GENERAL PROVISION

Section 1. Title. This Order shall be referred to as the "New Rules on Sea Freight Forwarding."

Section 2. Objectives. The objectives of this Rules are as follows:

- 2.1 Lay down the minimum standards and requirements for the accreditation of sea freight forwarders;
- 2.2 Upgrade the quality of services, capabilities, resources, and expertise of the covered firms in order for them to meet the demands of the Philippines' new global trade and growth on domestic trade;
- 2.3 Curtail acts and practices inimical to the fast growth of the sea freight forwarding industry and prejudicial to the interests of Philippine businesses and the general public; and
- 2.4 Promote and encourage fair, honest, and equitable relations among parties in consumer transactions.

Section 3. Definition of Terms. For purposes of this Order, the following terms shall mean:

- 3.1 **Accreditation** - a legal conferment of recognition by the DTI, through its proper Bureau or Office, upon a firm engaged in sea freight forwarding business that has complied with all the requirements prescribed by this Rules.
- 3.2 **Breakbulk Cargo Agent (BCA) or Cargo Consolidator Agent (CCA)** - a local agent or representative of a foreign freight forwarder cargo consolidator named in a Master Bill of Lading (MBL) or Master Airwaybill (MAWB) as a shipper or consignee of a consolidated and non-consolidated shipment for import.
- 3.3 **Cargo** – the goods or merchandise conveyed in a ship, airplane or vehicle.
- 3.4 **Cargo Consolidator** - A forwarder that undertakes groupage of small Less Container Load (LCL) shipments for export in behalf of single or various consignors/consignees by procuring vessel container space from carriers and issuing its agent's principal's Bill of Lading (BL) or Airway Bill (AWB).
- 3.5 **Certificate of Accreditation** – a document issued by DTI officially affirming the firm's recognition as sea freight forwarder specifying therein the covered forwarding functions and/or category/ies under which it can operate. The firm's accreditation number shall likewise appear in any and all company forms/documents.
- 3.6 **Consignee** – the person, natural or juridical, whose name appears in the BL or other transport document as the party to whom the goods are to be delivered.



- 3.7 **Domestic Agent** - A DTI-accredited domestic freight forwarder (DFF) whose service is engaged by another freight forwarder to act for and on its behalf.
- 3.8 **Juridical Person** – refers to the State and its political subdivisions, other corporations, institutions and entities for public interest or purpose, created by law; personality begins as soon as they have been constituted according to law, and corporations, partnerships, and associations for private interest or purpose to which the law grants a juridical personality, separate and distinct from that of each shareholder, partner or member.
- 3.9 **Natural person** - A human being considered as capable of having rights and of being charged with duties.
- 3.10 **Non-Vessel Operating Common Carrier (NVOCC)** – A seafreight IFF, without owning or operating a vessel, that provides a point-to-point service which may include several modes of transport for export of Full Container Load (FCL) shipments and/or undertakes groupage of Less Container Load (LCL) shipments, and issues the corresponding Bill of Lading or transport document.

An NVOCC also acts as the cargo consolidator in case of export LCL shipments.

- 3.11 **Sea Freight Forwarder** – an entity that acts as a cargo intermediary and facilitates the transport of goods by sea modes of transport on behalf of their client.

3.11.1 **Domestic Freight Forwarder (DFF)**– a firm that provides for and facilitates the transport of cargo and distribution of goods on behalf of its client transport within the Philippines, regardless of whether during facilitation, transport or distribution thereof, other modes of transport are utilized; provided that, the mode of transport utilized is not within the jurisdiction of any other regulatory body. Nothing herein shall be construed as expanding the regulatory jurisdiction of DTI to include firms which are not expressly covered in this DAO.

