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PortCalls

The Philippines' only shipping and transport guide

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BOC to implement online system for payment of customs fees, miscellaneous charges

THE Bureau of Customs (BOC) will soon implement an online payment system for the collection, transmittal, and remittance of Customs fees and other payments.

BOC signed a memorandum of agreement with the Bureau of the Treasury (BTr), Development Bank of the Philippines (DBP), and online payment service provider PayMaya Philippines, Inc to operationalize the system.

Under the agreement, PayMaya will accept from BOC clients payments of miscellaneous fees and charges, other than customs duties and taxes, through PayMaya's Payment Solutions (PPS), the customs bureau said in a statement.

According to the Revenue Collection and Monitoring Group, the PPS will for

the meantime cater to payment of Account Management Office registration and renewal fees.

PPS services include Online Checkout that accepts credit/debit cards for local and cross-border payments, Bills Payment via PayMaya app, Pay by PayMaya, PayMaya One POS (point-of-sale) terminal that accepts credit/debit cards and PayMaya QR payments, and Smart Padala Centers Bills Payment.

The MOA also covers payment of client service fees specified under the MOA, as well as the arrangement of depositing collected BOC fees and other payments to the DBP.

Under the agreement, the BOC will

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PH trade plunges 59.8% in April

THE Philippines' total merchandise trade in April 2020 declined 59.8% to US\$6.07 billion from \$15.10 billion year-on-year, with both imports and exports recording their biggest decrease since 2009, according to the Philippine Statistics Authority (PSA).

Restrictions in production supply chains and global trade flow due to the coronavirus disease (COVID-19) pandemic has affected the country's trade, the National Economic and Development Authority earlier said.

April 2020 saw the first full month of enhanced community quarantines in various parts of the country, limiting movement of people and closing most business activities.

The country's balance of trade in goods in April 2020 plunged to \$0.50 billion or an annual drop of 86.9%. On the other hand, trade deficit grew at an annual rate of 2.7% in April 2019.

Imports, which accounted for 51.4% of the total merchandise trade, dove 65.3% in April 2020 to \$3.28 billion from \$9.45 billion in the same month last year. This was the highest annual decline recorded since April 2009.

The decrement of imported goods in April 2020 was due to decreases in the top 10 major import commodities led by transport equipment (-89.8%); mineral fuels, lubricants and related materials (-87.4%); and miscellaneous manufactured articles (-75.5%).

Exports likewise dropped 50.8% to \$2.78 billion from \$5.65 billion in April 2019, its highest recorded contraction since January 2009.

Largely contributing to the downtrend in April 2020 were seven of the top 10 major export commodities led by other manufactured goods (-64.0%); machinery and transport equipment (-63.6%); and coconut oil (-55.5%).

By commodity group, electronic prod-

ucts remained the country's top import, accounting for 39.6% of the total or \$1.3 billion. It also remained as the top export commodity with 57.3% or \$1.60 billion of the total.

By major type of goods, exports of manufactured goods accounted for the highest share of \$2.05 billion or 73.7% of the total. For imports, raw materials and intermediate goods accounted for the largest share of \$1.47 billion or 44.7% of the total.

Markets

By trading partner, Hong Kong accounted for the highest value of exports, followed by China, Japan, the United States (US), and Singapore.

China remained the Philippines' biggest supplier of imported goods, while the other major import trading partners were Japan, South Korea, US, and Taiwan.

Acting Socioeconomic Planning secretary Karl Kendrick Chua earlier said merchandise trade may recover in 2021, but this will depend on how fast



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the country can contain the spread of COVID-19 and mitigate its economic

impact through government policies to support affected industries and workers.

12 new PEZA ecozones seen attracting P6.4B investments

A total of 12 new economic zones have been approved, estimated to bring in a total of P6.4 billion investments into the country, according to the Philippine Economic Zone Authority (PEZA).

The new ecozones comprise nine information technology (IT) centers, two manufacturing ecozones, and one IT park.

"Once export companies invest in these newly proclaimed ecozones, these will surely multiply investment and economic activities and opportunities in the Philippines," PEZA director general Charito Plaza said in a statement.

Plaza said majority or 67% of the new ecozones will be located in Luzon, and the rest in the Visayas and Mindanao.

Signed in January 2020 by President Rodrigo Duterte, the new special economic zones were proclaimed under Proclamation Nos. 885, 889, and 895-897. They include the following:

- Abiathar Commercial Complex – IT Center
- TDG Innovation and Global Business Solutions Center – IT Center
- Millennium Industrial Economic Zone – Manufacturing

- Ayala Bacolod Capitol Corporate Center – IT Center
- Silver City 4 – IT Center

Seven other new ecozones were proclaimed under Proclamation Nos. 940, 946-950, and 953, signed by Duterte on May 5, May 22, and June 2, 2020, respectively:

- Davao del Sur Industrial Economic Zone – Manufacturing
- BatStateU Knowledge, Innovation and Science Technology Park – IT Park
- GLAS Office Development – IT Center
- Bench City Center – IT Center
- Ortigas Technopoint Tower 1 & 2 – IT Center
- NEX Tower – IT Center
- Robinsons Luisita 2 – IT Center

From October 2016 to June 2020, PEZA said there are now a total of 73 proclaimed new ecozones comprising one agro-industrial economic zone, 52 IT centers, nine IT Parks, 10 manufacturing economic zones, and one medical tourism center. These 73 ecozones have brought about P88.3 billion of investments.

PEZA has so far registered a total of

408 economic zones nationwide. It has a total of 4,542 locator companies directly and indirectly employing 6.5 million Filipino workers as of May 2020.

"Despite lacking efficiency factors, we're able to continue to attract investors in the country because of our incentives which are tried, tested, and proven to be globally competitive," Plaza said.

Apart from the country's rich natural and human resources, Plaza said PEZA's best practices, one-stop-shop, ease of doing business and tax incentives attract foreign investors in the Philippines.

"This is the reason why we are appealing for the status quo of PEZA's incentives and powers. Moreover, PEZA urges the Congress to legislate an enhanced economic stimulus that will support our export-oriented companies to bring in huge capital investments, millions of jobs, transfer of new technology, and trigger the growth and development of domestic enterprises," explained Plaza.

PEZA opposes the current form of the proposed Corporate Recovery and Tax Incentives for Enterprises Act or CREATE, a tax policy-reform bill that seeks an acceleration of the reduction in corporate income tax rate from 30% to 25% by July 31, 2020.

PEZA earlier issued a press release siding with 24 economists who expressed their opposition to the CREATE Bill in its current form on grounds that "enterprises in export zones under the Philippine Economic Zone Authority

will suffer from CREATE since their privilege to pay the gross income tax of 5% will expire after 4 to 9 years. In addition, CREATE proposes a flexible special incentive scheme that replaces rules by discretion. PEZA enterprises and foreign investors do not welcome this change from rules to discretion which is fraught with risk and uncertainty. And we simply cannot afford to add more uncertainty during this fragile recovery period from the COVID-19 pandemic."

Plaza instead pushed measures to lower the cost of doing business, in the process making the country more attractive to foreign investors. These measures include improving fiscal and non-fiscal incentives and budget support for public works and IT infrastructure, and new logistics and transportation hubs; lowering of power rates; and provision of skills training programs to match manpower needs of investors.

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Pre-COVID or under new normal, challenges the same for logistics industry

THE new normal will bring the same challenges to the logistics industry, according to the Supply Chain Management Association of the Philippines (SCMAP).

"All the logistics challenges we are experiencing pre-COVID are still here... even if it's the new normal already..." SCMAP president Christine Pardiñas said during a recent presentation at the first SCAn Network Hubs E-Forum.

These challenges include manpower shortage, supply issues (late or non-delivery by suppliers), and warehouses operating at almost full capacity due to businesses not being able to fully operate, all of which have resulted in high logistics costs, said Pardiñas.

Add to this traffic that has returned since quarantine restrictions have somewhat been eased.

Cabinet Secretary and Inter-agency Task Force for the Management of Emerging Infectious Diseases (IATF) co-chairperson Karlo Alexei Nograles during the same e-forum said "COVID-19 forced us to acknowledge some of the challenges in the transportation sector."