3.11.2 **International Freight Forwarder (IFF)** – A local entity that acts as a cargo intermediary and facilitates transport of goods for its client without assuming the role of a carrier. It can also perform other forwarding services, such as booking cargo space, negotiating freight rates, preparing documents, advancing freight payments, providing packing/crating, trucking and warehousing, engaging as an agent/representative of a foreign NVOCC/cargo consolidator named in a Master Bill of Lading as consignee of a consolidated shipment, and other related undertakings;

A sea freight IFF acts as the authorized breakbulk cargo agent (bca) or cargo consolidator agent (cca) in case of import LCL shipments.

- 3.12 **Shipper** – the person, natural or juridical, whose name appears in the bill of lading or other transport document as the party contracting with the carrier for the carriage of goods by sea for a fee, such as the exporter, importer, cargo owner, freight forwarder, and cargo consolidator.

Section 4. Scope and Coverage. This DAO shall apply to all sea freight forwarders namely: Non-Vessel Operating Common Carrier (NVOCC), Cargo Consolidator (CC), International Freight Forwarder (IFF), Breakbulk Cargo Agent (BBA) or Cargo Consolidator Agent (CCA) and Domestic Freight Forwarder (DFF) simply categorized into three (3) as follows:

1. Non-Vessel Operating Common Carrier (NVOCC),
2. International Freight Forwarder (IFF),
3. Domestic Freight Forwarder (DFF).

The foregoing shall be referred to collectively as "covered firms".

Section 5. Mandatory Accreditation. A covered firm shall first secure a DTI accreditation certificate before it can legally engage in its function and/or operations.

RULE II

MANDATORY ACCREDITATION OF FREIGHT FORWARDERS

Section 6. Documentary Requirements. The application for mandatory accreditation, including renewal shall be signed by the firm's authorized signatory and shall be accompanied by the following documents:

6.1 Sole Proprietorship

- 6.1.1 Valid Business Permit to engage in freight forwarding business;
- 6.1.2 Latest Audited Financial Statement stamped-received by Bureau of Internal Revenue (BIR) or audited pre-operating balance sheet for newly registered companies, whichever is applicable. The proprietor's equity shall not be less than that prescribed in Section 7 hereof;
- 6.1.3 Bio-data of key operating officers showing their qualifications;
- 6.1.4 For renewal of accreditation, list of agents/principals/offices abroad for NVOCC and/or IFF, and domestic agents for DFF with their addresses, contact person/s and designation, email address, and contact numbers, Domestic agents included in the List shall be likewise be accredited by DTI;
- 6.1.5 Proofs of liability insurance coverage, such as policies and the official receipt showing payment of premium.

6.2 Corporations, Partnerships, and Cooperatives

- 6.2.1 Securities and Exchange Commission (SEC) Certificate of Incorporation or Partnership/Cooperative Development Authority (CDA) Certificate of Registration with the corresponding Articles of Incorporation/Partnership/Cooperation specifically reflecting the category being applied for as one of its primary purposes;
- 6.2.2 Valid Business Permit to engage in freight forwarding business;
- 6.2.3 Latest Audited Financial Statement stamped-received by BIR or audited pre-operating balance sheet for newly registered companies, whichever is applicable; The paid-up capital/partner's contribution shall not be less than the amount prescribed in Section 7 hereof;
- 6.2.4 Bio-data of key operating officers showing their qualifications.
- 6.2.5 For renewal of accreditation, list of agents/principals/offices abroad for NVOCC and/or IFF, and domestic agents for DFF with their addresses, contact person/s and designation, email address, and contact numbers, Domestic agents included in the List shall be likewise be accredited by DTI;
- 6.2.6 Proofs of liability insurance coverage, such as policies and the official receipt showing payment of premium.



Section 7. Required Paid-up Capital/Partner's Contribution/Proprietor's Equity. The amount of paid-up capital/Partner's contribution/Proprietor's equity shall be not less than the amounts shown below depending on the category being applied for, viz:

Category	Paid-up Capital/Partner's Contribution/Equity (PHP)
NVOCC	5,000,000.00
IFF	3,000,000.00
DFF	1,000,000.00

For companies applying for more than one (1) category, the paid-up capital/equity requirement for the higher/highest category shall be applied.