He said these challenges include lack of coordinated and integrated transport networks, overlapping and conflicting functions among transportation agencies, transport safety and security concerns,

and inadequacy of transport facilities particularly in conflict-affected and underdeveloped areas.

At the onset of the fight against COVID-19, the IATF policy of ensuring unhampered movement of cargo did "not necessarily translate 100% on the ground", he said. (There were numerous reports of checkpoint personnel not letting through cargo trucks despite the government policy.)

"I think that's the reason why better collaboration with the private sector has to happen so that government can immediately act on disruptions on the ground and it is reported to us immediately so that we can act," Nograles said.

"COVID-19 accelerated and pushed the need for policy reforms that can be done administratively under the executive branch or even through legislation by Congress."

Nograles said the National Transport Policy (NTP), the policy that embodies the government's intended reforms in the transport sector, needs "to realign itself with transportation priorities and strategies post-COVID-19." He did not elaborate how this can be done.

NTP was adopted by the National Economic and Development Authority (NEDA) Board in 2017 and its imple-


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menting rules and regulations were issued in December 2019.

The NTP, according to NEDA, was formulated to help achieve government's vision of a "safe, secure, reliable, efficient, integrated, intermodal, affordable, cost-effective, environmentally sustainable, and people-oriented national transport system that ensures improved quality of life of the people."

Apart from the NTP, NEDA's Regional Development Group recently launched tools for troubleshooting problems in the

supply chain for goods and production inputs and in planning supply chain-related interventions during and even post the COVID-19 pandemic.

The Supply Chain Analytics (SCAn) Dashboard and SCAn Reporter, which were approved on April 15 by the IATF, were created with the help of private sector such as SCMAP and the University of the Philippines Public Administration Research and Extension Services Foundation-Regulatory Reform Support Program for National Development. —*Roumina Pablo*

Online goods declaration filing remains operative at BOC

THE Bureau of Customs (BOC) continues to allow online filing of goods declaration and submission of goods declarations for warehousing, customs transit, and documents for export processing.

Customs commissioner Rey Leonardo Guerrero, in Office of the Commissioner (OCOM) Memorandum No. 115-2020 and 116-2020 both dated June 2, said the online filing of goods declaration, as well as online filing and submission of goods declaration and documents for warehousing, customs transit, and documents for export processing "remain operative."

At the height of the enhanced community quarantine (ECQ), the BOC in March issued OCOM Memo 61-2020 providing guidelines on the online filing of goods declaration, an option for stakeholders whose movements are restricted by ECQ. The order covers interim implementation of the online filing of goods declaration in all collection districts involving goods declaration processed at the Formal Entry Division, Informal Entry Division, or their equivalent units.

BOC on April 7 also issued OCOM Memo 79-2020 on the online filing

and submission of goods declaration for customs transit; OCOM Memo 80-2020 (guidelines for the online filing and submission of goods declaration for warehousing and the processing during ECQ); and OCOM Memo 82-2020 (online submission of documents for export processing).

OCOM Memo 115-2020 amends Section 4.2 of OCOM Memo 61-2020. That same section now states that stakeholders who avail of the online filing for goods declaration have three days from online filing to submit the original copy of the supporting documents uploaded in BOC's Customer Care Portal System (CCPS), including the notarized undertaking.

OCOM 116-2020, on the other hand, stated that the online filing and submission of goods declaration and documents under OCOM Memos 79, 80, and 82-2020 remain operative. For stakeholders availing of the online filing and submission, the submission of hard copies or the original copy of the documents must be made within three days from online filing of goods declaration or online submission of documents, the order said.

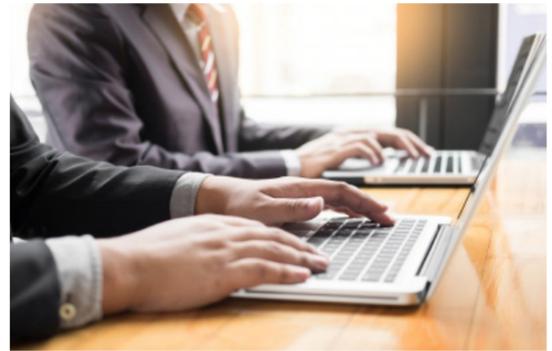
BOC assistant commissioner and

spokesperson Atty. Vincent Philip Maronilla in a recent online update said the customs bureau "will no longer shift to a manual system and will maintain online systems."

Maronilla said BOC discourages face-to-face transactions and is gearing towards online transactions not just protect the health and safety of Customs employees and stakeholders, but also to "protect the integrity of the entire process" of the customs bureau.

BOC last May said it will implement more information and communications technology (ICT) projects that will speed up trade facilitation, strengthen border security, and protect government revenues in response to the "new normal" brought by the coronavirus disease (COVID-19) pandemic.

These systems include the online inventory management system for off-dock container yard/container freight stations, online inventory management system for



customs bonded warehouses, online payment of customs fees such as processing fee for registration of importers and customs brokers, a passenger customs clearance system at Ninoy Aquino International Airport, Electronic Tracking of Containerized Cargo, and the continuous stabilization of its Electronic-to-Mobile system.

The P5.5-billion Philippines Customs Modernization Project proposed by the World Bank was also recently approved by the National Economic and Development Authority Board. The project seeks to improve efficiency of Customs and reduce trade costs. —*Roumina Pablo*

14 ports done, 22 others for completion this year

THE Department of Transportation (DOTr) and Philippine Ports Authority (PPA) have completed 14 port projects while 22 more are set to be finished and inaugurated within the year.

These projects will boost operational capability of ports, particularly with the near resumption of inter-island passenger travel and movement of essential goods, PPA said in a statement.

PPA general manager Atty. Jay Daniel Santiago said that while the completed projects had encountered some delays due to the imposition of community quarantines to stop the spread of the coronavirus (COVID-19) nationwide, the contractors were still able to deliver the projects within the allowable period.

"What is more important is these projects were completed without any COVID-19 casualty since we were able to implement the necessary safety measures immediately," Santiago said.

"We will continue this practice of 'new normal' in the completion of several

projects already in the pipeline in order to meet local and global trade and tourism demands of the future while making sure that our workers are safe amid the continuing threat of the global health pandemic," Santiago added.

The completed projects, which were virtually inaugurated on June 12, were in the following ports:

- Port of Borac in Coron, Palawan
- Port of Cawit in Boac, Marinduque
- Port of Estancia in Iloilo
- Port of Iligan in Iligan City, Lanao Del Norte
- Port of Jagna in Bohol
- Port of Mansalay in Oriental Mindoro
- Port of Ozamiz in Misamis Occidental
- Port of San Fernando in El Nido, Palawan
- Port of Tagbilaran in Bohol
- Port of Malalag in Davao del Sur
- Port of Currimao in Ilocos Sur
- Port of Masao in Agusan del Norte

- Iloilo Commercial Port Complex (two separate projects)

The other projects set to be finished at the end of 2020 include:

- Rehabilitation and upgrade of Pier 18 in Vitas, Tondo, Manila;
- Construction of Port Operations Building in Abra de Ilog in Occidental Mindoro;
- Balanacan Port Expansion Project in Marinduque;
- Construction of reinforced concrete (RC) pier and roll-on/roll-off (Ro-Ro) ramp at the port of Bansud in Oriental Mindoro;
- Construction of back-up area at the Port of Bulalacao in Oriental Mindoro;
- Construction of Ro-Ro ramp and expansion project at the Port of Bulan in Sorsogon;
- Construction of the Coastal Access Road project at the Port of Calapan;
- Port expansion project of Port of

- Capinpin;
- Reconstruction of the Carmen Port in San Agustin, Romblon;
- Cobo Port Construction Project in Cobo, Catanduanes;
- Construction of Port Operations Buildings in the ports of Coron, Currimao, Masbate, Mauban in Quezon, and Talaga in Mabini, Batangas;
- Port rehabilitation and upgrading of RC wharf at the Port of Legazpi;
- Port expansion projects in Matnog, Puerto Princesa in Palawan, Salomague in Ilocos Sur, Tablas in Romblon, and Pasig; and
- Rehabilitation of the Port of Tabaco in Albay

"With the continuity of these port projects through the guidance of the Department of Transportation, the country is still on its way of providing port services of global standards, which translates to comfortable lives for Filipinos," Santiago said.