Section 8. Proofs of Insurance Coverage. Proofs shall be in the form of insurance policy and official receipt showing payment of premium. International and domestic freight forwarders shall submit Merchandise in Transit (Floater) Insurance while those applying for NVOCC category shall submit valid Standard Global Comprehensive Transport Operators' Liability Insurance. Such insurance shall cover the following:

- 8.1 Losses and damages due to loading and unloading; and
- 8.2 Losses and damages while the vehicle is on stop overnight at an allowed territory.

Entities with global comprehensive cargo liability coverage shall show proof that the insurance company issuing the global comprehensive cargo liability coverage has a domestic insurance representative authorized to process claims.

The minimum amount of insurance coverage shall be as follows:

Category	Minimum Amount of Insurance Coverage (PHP)
NVOCC	1,000,000.00
IFF	600,000.00
DFF	300,000.00

For companies applying for more than one (1) category, the category with the higher/highest minimum amount of insurance coverage shall be applied.

Section 9. Qualifications of Key Operating Officers. The Key Operating Officers which may refer to the Owner, President, Chief Operating Officer, General Manager, or Operations Manager or their equivalent shall meet the following qualifications:

- 9.1 Relevant training of at least 60 hours for international forwarders (NVOCC and IFF) and minimum of 40 hours for domestic forwarders. The required total number of training hours may be from the trainings attended by more than one key operating officer. Relevant training may include inventory management, international commercial terms (INCO Terms), freight documentation, supply chain and logistics management, multimodal transport operations, etc. The aforesaid training hours must have been earned within three (3) years before the filing of the application (new or renewal). The training may be conducted by the national association of freight forwarders or by training entities accredited by TESDA and other relevant government agency.
- 9.2 For the three (3) categories, at least one of the key operating officers must have at least three (3) year-experience in shipping, freight forwarding and/or related activities. For those applying as NVOCC, the three-year freight forwarding experience shall cover consolidation of export cargoes.

RULE III PROCESSING OF APPLICATION FOR MANDATORY ACCREDITATION

Section 10. Filing of Application. The application for mandatory accreditation, original or renewal shall be filed with DTI Bureau/Office concerned upon submission of a duly accomplished application form together with complete documentary requirements and payment of the filing and processing fee and surcharge, if any.

An application for renewal shall be filed not earlier than two (2) months before the expiry date. An application filed after the expiry date may still be processed subject to payment of the prescribed surcharge.

Section 11. Processing Procedure. The filing of application shall be in accordance with the existing and applicable system and procedure established for the purpose by the DTI, viz:

11.1 All applications and documentary requirements shall be reviewed, evaluated, and validated by the Bureau/Office concerned;

11.2 Processing of application for accreditation shall be within three (3) days from acceptance of complete requirements and payment of applicable fees includes issuance of certificate of accreditation.

11.2.1 If the application meets the documentary and qualification requirements, a certificate of accreditation shall be issued.

11.2.2 If an application that does not meet the documentary and qualification requirements the applicant shall be required to complete and comply until it meets the necessary requirements.

11.3 The accredited firms shall be subjected to post verification and evaluation of pertinent documents, inspection of the office/s, warehouse/s, equipment, and interview of the management and/or the staff within one (1) year from the issuance of Certificate of Accreditation.

Section 12. Responsibilities and Obligations of Accredited Firms. The accredited firms shall have the following responsibilities and obligations:

12.1 Display the original copy of the Certificate of Accreditation in a conspicuous place within the accredited firm's premises. *Branch offices shall likewise display in a conspicuous place a copy of the Certificate of Accreditation issued to the main office;*

12.2 Update DTI, within thirty (30) days from the date of accreditation, of any changes in the documentary requirements such as, List of Key Operating Officers; foreign agents or principals or domestic agents; branch offices; Amendments in Articles of Incorporation/Partnership/Cooperation from the date the firm received from SEC/CDA the said document; firm's name and address, which shall include office and warehouse address, and email.