Customs revenue target in 2020 cut by 35%

THE Bureau of Customs (BOC) revenue target for 2020 has been reduced by 35% to P541.703 billion from P731 billion, following adjusted government targets in response to the impact of the coronavirus (COVID-19) pandemic on the Philippine economy.

Customs commissioner Rey Leonardo Guerrero, in a memorandum to Customs officials on May 27, said the revised target is based on Department of Finance's (DOF) Computed Target for the Medium-term Revenue Program approved by the Development Budget Coordination Committee on May 12.

DOF is BOC's mother agency while DBCC primarily reviews and approves macroeconomic targets, and revenue projections, among others, and recommend to the Cabinet and the President of the consolidated public sector financial

position and the national government fiscal program.

Revised targets

The revised targets per month are as follows:

- January-P58.170 billion
- February-P46.623 billion
- March-P46.479 billion
- April-P36.293 billion
- May-P34.696 billion
- June-42.410 billion
- July-P49.629 billion
- August-P45.480 billion
- September-P50.935 billion
- October-P47.320 billion
- November-P41.274 billion
- December-P42.394 billion
- The revised targets per port are:
- San Fernando-P3.935 billion
- Port of Manila-P73.981 billion

- Manila International Container Port-P148.849 billion
- Ninoy Aquino International Airport-P35.480 billion
- Batangas-P128.838 billion
- Legazpi-P462 million
- Iloilo-P2.607 billion
- Cebu-P26.667 billion
- Tacloban-P1.087 billion
- Surigao-P15 million
- Cagayan de Oro-P24.622 billion
- Zamboanga-P3.535 billion
- Davao-P22.791 billion
- Subic-P24.432 billion
- Clark-P1.486 billion
- Aparri-P184 million
- Limay-P42.732 billion

BOC has been recording declines in revenue collections this year since March, with April posting the biggest year-on-year decline of 32.56%, according to latest

available data from BOC.

For the January-May 14 period, collection was 17.4% lower than the P235.29-billion target for the period, according to BOC assistant commissioner and spokesperson Atty. Vincent Philip Maronilla.

DBCC projects that the Philippine economy will contract by 2% to 3.4% in 2020 due to the COVID-19 pandemic. The National Economic and Development Authority estimates also suggest that potential impact of the pandemic on the economy could reach P2 trillion or about 9.4% of gross domestic product this year.

The country's total expected revenue collection for 2020 has been revised to P2.61 trillion or 13.6% of GDP. This is lower by P560.5 billion or 17.7% compared with the P3.17-trillion program approved by the DBCC on March 27, 2020.

Supply chain webinars set this month

NAVIGATING supply chain and cold chain industry trends for the new normal amidst the coronavirus (COVID-19) pandemic will be the main focus of two free webinars organized by supply chain solutions companies AEB, Honeywell, and Prime Sales in partnership with the Cold Chain Association of the Philippines (CCAP) and Philippine Multimodal Transport and Logistics Association, Inc. (PMTLAI).

Industry stakeholders are invited to join the two free webinars: "Elevating Supply Chain Operations in the Next

New Normal" on June 16 and "Reimagining Cold Chain Industry for the New Future" on June 23.

The webinars will discuss current industry trends caused by the coronavirus disease pandemic, discover how different industries are climbing up to recover, and see how digital technologies are helping businesses to speed up recovery.

The webinars aim to help participants learn how to re-establish supply chains and improve operations after the pandemic through digitizing processes and integrat-

ing parties involved while addressing vulnerabilities.

The June 16 webinar, in partnership with PMTLAI, will feature topics on preparing supply chains for a digital recovery, how supply chain leaders are maintaining operational resilience in uncertain times, and navigating the new normal.

The June 23 webinar, in partnership with CCAP, covers topics on adopting technologies

for the new normal, the age of digital transformation and technological convergence, and emerging food supply chain scenarios.



BOC to implement online...

Continued from page 1

submit to the BTr a List of Deposited Collections (LDC) Report of daily remittance of collected BOC fees to the BTr-BOC-PayMaya Clearing Account where all collections/payments accepted and deposited by PayMaya under the MOA will be credited.

The LDC report will be prepared by the collection district that issued the Order of Payment and validated by BOC's Revenue Accounting Division, based on detailed reports generated/submitted by PayMaya using its payment collection service.

BOC noted all offices and agencies of the government are mandated to improve transaction systems and procedures under Republic Act (RA) No. 11032 or the Ease of Doing Business and Efficient Government Services Delivery Act of 2018 and RA 8792, also known as the E-Commerce Act of 2000.

BOC assured the public it will continue to adopt measures necessary to facilitate and minimize disruption to the supply chain amid the coronavirus disease (COVID-19) pandemic.

BOC assistant commissioner and spokesperson Atty. Vincent Philip Maronilla in a recent online update said the customs bureau "will no longer shift to a manual system and we will maintain the online systems."

Maronilla said BOC discourages face-to-face transactions and is gearing towards online transactions not just protect the health and safety of Customs employees and stakeholders, but also to "protect the integrity of the entire process" of the customs bureau.

BOC last May said it will implement more information and communications technology projects that will speed up trade facilitation, strengthen border security, and protect government revenues in response to the "new normal" brought by the COVID-19 pandemic.

These systems include the online payment of customs fees such as processing fee for registration of importers and customs brokers, online inventory management system for off-dock container yard/container freight stations, online inventory management system for customs bonded warehouses, a passenger customs clearance system at Ninoy Aquino International Airport, Electronic Tracking of Containerized Cargo, and the continuous stabilization of its Electronic-to-Mobile system.

The P5.5-billion Philippines Customs Modernization Project proposed by the World Bank was also recently approved by the National Economic and Development Authority Board. The project seeks to improve efficiency of Customs and reduce trade costs. — Roumina Pablo

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IATA declares 2020 worst year for aviation with airline losses of \$84.3B

THE year 2020 is seen as the worst financial year in history for aviation as airlines are expected to lose \$84.3 billion for a net profit margin of -20.1%, according to the latest financial outlook by the International Air Transport Association (IATA).

Revenues are seen to fall 50% to \$419 billion from \$838 billion in 2019. In 2021, losses are expected to be cut to \$15.8 billion as revenues rise to \$598 billion.

One bright spot is cargo, with revenues expected to reach a near-record high in 2020.

"Financially, 2020 will go down as the worst year in the history of aviation. On average, every day of this year will add \$230 million to industry losses. In total that's a loss of \$84.3 billion. It means that—based on an estimate of 2.2 billion passengers this year—airlines will lose \$37.54 per passenger. That's why government financial relief was and remains crucial as airlines burn through cash," IATA director general and chief executive officer Alexandre de Juniac said in a statement.

"Provided there is not a second and more damaging wave of COVID-19, the worst of the collapse in traffic is likely behind us," de Juniac said.

The IATA chief said the key to recovery is universal implementation of the re-start measures agreed through the International Civil Aviation Organization (ICAO) to keep passengers and crew safe. And, with the help of effective contact tracing, de Juniac said these measures should give governments the confidence to open borders without quarantine measures.

"That's an important part of the economic recovery because about 10% of the world's GDP is from tourism and much of that depends on air travel. Getting people safely flying again will be a powerful economic boost," said de Juniac.

The biggest driver of industry losses is the evaporation of passenger demand as international borders closed and countries locked down to prevent the spread of the virus.

At the low point in April, global air travel was roughly 95% below 2019 levels. There are indications, however, that traffic is slowly improving.

Nonetheless, IATA said traffic levels (in revenue passenger kilometer) for 2020 are expected to fall by 54.7% compared to 2019. Passenger numbers will roughly halve to 2.25 billion, approximately equal to 2006 levels. Capacity, however, cannot be adjusted quickly enough with a 40.4% decline expected for the year.

Passenger revenues are expected to fall to \$241 billion, down from \$612 billion in 2019. This is greater than the fall in demand, reflecting an expected 18% fall in passenger yields as airlines try to encourage people to fly again through price stimulation, IATA said. Load factors are expected to average 62.7% for 2020, some 20 percentage points below the record high of 82.5% achieved in 2019.

Costs, however, are not falling as fast as demand. Total expenses of \$517 billion are 34.9% below 2019 levels but revenues will see a 50% drop. Non-fuel unit costs will rise sharply by 14.1%, as fixed costs are spread over fewer passengers. Lower utilization of aircraft and seats as a result of restrictions will also add to rising costs.

Fuel prices offer some relief though, as the forecast average for 2020 is \$36.8 as compared with the average \$77/barrel in 2019. Fuel is expected to account for 15% of overall costs compared to 23.7% in 2019.

Cargo, on another note, is the one bright spot. Compared to 2019,

overall freight tonnes carried are expected to drop by 10.3 million tonnes to 51 million tonnes. However, a severe shortage in cargo capacity due to the unavailability of belly cargo on (grounded) passenger aircraft is expected to push rates up by some 30% for the year.

Cargo revenues will reach a near-record \$110.8 billion in 2020, up from \$102.4 billion in 2019. As a portion of industry revenues, cargo will contribute approximately 26%—up from 12% in 2019.

IATA said all regions will post losses in 2020 as the crisis has taken on a similar dimension in all parts of the world with capacity cuts lagging about 10-15 percentage points or more behind the over-50% fall in demand.

For 2021, the industry is expected to cut its losses to \$15.8 billion for a net profit margin of -2.6% with open borders and rising demand. Airlines will be in recovery mode but still well

below pre-crisis levels (2019) on many performance measures.

"Airlines will still be financially fragile in 2021. Passenger revenues will be more than one-third smaller than in 2019. And airlines are expected to lose about \$5 for every passenger carried. The cut in losses will come from re-opened borders leading to increased volumes of travelers. Strong cargo operations and comparatively low fuel prices will also give the industry a boost. Competition among airlines will no doubt be even more intense. That will translate into strong incentives for travelers to take to the skies again. The challenge for 2022 will be turning reduced losses of 2021 into the profits that airlines will need to pay off their debts from this terrible crisis," said de Juniac.

Although losses will be significantly reduced in 2021 from 2020 levels, IATA said the industry's recovery is expected to be long and challenging.



BOC nets P19M from disposal of overstaying containers

THE Bureau of Customs disposed of 271 overstaying containers from May 22 to June 5, of which 19 were auctioned off resulting in revenues of P18.694 million.

For the year, the total number of overstaying and abandoned containers disposed by the bureau has reached 1,588, representing 28% of the current overall total under BOC watch.

The 19 overstaying containers from the BOC Port of Manila and Port of

Davao had assorted items such as televisions, tiles, and plywoods, among others. There were 241 overstaying containers that were condemned while contents of 11 overstaying containers donated by the BOC Port of Subic.

Timeline for abandonment

BOC noted that under Customs Memorandum Order (CMO) No. 10-2020, overstaying cargoes for more than

30 days from date of discharge which have not been withdrawn within a specified period of time will be tagged abandoned.

CMO 10-2020 covers implementation of summary abandonment proceedings in all collection districts during the period of enhanced community quarantine (ECQ). The order implements Joint Administrative Order No. 20-01, which was signed on April 2 and adopts processes that aim to expedite release of refrigerated containers

and dry cargoes from Manila ports during the period of ECQ.

Under Section 1141 of the Customs Modernization and Tariff Act, goods subject to disposition may be donated, declared for official use by BOC, or sold at public auction. Goods suitable for shelter, or consisting of foodstuffs, clothing materials, or medicines may be donated to the Department of Social Welfare and Development.

More businesses open at Subic Bay Freeport

THE Subic Bay Metropolitan Authority (SBMA) has approved the operation of almost 900 companies doing core business activities and providing essential services following the shift to general community quarantine (GCQ) on June 1.

SBMA chairman and administrator Wilma T. Eisma said the Subic agency gave the green light to 14 companies under GCQ rules, bringing the total number of open businesses at the Subic Freeport to 868.

Most of those allowed to operate under various levels of quarantine are manufacturers of export products, producers and suppliers of food and medicine, those involved in logistics operation, and utility operators.

Prior to this, SBMA allowed 568 firms to remain open when the enhanced community quarantine took effect on March 16, and then approved the reopening of 286 more companies after Subic transitioned to modified enhanced community quarantine on May 16.

"The total number of locators that are now allowed to operate is just half of the 1,648 enterprises registered in Subic, but we are expecting more reopening

in the coming weeks, as more qualified companies comply with minimum safety protocols specified under government guidelines," Eisma said in a statement.

"But we have to remind everybody that we don't allow companies to just open—even if they are qualified to open under Inter-Agency Task Force (IATF) guidelines—without first passing compliance assessment by the SBMA," Eisma added.

She explained the assessment entails an ocular inspection by SBMA health and safety officials, as well as the Incident Management Team, which coordinates the agency's COVID-19 response program, and is based on guidelines on workplace prevention and control of COVID-19 issued by the Department of Trade and Industry and the Department of Labor and Employment.

Among the requirements for submission is the company's Personnel Deployment Plan, which takes into consideration social distancing in the workplace.

SBMA deputy administrator for business Kenneth Rementilla said IATF guidelines categorized industries into four groups: 100% or full operational capac-

ity; 50% up to full operational capacity; 50% work-on-site arrangements, work-from-home, and other alternative work arrangement; and not allowed to operate.

All applications for reopening by Freeport companies is checked against the SBMA Business and Investment Group's consolidated list of locators that listed the firms under the four categories, Rementilla added.

Full operations

The industries that broadly fall under Category I, which allowed full operational capacity, are: agriculture, forestry, and fisheries; manufacturing and processing plants; hospitals, medical clinics, and health clinics; retail establishments; laundry shops; food preparation establishments and water-refilling stations; logistics service providers; delivery services; power, energy, water, information technology and telecommunications supplies and facilities; electricity, gas, steam, and air conditioning supply services.

Also allowed for full operation are those engaged in water collection, treatment and supply; waste collection, treatment and disposal activities, and

materials recovery; sewerage, pest control, garbage collection and disposal, sewer maintenance and treatment; repair and installation of machinery and equipment; real estate activities; telecommunications; energy companies, and contractors and service providers; gasoline stations; construction work accredited by the Department of Public Works and Highways; manufacturing companies and supplies of equipment or products necessary to perform construction works; and media establishments.

Meanwhile, those in Category IV which are not allowed to operate include: gyms, fitness studios and sports facilities; entertainment and amusement industries; libraries, museums, and other cultural centers; tourist destinations; travel agencies, tour operators, reservation service; gambling and betting stations; personal care services; and any other leisure establishments that promote mass gathering.

Under GCQ, the SBMA relaxed access to the Freeport as more business locators resumed operation, but Chairman Eisma said strict health and safety measures against COVID-19 will remain in force.

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03/01/04/03, Wan Hai 282 107 (Taipei Triumph 014), OOC
03/03/04/13, Kota Waris 172 (Cosco Shipping Gemini 010), OOC
03/05/04/13, ACX Crystal 220 (Cosco Shipping Gemini 010), OOC
03/08/04/10, Wan Hai 282 108 (Taurus 017), OOC
03/10/04/10, Thana Bhum 265 (Cosco Shipping Taurus 011), OOC
03/12/04/10, NYK Joanna 128 (Cosco Shipping Taurus 011), OOC
03/15/04/17, Singapore 119 (Thalassa Tyhi 029), OOC
03/15/04/17, Wan Hai 282 109 (Thalassa Tyhi 029), OOC
03/17/04/21, Kota Waris 173 (Cosco Shipping Leo 010), OOC
03/19/04/21, ACX Crystal 221 (Cosco Shipping Leo 010), OOC
03/22/04/24, Singapore 120 (Thalassa Niki 030), OOC
03/22/04/24, Wan Hai 282 110 (Thalassa Niki 030), OOC
03/24/05/04, Thana Bhum 266 (Cosco Shipping Capricorn 009), OOC
03/26/05/04, NYK Joanna 129 (Cosco Shipping Capricorn 009), OOC
03/29/05/01, Wan Hai 282 111 (TBA), OOC
03/31/05/11, Kota Waris 174 (Cosco Shipping Libra 009), OOC