In case of changes in business name and/or office address, a written request to effect the said changes in the certificate of accreditation, shall be submitted to DTI within the same aforementioned period, *supported by requirements mentioned in Sec. 6 except Sec. 6.1.2 or Sec. 6.2.3 (latest audited financial statements).*

12.3 Submit reportorial requirements such as Cargo Statistics Report on a semestral

basis [July and January of the following year], Annual Audited Financial Statements within thirty (30) days from the deadline of filing of income tax return with the BIR; and copy of cargo insurance policy within thirty (30) days from renewal of coverage;

12.4 Renew its accreditation within two (2) months before the expiration thereof; and

12.5 Ensure adherence to the existing Code of Conduct and Ethical Standards for Freight Forwarders.

A previously accredited freight forwarder under a category or more categories that intends to apply for a different category shall inform the DTI in writing whether the current category/ies is/are to be retained, if not, the application shall be considered new.

RULE IV FEES AND SURCHARGES

Section 13. Filing and Processing Fees. Filing and processing fee for new, renewal and additional category shall be in accordance with the table below:

Category	Filing and Processing Fee (PHP)
NVOCC	12,500.00
IFF	10,000.00
DFF	7,500.00
Additional category	3,500.00 per category

An accredited firm applying for additional category shall be charged a filing and processing fee in the amount of P3,500.00 for every additional category applied for.

Section 14. Surcharge. An application for renewal filed after the expiry date shall be subjected to a surcharge in accordance with the following:

14.1 Fifty percent (50%) of filing and processing fee if filed within one (1) month from expiration of accreditation.

14.2 One hundred percent (100%) of filing and processing fee if filed after one (1) month from expiration of accreditation.

Surcharge for late filing of renewal application is as follows:

Category	Filed within one (1) month from expiration of accreditation (PHP)	Filed after one (1) month from expiration of accreditation (PHP)
NVOCC	6,250.00	12,500.00
IFF	5,000.00	10,000.00
DFF	3,750.00	7,500.00

Section 15. Other Fees. The Documentary Stamp Tax and certification fees shall be charged as follows:

15.1 A Documentary Stamp Tax in the amount of thirty pesos (P30.00) or as prescribed by law shall be charged on a per application basis regardless of the mode of issuance of the certificate.

15.2 No fee shall be collected from the applicant for the issuance of the Certificate of Accreditation generated via the online system. Otherwise, an amount of five hundred

pesos (P500.00) shall be charged to the applicant for the Certificate of Accreditation issued in hard copy.

15.3 Certified copy of a lost or destroyed Certificate of Accreditation, charged at Five Hundred Pesos (P500.00).

15.4 Other relevant Certifications including **system generated** copy of the certificate, charged at Five Hundred Pesos (P500.00).

15.5 Documentary stamp tax will be charged for changes in business name or office address.

Summary of fees:

Fees	Amount (PHP)
Documentary Stamp Tax	30.00
Certificate of Accreditation issued in hard copy	500.00
Certified copy of a lost or destroyed Certificate of Accreditation	500.00
Other relevant Certifications including system generated copy of the certificate	500.00

**RULE V
THE CERTIFICATE OF ACCREDITATION**

Section 16. Contents. The Certificate shall bear the seal of DTI and shall contain the following information:

16.1 Name;

16.2 Business address declared in the application form;

16.3 Category of specific freight forwarding operations;

16.4 Validity period;

16.5 A condition that the Certificate is for the exclusive use of the accredited firm and that the original copy of the Certificate must be displayed in a conspicuous place within the accredited firm's premises;

16.6 Certificate Number;

16.7 Date of issuance and number of official receipt (OR) of payment of the filing and processing fee;

16.8 Date of issuance of the certificate of accreditation;

16.9 Signature of approving authority.

Section 17. Validity Period. The Certificate of Accreditation shall be valid for a period of five (5) years from the issuance thereof, unless sooner suspended or revoked.