AUCKLAND, New Zealand

03/03/03/29, Kota Waris 172 (Seasmile 029), OOC
03/05/03/29, ACX Crystal 220 (Seasmile 029), OOC
03/10/04/05, Thana Bhum 265 (Folstowe Bridge 717), OOC
03/12/04/05, NYK Joanna 128 (Folstowe Bridge 717), OOC

03/17/04/12, Kota Waris 173 (Shanghai Trader 019), OOC
03/19/04/12, ACX Crystal 221 (Shanghai Trader 019), OOC
03/24/04/19, Thana Bhum 266 (ANL Wendouree 135), OOC
03/26/04/19, NYK Joanna 129 (ANL Wendouree 135), OOC
03/31/04/26, Kota Waris 174 (Kota Loang 127), OOC

BALTIMORE, Maryland, USA

03/01/04/14, Singapore 117 (Ever Learned 037), OOC
03/01/04/14, Wan Hai 282 107 (Ever Learned 037), OOC
03/08/04/21, Singapore 118 (Theus 031), OOC
03/08/04/21, Wan Hai 282 108 (Theus 031), OOC
03/15/04/28, Singapore 119 (Ever Lotus 041), OOC
03/15/04/28, Wan Hai 282 109 (Ever Lotus 041), OOC
03/22/05/05, Singapore 120 (Ever Legend 033), OOC
03/22/05/05, Wan Hai 282 110 (Ever Legend 033), OOC
03/29/05/12, Singapore 121 (Tokyo Triumph 018), OOC
03/29/05/12, Wan Hai 282 111 (Tokyo Triumph 018), OOC

BARCELONA, Spain

03/03/04/01, Kota Waris 172 (CMA CGM Cassiopeia 403), OOC
03/05/04/01, ACX Crystal 220 (CMA CGM Cassiopeia 403), OOC
03/10/04/08, Thana Bhum 265 (OOCL Malaysia 023), OOC
03/12/04/08, NYK Joanna 128 (OOCL Malaysia 023), OOC
03/17/04/15, Kota Waris 173 (CMA CGM Lyrna 388), OOC
03/19/04/15, ACX Crystal 221 (CMA CGM Lyrna 388), OOC
03/24/04/22, Thana Bhum 266 (CMA CGM Columbia 366), OOC
03/26/04/22, NYK Joanna 129 (CMA CGM Columbia 366), OOC
03/31/04/29, Kota Waris 174 (CMA CGM Centaurus 410), OOC

BRISBANE, Australia

05/31/06/27, Seaspan Fraser 002 (Seaspan New Delhi 046), OOC

05/31/06/27, Seaspan Fraser 002 (OOCL Yokohama 153), OOC
06/07/07/29, ALS Fauna 076 (AL Rawdath 005), OOC
06/07/07/29, ALS Fauna 076 (Kota Laris 043), OOC
06/14/07/06, Seaspan Fraser 003 (Lazan 005), OOC
06/14/07/11, Seaspan Fraser 003 (OOCL Brisbane 191), OOC
06/21/07/18, ALS Fauna 077 (OOCL Panama 277), OOC
06/21/07/18, ALS Fauna 077 (OOCL Houston 160), OOC
06/28/07/20, Seaspan Fraser 004 (Kota Laris 120), OOC
06/28/07/25, Seaspan Fraser 004 (Kota Laris 120), OOC
07/05/07/27, ALS Fauna 078 (Seaspan New Delhi 047), OOC
07/05/08/01, ALS Fauna 078 (OOCL Yokohama 154), OOC
07/12/08/08, Seaspan Fraser 005 (Kota Laris 044), OOC
07/19/08/15, ALS Fauna 079 (OOCL Brisbane 192), OOC
07/26/08/22, Seaspan Fraser 006 (OOCL Houston 161), OOC
08/02/08/29, ALS Fauna 080 (Kota Laris 121), OOC
08/09/09/05, Seaspan Fraser 007 (OOCL Yokohama 155), OOC
08/16/09/12, ALS Fauna 081 (Kota Laris 045), OOC

BUSAN, South Korea

03/07/03/12, Zante 076, OOC
03/14/03/19, APL England 029, OOC
03/21/03/26, Tabea 910, OOC
03/28/04/02, Xin Chawan 049, OOC
04/04/04/09, PL Germany 078, OOC
04/11/04/16, Suez Canal 011, OOC
04/18/04/23, Zante 077, OOC
04/25/04/30, APL England 030, OOC

CALLAO, Peru

03/01/04/04, Suez Canal 010 (Lloyd Don Pascual 014), OOC
03/01/04/05, Suez Canal 010 (CMA CGM Tigris 020), OOC
03/08/04/12, Zante 076 (CMA CGM Jacques Joseph 012), OOC
03/15/04/19, APL England 029 (CMA CGM Mississippi 020), OOC
03/22/04/26, Tabea 910 (CMA CGM Mekong 023), OOC
03/29/05/03, Xin Chawan 049 (CMA CGM Ganges 024), OOC
04/05/05/10, PL Germany 078 (TBA), OOC
04/12/05/17, Suez Canal 011 (TBA), OOC
04/19/05/24, Zante 077 (TBA), OOC
04/26/05/31, APL England 030 (TBA), OOC

CASABLANCA, Morocco

03/03/04/11, Kota Waris 172 (CMA CGM Cassiopeia 403), OOC

03/05/04/11, ACX Crystal 220 (CMA CGM Cassiopeia 403), OOC
03/10/04/18, Thana Bhum 265 (OOCL Malaysia 023), OOC
03/12/04/18, NYK Joanna 128 (OOCL Malaysia 023), OOC
03/17/04/25, Kota Waris 173 (CMA CGM Lyrna 388), OOC
03/19/04/25, ACX Crystal 221 (CMA CGM Lyrna 388), OOC
03/24/05/02, Thana Bhum 266 (CMA CGM Columbia 366), OOC
03/26/05/02, NYK Joanna 129 (CMA CGM Columbia 366), OOC
03/31/05/09, Kota Waris 174 (CMA CGM Centaurus 410), OOC

CHARLESTON, South Carolina, USA

03/04/04/21, TBA (OOCL Berlin 031), OOC
03/11/04/28, TBA (Cosco Excellence 051), OOC
03/18/05/05, TBA (OOCL Chong Qing 031), OOC
03/25/05/12, TBA (Cosco Shipping Camellia 005), OOC
04/01/05/19, TBA (OOCL Korea 029), OOC

CHIBA, Japan

03/04/03/20, TBA (GSL Kota 019), OOC
03/11/03/27, TBA (Bunhanse 013), OOC
03/18/04/03, TBA (St Blue 059), OOC
03/25/04/10, TBA (Cardiff Trader 031), OOC
04/01/04/17, TBA (GSL Kota 020), OOC

COLOMBO, Sri Lanka

03/04/03/21, TBA (APL Columbus 009), OOC
03/11/03/26, TBA (TBA), OOC
03/18/04/02, TBA (APL Vancouver 310), OOC
03/25/04/09, TBA (OOCL Seoul 064), OOC
04/01/04/16, TBA (Chesapeake Bay 005), OOC

COLUMBUS, Ohio, USA

03/01/04/17, Singapore 117 (Ever Learned 037), OOC
03/01/04/17, Wan Hai 282 107 (Ever Learned 037), OOC
03/08/04/08, Singapore 118 (OOCL Genoa 040), OOC
03/08/04/08, Wan Hai 282 108 (OOCL Genoa 040), OOC
03/08/04/24, Singapore 118 (Theus 031), OOC
03/08/04/24, Wan Hai 282 108 (Theus 031), OOC
03/15/04/15, Singapore 119 (OOCL London 073), OOC
03/15/04/15, Wan Hai 282 109 (OOCL London 073), OOC
03/15/05/01, Singapore 119 (Ever Lotus 041), OOC
03/15/05/01, Wan Hai 282 109 (Ever Lotus 041), OOC
03/22/04/22, Singapore 120 (OOCL Memphis 056), OOC
03/22/04/22, Wan Hai 282 110 (OOCL Memphis 056), OOC
03/22/05/08, Singapore 120 (Ever Legend 033), OOC
03/22/05/08, Wan Hai 282 110 (Ever Legend 033), OOC
03/29/04/29, Singapore 121 (OOCL Ho Chi Minh City 041), OOC
03/29/04/29, Wan Hai 282 111 (OOCL Ho Chi Minh City 041), OOC
03/29/05/15, Singapore 121 (Tokyo Triumph 018), OOC
03/29/05/15, Wan Hai 282 111 (Tokyo Triumph 018), OOC