The five (5)-year validity period of the Renewal Certificate of Accreditation for applications filed within the two-month period prescribed in Section 10, Rule III hereof shall be reckoned from the date of its expiration.

For applications filed after the expiry date, the validity period of the Renewal Certificate of Accreditation shall be reckoned from the date of its issuance.

Section 18. Non-transferability or Exclusivity of the Accreditation. No accredited firm shall transfer its Certificate of Accreditation or allow the use thereof by any other firm or individual.

Section 19. Additional Categories. An accredited firm may apply for additional category provided that the validity period thereof shall be coterminous to the first accredited category/ies.

Applications for additional category must submit requirements mentioned in Sec.6 except Sec. 6.1.2 or Sec. 6.2.3 (latest audited financial statements), if category being applied has lower paid up capital requirement.

Section 20. Branch Offices. Branch offices of current holders of certificate of accreditation need not apply for separate accreditation, provided that, a copy of the list thereof be provided to DTI. Provided further that if new additional branches are established, the DTI shall be notified prior to operation.

RULE VI VISITORIAL POWER

Section 21. Purpose of Visitorial Power. Visitorial power is exercised to ensure that the objectives of this DAO and other relevant issuances are met and that the regulatory requirements prescribed therein are complied with.

RULE VII ADMINISTRATIVE ACTIONS AND SANCTIONS

Section 22. Administrative Actions. Any complaints for violations hereof shall be filed and processed in accordance with DTI's existing uniform rules of procedure for handling or processing of administrative complaints under DTI Department Order No. 7, Series of 2006 and its amendments.

Section 23. Prohibited Acts. Commission or omission of any of the following shall be a ground to either suspend or revoke the Certificate of Accreditation in accordance with the Schedule of Sanctions/Penalties as herein provided in Sec. 25:

- 24.1 Engaging in freight forwarding business without first securing an appropriate accreditation from the DTI;
- 24.2 Misrepresentation by a firm that it has a subsisting accreditation;
- 24.3 Use of subsisting accreditation issued to another firm;
- 24.4 Failure to display the valid and original copy of Certificate of Accreditation;
- 24.5 Misrepresentation by the applicant, of any material fact in obtaining the accreditation, or any other certification/s or documents;
- 24.6 Transferring or authorizing the use of accreditation to another firm other than the accredited firm;
- 24.7 Failure to deliver cargo as required in the transport document, including cases of missing items or damaged package or goods;

- 24.8 Refusal/prevention/obstruction to permit or to allow entrance, presentation, inspection, taking of pictures/video recordings, making of sketches, taking of copies;
- 24.9 Failure to submit report/s, document/s or paper/s as mentioned in Sec. 12, Rule III hereof, or the submission under said Rule of report/s, document/s or paper/s which are false, or which contain false/misleading data; and
- 24.10 Breach of the existing Code of Conduct and Ethical Standards for Freight Forwarders, and violation of any provisions of this Order, and other pertinent laws and rules.

Section 24. Schedule of Sanctions/Penalties. Any violation of Section 24 hereof shall be sanctioned in accordance with the table below:

Violation	Penalty/Sanction:
25.1 Engaging in freight forwarding business without first securing an appropriate accreditation from the DTI.	Issuance of cease and desist order for the non-continuance of operation and a monetary fine of P50,000.00.
25.2 Misrepresentation by a firm that it has a subsisting accreditation.	
25.3 Use of subsisting accreditation issued to another firm.	

Violation	Penalty/Sanction:		
	First offense	Second offense	Third offense
25.4 Failure to display the valid and original copy of Certificate of Accreditation	Stern warning with a directive on the violators to submit a written voluntary assurance of compliance or discontinuance of the violation committed.	Fine of P1,000.00	Revocation of accreditation certificate
25.5 Misrepresentation by the applicant, of any material fact in obtaining the accreditation, or any other certification/s or documents.	Fine: If NVOCC=₱40,000.00 If IFF =₱ 20,000.00 If DFF = ₱2,500.00 and submission of written voluntary assurance of compliance or discontinuance of the violation committed.	Fine: If NVOCC=₱200,000.00 If IFF = ₱100,000.00 If DFF = ₱12,500.00 and suspension of accreditation for a minimum of six (6) months but not more than one year.	Revocation of accreditation certificate
25.6 Transferring or authorizing the use of accreditation to another firm other than the accredited firm.			
25.7 Failure to deliver cargo as required in the transport document including cases			

of missing items or damaged package or goods. 25.8 Refusal/prevention/ obstruction to permit or to allow entrance, presentation, inspection, taking of pictures/video recordings, making of sketches, taking of copies. 25.9 Breach of the existing Code of Conduct and Ethical Standards for Freight Forwarders, and violation of any provisions of this Order, and other pertinent laws and rules.			
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Violation	Penalty/Sanction:	
	Period of delay:	Amount:
25.10 Failure to submit report/s, document/s or paper/s as mentioned in Rule III Sec. 12 hereof, or the submission under said Rule of report/s, document/s or paper/s which are false, or which contain false/misleading data.	1. Delay in the submission of a report not exceeding two (2) months from due date.	₱1,000.00
	2. Delay exceeding two (2) months but not exceeding four (4) months	₱ 2,000.00
	3. Delay exceeding four (4) months but not exceeding six (6) months	₱ 4,000.00
	4. Delay exceeding six (6) months but not exceeding eight (8) months	₱ 6,000.00
	5. Delay exceeding eight (8) months but not exceeding ten (10) months	₱ 8,000.00
	6. Delay exceeding ten (10) months but not	₱ 10,000.00

	exceeding one (1) year 7. Delay beyond one (1) year period or Non-compliance or submission of false/misleading reports	₱ 12,000.00 and suspension of accreditation for six (6) months
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RULE VIII FINAL PROVISIONS

Section 25. Transitory Provisions. To give those firms concerned sufficient time to comply with the foregoing provisions, the following shall apply:

26.1 All applications received before the effectivity of this Order shall be processed based on the criteria/standards, documentary requirements, and fees provided under PSB AO No. 6, Series of 2005.

26.2 All Certificates of Accreditation issued before the effectivity of this DAO in accordance with PSB AO No. 6, s. 2005 shall be effective and valid until their respective expiry date, provided that, they shall comply with the training requirement on or before ninety (90) days from the effectivity of this Order and with the capitalization requirement prescribed herein on or before 01 January 2025.

26.3 All applications for renewal received after the effectivity of this Order but not later than Dec. 31, 2024 shall comply with the prescribed training and capitalization requirements on or before 01 January 2025.

Section 26. Separability Clause. If any clause, provision, paragraph or part thereof shall be declared unconstitutional or invalid, such judgment shall not affect, invalidate or impair any other part hereof but such judgment shall be merely confined to the clause, provision, paragraph or part directly involved in the controversy in which such judgment has been rendered.

Section 27. Repealing Clause. All administrative orders, rules, regulations, memoranda, circulars, resolutions, and other issuances that are contrary to or inconsistent with the provisions of this Order are hereby modified, superseded, or repealed accordingly.

Section 28. Effectivity. This Order shall take effect fifteen (15) days after its publication in the Official Gazette or in a major daily newspaper of general circulation in the Philippines and filing with the Office of the National Administrative Register (ONAR) of the UP Law Center.

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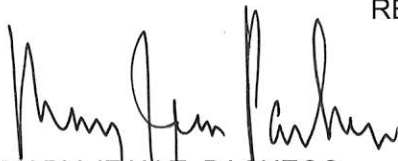
Signed this OCT 29 2024 day of _____ 2024 in Makati City, Philippines.

APPROVED BY:



MA. CRISTINA A. ROQUE
Secretary
Department of Trade and Industry

RECOMMENDED BY:



MARY JEAN T. PACHECO
Undersecretary
E-Commerce Group



AGATON TEODORO O. UVERO
Asst. Secretary
Fair Trade Group