DALLAS, Texas, USA

03/01/03/14, Singapore 117 (Teng Yun He 269), OOC
03/01/03/14, Wan Hai 282 107 (Teng Yun He 269), OOC
03/08/03/21, Singapore 118 (Qing Yun He 480), OOC
03/08/03/21, Wan Hai 282 108 (Qing Yun He 480), OOC
03/08/04/05, Singapore 118 (OOCL Genoa 040), OOC
03/08/04/05, Wan Hai 282 108 (OOCL Genoa 040), OOC
03/15/03/28, Singapore 119 (Teng Yun He 270), OOC
03/15/03/28, Wan Hai 282 109 (Teng Yun He 270), OOC
03/15/04/12, Singapore 119 (OOCL London 073), OOC
03/15/04/12, Wan Hai 282 109 (OOCL London 073), OOC
03/22/04/04, Singapore 120 (Qing Yun He 481), OOC
03/22/04/04, Wan Hai 282 110 (Qing Yun He 481), OOC
03/22/04/19, Singapore 120 (OOCL Memphis 056), OOC
03/22/04/19, Wan Hai 282 110 (OOCL Memphis 056), OOC
03/29/04/11, Singapore 121 (Teng Yun He 271), OOC
03/29/04/11, Wan Hai 282 111 (Teng Yun He 271), OOC
03/29/04/26, Singapore 121 (OOCL Ho Chi Minh City 041), OOC
03/29/04/26, Wan Hai 282 111 (OOCL Ho Chi Minh City 041), OOC

DAMMAM, Saudi Arabia

03/03/03/30, Kota Waris 172 (CSCL Mercury 067), OOC
03/05/03/30, ACX Crystal 220 (CSCL Mercury 067), OOC
03/10/04/06, Thana Bhum 265 (CSCL Globe 038), OOC
03/12/04/06, NYK Joanna 128 (CSCL Globe 038), OOC
03/17/04/13, Kota Waris 173 (TBA), OOC
03/19/04/13, ACX Crystal 221 (TBA), OOC
03/24/04/20, Thana Bhum 266 (Cosco Shipping Planet 005), OOC
03/26/04/20, NYK Joanna 129 (Cosco Shipping Planet 005), OOC
03/31/04/27, Kota Waris 174 (CSCL Atlantic Ocean 035), OOC

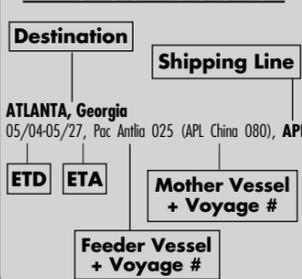
DUNKIRK, France

03/03/04/08, Kota Waris 172 (CMA CGM Nevada 430), OOC
03/05/04/08, ACX Crystal 220 (CMA CGM Nevada 430), OOC
03/10/04/15, Thana Bhum 265 (APL Fullerton 208), OOC
03/12/04/15, NYK Joanna 128 (APL Fullerton 208), OOC
03/17/04/22, Kota Waris 173 (CMA CGM Chile 002), OOC
03/19/04/22, ACX Crystal 221 (CMA CGM Chile 002), OOC
03/31/05/06, Kota Waris 174 (CMA CGM Benjamin Franklin 415), OOC

FELIXSTOWE, Britain

03/03/04/01, Kota Waris 172 (OOCL Japan 012), OOC
03/04/04/13, TBA (Cosco Shipping Andes 008), OOC
03/05/04/01, ACX Crystal 220 (OOCL Japan 012), OOC
06/14/07/16, Seaspan Fraser 003 (CMA CGM Argentina 005), OOC
06/14/07/16, Seaspan Fraser 003 (Cosco Shipping Capricorn 010), OOC
06/14/07/20, Singapore 131 (TBA), OOC
06/21/07/23, ALS Fauna 077 (CMA CGM Zheng He 423), OOC
06/21/07/23, ALS Fauna 077 (Cosco Shipping Leo 011), OOC
06/21/07/27, Singapore 132 (Tokyo Triumph 016), OOC
03/11/04/20, TBA (CSCL Mias 058), OOC
03/12/04/08, NYK Joanna 128 (Cosco Shipping Star 004), OOC
06/21/07/23, ALS Fauna 077 (CMA CGM Lyrna 388), OOC
06/28/07/30, Seaspan Fraser 004 (CMA CGM Louis Blériot 405), OOC
06/28/07/30, Seaspan Fraser 004 (Cosco Shipping Sagittarius 009), OOC
06/28/08/03, Singapore 133 (TBA), OOC
07/05/08/06, ALS Fauna 078 (CMA CGM Georg Forster 211), OOC
07/05/08/06, ALS Fauna 078 (Cosco Shipping Nebula 009), OOC
03/17/04/15, Singapore 134 (Taipei Triumph 015), OOC
07/12/08/13, Seaspan Fraser 005 (Cosco Shipping Virgo 011), OOC
07/12/08/13, Seaspan Fraser 005 (TBA), OOC
07/12/08/17, TBA (Cosco Harmony 052), OOC
07/19/08/20, ALS Fauna 079 (CMA CGM Bougainville 412), OOC
07/19/08/20, ALS Fauna 079 (Cosco Shipping Scorpio 010), OOC
07/19/08/24, Singapore 136 (Taurus 018), OOC
07/26/08/27, Seaspan Fraser 006 (CMA CGM Jean Mermoz 408), OOC
07/26/08/27, Seaspan Fraser 006 (Cosco Shipping Ulysses 011), OOC
07/26/08/31, Singapore 137 (TBA), OOC
08/02/09/03, ALS Fauna 080 (Cosco Shipping Aries 013), OOC
08/02/09/07, Singapore 138 (Ever Lifting 037), OOC
08/09/09/10, Seaspan Fraser 007 (CMA CGM Marco Polo 330), OOC

How to read this schedule:



388), OOC
03/19/04/22, ACX Crystal 221 (CSCL Star 063), OOC
03/24/04/24, Thana Bhum 266 (CMA CGM Columbia 366), OOC
03/24/04/29, Thana Bhum 266 (Thalassa Patris 032), OOC
03/26/04/24, NYK Joanna 129 (CMA CGM Columbia 366), OOC
03/26/04/29, NYK Joanna 129 (Thalassa Patris 032), OOC
03/31/05/01, Kota Waris 174 (CMA CGM Centaurus 410), OOC
03/31/05/06, Kota Waris 174 (TBA), OOC

FREMANTLE, Australia

03/03/03/25, Kota Waris 172 (Cosco Antwerp 158), OOC
03/05/03/25, ACX Crystal 220 (Cosco Antwerp 158), OOC
03/10/04/01, Thana Bhum 265 (OOCL Kuala Lumpur 133), OOC
03/12/04/01, NYK Joanna 128 (OOCL Kuala Lumpur 133), OOC
03/17/04/08, Kota Waris 173 (Kota Laris 042), OOC
03/19/04/08, ACX Crystal 221 (Kota Laris 042), OOC
03/24/04/15, Thana Bhum 266 (Cosco Singapore 142), OOC
03/26/04/15, NYK Joanna 129 (Cosco Singapore 142), OOC
03/31/04/22, Kota Waris 174 (OOCL Norfolk 224), OOC

GDANSK, Poland

03/03/04/07, Kota Waris 172 (OOCL Japan 012), OOC
03/05/04/07, ACX Crystal 220 (OOCL Japan 012), OOC
03/10/04/14, Thana Bhum 265 (Cosco Shipping Star 004), OOC
03/12/04/14, NYK Joanna 128 (Cosco Shipping Star 004), OOC
03/17/04/21, Kota Waris 173 (OOCL United Kingdom 012), OOC
03/19/04/21, ACX Crystal 221 (OOCL United Kingdom 012), OOC
03/24/04/28, Thana Bhum 266 (Cosco Shipping Galaxy 005), OOC
03/26/04/28, NYK Joanna 129 (Cosco Shipping Galaxy 005), OOC
03/31/05/05, Kota Waris 174 (OOCL Hongkong 014), OOC

GENOA, Italy

03/03/04/05, Kota Waris 172 (Cosco Faith 043), OOC
03/03/04/06, Kota Waris 172 (CMA CGM Cassiopeia 403), OOC
03/05/04/05, ACX Crystal 220 (Cosco Faith 043), OOC
03/05/04/06, ACX Crystal 220 (CMA CGM Cassiopeia 403), OOC
03/10/04/12, Thana Bhum 265 (Cosco Shipping Star 004), OOC
03/10/04/13, Thana Bhum 265 (OOCL Malaysia 023), OOC
03/12/04/12, NYK Joanna 128 (OOCL Shipping Alps 013), OOC
03/12/04/13, NYK Joanna 128 (OOCL Malaysia 023), OOC
03/17/04/19, Kota Waris 173 (CSCL Star 063), OOC
03/17/04/20, Kota Waris 173 (CMA CGM Lyrna 388), OOC
03/19/04/19, ACX Crystal 221 (CSCL Star 063), OOC
03/19/04/20, ACX Crystal 221 (CMA CGM Lyrna 388), OOC
03/24/04/26, Thana Bhum 266 (Thalassa Patris 032), OOC
03/24/04/27, Thana Bhum 266 (CMA CGM Columbia 366), OOC
03/26/04/26, NYK Joanna 129 (Thalassa Patris 032), OOC
03/26/04/27, NYK Joanna 129 (CMA CGM Columbia 366), OOC
03/31/05/03, Kota Waris 174 (TBA), OOC
03/31/05/04, Kota Waris 174 (CMA CGM Centaurus 410), OOC

HAIPHONG, Vietnam

03/04/03/10, TBA (San Lorenzo 144), OOC
03/11/03/17, TBA (Box Express 008), OOC
03/18/03/24, TBA (Olivia 139), OOC
03/25/03/31, TBA (San Lorenzo 145), OOC
04/01/04/07, TBA (Box Express 009), OOC

HAKATA, Japan

03/01/03/14, Singapore 117 (OOCL Australia 193), OOC
03/01/03/21, Wan Hai 282 107 (OOCL Guangzhou 120), OOC
03/08/03/21, Singapore 118 (OOCL Guangzhou 120), OOC
03/08/03/28, Wan Hai 282 108 (OOCL New Zealand 086), OOC
03/15/03/28, Singapore 119 (OOCL New Zealand 086), OOC
03/15/04/04, Wan Hai 282 109 (OOCL Jakarta 118), OOC
03/22/04/04, Singapore 120 (OOCL Jakarta 118), OOC
03/22/04/11, Wan Hai 282 110 (OOCL Australia 194), OOC
03/29/04/11, Singapore 121 (OOCL Australia 194), OOC
03/29/04/18, Wan Hai 282 111 (OOCL Guangzhou 121), OOC

HAMBURG, Germany

06/07/07/09, ALS Fauna 076 (CMA CGM Jules Verne 422), OOC
06/07/07/09, ALS Fauna 076 (Cosco Shipping Leo 011), OOC
06/07/07/13, Singapore 130 (Thalassa Niki 031), OOC
06/14/07/16, Seaspan Fraser 003 (CMA CGM Argentina 005), OOC
06/14/07/16, Seaspan Fraser 003 (Cosco Shipping Capricorn 010), OOC
06/14/07/20, Singapore 131 (TBA), OOC
06/21/07/23, ALS Fauna 077 (CMA CGM Zheng He 423), OOC
06/21/07/23, ALS Fauna 077 (Cosco Shipping Leo 011), OOC
06/21/07/27, Singapore 132 (Tokyo Triumph 016), OOC
03/11/04/20, TBA (CSCL Mias 058), OOC
03/12/04/08, NYK Joanna 128 (Cosco Shipping Star 004), OOC
06/21/07/23, ALS Fauna 077 (CMA CGM Lyrna 388), OOC
06/28/07/30, Seaspan Fraser 004 (CMA CGM Louis Blériot 405), OOC
06/28/07/30, Seaspan Fraser 004 (Cosco Shipping Sagittarius 009), OOC
06/28/08/03, Singapore 133 (TBA), OOC
07/05/08/06, ALS Fauna 078 (CMA CGM Georg Forster 211), OOC
07/05/08/06, ALS Fauna 078 (Cosco Shipping Nebula 009), OOC
03/17/04/15, Singapore 134 (Taipei Triumph 015), OOC
07/12/08/13, Seaspan Fraser 005 (Cosco Shipping Virgo 011), OOC
07/12/08/13, Seaspan Fraser 005 (TBA), OOC
07/12/08/17, TBA (Cosco Harmony 052), OOC
07/19/08/20, ALS Fauna 079 (CMA CGM Bougainville 412), OOC
07/19/08/20, ALS Fauna 079 (Cosco Shipping Scorpio 010), OOC
07/19/08/24, Singapore 136 (Taurus 018), OOC
07/26/08/27, Seaspan Fraser 006 (CMA CGM Jean Mermoz 408), OOC
07/26/08/27, Seaspan Fraser 006 (Cosco Shipping Ulysses 011), OOC
07/26/08/31, Singapore 137 (TBA), OOC
08/02/09/03, ALS Fauna 080 (Cosco Shipping Aries 013),

08/09/09/10, Seaspan Fraser 007 (Cosco Shipping Gemini 012), OOCL
08/09/09/14, Singapore 139 (Thalassa Tyhi 031), OOCL
08/16/09/17, ALS Fauna 081 (APL Vanda 246), OOCL
08/16/09/17, ALS Fauna 081 (Cosco Shipping Taurus 013), OOCL

HITACHINAKA, Japan

03/01/03/13, Singapore 117 (OOCL Australia 193), OOCL
03/01/03/20, Singapore 117 (Olivia 138), OOCL
03/01/03/20, Wan Hai 282 107 (OOCL Guangzhou 120), OOCL
03/01/03/20, Wan Hai 282 107 (Olivia 138), OOCL
03/08/03/20, Singapore 118 (OOCL Guangzhou 120), OOCL
03/08/03/27, Wan Hai 282 108 (San Lorenzo 144), OOCL
03/08/03/27, Wan Hai 282 108 (OOCL New Zealand 086), OOCL
03/08/03/27, Singapore 119 (OOCL New Zealand 086), OOCL
03/15/04/03, Singapore 119 (Box Express 008), OOCL
03/15/04/03, Wan Hai 282 109 (Box Express 008), OOCL
03/15/04/03, Wan Hai 282 109 (OOCL Jakarta 118), OOCL
03/22/04/03, Singapore 120 (OOCL Jakarta 118), OOCL
03/22/04/10, Singapore 120 (Olivia 139), OOCL
03/22/04/10, Wan Hai 282 110 (OOCL Australia 194), OOCL
03/22/04/10, Wan Hai 282 110 (Olivia 139), OOCL
03/29/04/10, Singapore 121 (OOCL Australia 194), OOCL
03/29/04/17, Singapore 121 (San Lorenzo 145), OOCL
03/29/04/17, Wan Hai 282 111 (OOCL Guangzhou 121), OOCL
03/29/04/17, Wan Hai 282 111 (San Lorenzo 145), OOCL

HO CHI MINH, Vietnam

03/01/03/09, Singapore 117 (Buxhansa 013), OOCL
03/01/03/09, Wan Hai 282 105 (St Blue 059), OOCL
03/08/03/16, Singapore 118 (St Blue 059), OOCL
03/08/03/16, Wan Hai 282 106 (Cardiff Trader 031), OOCL
03/15/03/23, Singapore 119 (Cardiff Trader 031), OOCL
03/15/03/23, Wan Hai 282 107 (GSL Keta 020), OOCL
03/22/03/30, Singapore 120 (GSL Keta 020), OOCL
03/22/03/30, Wan Hai 282 108 (Buxhansa 014), OOCL
03/29/04/06, Singapore 121 (Buxhansa 014), OOCL
03/29/04/06, Wan Hai 282 109 (St Blue 060), OOCL

HONG KONG, China

03/04/03/06, TBA, OOCL
03/11/03/13, TBA, OOCL
03/18/03/20, TBA, OOCL
03/25/03/27, TBA, OOCL
04/01/04/03, TBA, OOCL

JAKARTA, Indonesia

03/04/03/17, TBA (OOCL Jakarta 118), OOCL
03/11/03/24, TBA (OOCL Australia 194), OOCL
03/18/03/31, TBA (OOCL Guangzhou 121), OOCL
03/25/04/07, TBA (OOCL New Zealand 087), OOCL
04/01/04/14, TBA (OOCL Jakarta 119), OOCL

JEBEL ALI, UAE

03/03/03/25, Kota Waris 172 (CSCL Mercury 067), OOCL
03/03/03/27, Kota Waris 172 (TBA), OOCL
03/05/03/25, ACX Crystal 220 (CSCL Mercury 067), OOCL
03/05/03/27, ACX Crystal 220 (TBA), OOCL
03/10/04/01, Thana Bhum 265 (CSCL Globe 038), OOCL
03/10/04/03, Thana Bhum 265 (APL Southampton 401), OOCL
03/12/04/01, NYK Joanna 128 (CSCL Globe 038), OOCL
03/12/04/03, NYK Joanna 128 (APL Southampton 401), OOCL
03/17/04/08, Kota Waris 173 (TBA), OOCL
03/17/04/10, Kota Waris 173 (TBA), OOCL
03/19/04/08, ACX Crystal 221 (TBA), OOCL
03/19/04/10, ACX Crystal 221 (TBA), OOCL
03/24/04/15, Thana Bhum 266 (Cosco Shipping Planet 005), OOCL
03/24/04/17, Thana Bhum 266 (TBA), OOCL
03/26/04/15, NYK Joanna 129 (Cosco Shipping Planet 005), OOCL
03/26/04/17, NYK Joanna 129 (TBA), OOCL
03/31/04/22, Kota Waris 174 (CSCL Atlantic Ocean 035), OOCL
03/31/04/24, Kota Waris 174 (TBA), OOCL

KAOSHIUNG, Taiwan

03/01/03/03, Singapore 117, OOCL
03/01/03/03, Wan Hai 282 107, OOCL
03/08/03/10, Singapore 118, OOCL
03/08/03/10, Wan Hai 282 108, OOCL
03/15/03/17, Singapore 119, OOCL
03/15/03/17, Wan Hai 282 109, OOCL
03/22/03/24, Singapore 120, OOCL
03/22/03/24, Wan Hai 282 110, OOCL
03/29/03/31, Singapore 121, OOCL
03/29/03/31, Wan Hai 282 111, OOCL

KARACHI, Pakistan

03/03/03/25, Kota Waris 172 (CMA CGM Effial 043), OOCL
03/05/03/25, ACX Crystal 220 (CMA CGM Effial 043), OOCL
03/10/04/01, Thana Bhum 265 (GSL Eleni 011), OOCL
03/12/04/01, NYK Joanna 128 (GSL Eleni 011), OOCL
03/17/04/08, Kota Waris 173 (Cosco Japan 081), OOCL
03/19/04/08, ACX Crystal 221 (Cosco Japan 081), OOCL
03/24/04/15, Thana Bhum 266 (TBA), OOCL
03/26/04/15, NYK Joanna 129 (TBA), OOCL
03/31/04/22, Kota Waris 174 (TBA), OOCL

KEELUNG, Taiwan

03/01/03/04, Singapore 117, OOCL
03/01/03/04, Wan Hai 282 107, OOCL
03/08/03/11, Singapore 118, OOCL
03/08/03/11, Wan Hai 282 108, OOCL
03/15/03/18, Singapore 119, OOCL
03/15/03/18, Wan Hai 282 109, OOCL
03/22/03/25, Singapore 120, OOCL
03/22/03/25, Wan Hai 282 110, OOCL
03/29/04/01, Singapore 121, OOCL
03/29/04/01, Wan Hai 282 111, OOCL

KOBE, Japan

03/01/03/12, Singapore 117 (OOCL Australia 193), OOCL
03/01/03/12, Singapore 117 (Olivia 138), OOCL
03/01/03/12, Wan Hai 282 107 (Olivia 138), OOCL
03/01/03/19, Wan Hai 282 107 (OOCL Guangzhou 120), OOCL
03/04/03/18, TBA (OOCL Le Havre 123), OOCL
03/04/03/21, TBA (GSL Keta 019), OOCL
03/08/03/19, Singapore 118 (OOCL Guangzhou 120), OOCL
03/08/03/19, Singapore 118 (San Lorenzo 144), OOCL
03/08/03/19, Wan Hai 282 108 (San Lorenzo 144), OOCL
03/08/03/26, Wan Hai 282 108 (OOCL New Zealand 086), OOCL
03/11/03/25, TBA (OOCL Zhoushan 216), OOCL
03/11/03/28, TBA (Buxhansa 013), OOCL
03/15/03/26, Singapore 119 (Box Express 008), OOCL
03/15/03/26, Singapore 119 (OOCL New Zealand 086), OOCL
03/15/03/26, Wan Hai 282 109 (Box Express 008), OOCL
03/15/04/02, Wan Hai 282 109 (OOCL Jakarta 118), OOCL
03/18/04/01, TBA (OOCL Charleston 180), OOCL
03/18/04/04, TBA (St Blue 059), OOCL
03/22/04/02, Singapore 120 (OOCL Jakarta 118), OOCL
03/22/04/02, Singapore 120 (Olivia 139), OOCL
03/22/04/02, Wan Hai 282 110 (OOCL Australia 194), OOCL
03/25/04/08, TBA (OOCL Le Havre 124), OOCL
03/25/04/11, TBA (Cardiff Trader 031), OOCL
03/29/04/09, Singapore 121 (OOCL Australia 194), OOCL
03/29/04/09, Wan Hai 282 111 (San Lorenzo 145), OOCL
03/29/04/16, Wan Hai 282 111 (OOCL Guangzhou 121), OOCL
04/01/04/15, TBA (OOCL Zhoushan 217), OOCL
04/01/04/18, TBA (GSL Keta 020), OOCL

LAEM CHABANG, Thailand

03/04/03/14, TBA, OOCL
03/11/03/21, TBA, OOCL
03/18/03/28, TBA, OOCL
03/25/04/04, TBA, OOCL
04/01/04/11, TBA, OOCL

LAZARO CARDENAS, Mexico

03/01/03/26, Suez Canal 010 (CMA CGM Tigris 020), OOCL
03/08/04/02, Zante 076 (CMA CGM Jacques Joseph 012), OOCL
03/15/04/09, APL England 029 (CMA CGM Mississippi 020), OOCL
03/22/04/16, Tabea 910 (CMA CGM Mekong 023), OOCL
03/29/04/23, Xin Chivan 049 (CMA CGM Ganges 024), OOCL
04/05/04/30, PL Germany 078 (TBA), OOCL
04/12/05/07, Suez Canal 011 (TBA), OOCL
04/19/05/14, Zante 077 (TBA), OOCL
04/26/05/21, APL England 030 (TBA), OOCL

LE HAVRE, France

03/03/04/03, Kota Waris 172 (CMA CGM Nevada 430), OOCL

03/05/04/03, ACX Crystal 220 (CMA CGM Nevada 430), OOCL
03/10/04/10, Thana Bhum 265 (APL Fullerton 208), OOCL
03/12/04/10, NYK Joanna 128 (APL Fullerton 208), OOCL
03/17/04/17, Kota Waris 173 (CMA CGM Chile 002), OOCL
03/19/04/17, ACX Crystal 221 (CMA CGM Chile 002), OOCL
03/31/05/01, Kota Waris 174 (CMA CGM Benjamin Franklin 415), OOCL

LIANYUNGANG, China

03/01/03/18, Singapore 117 (Teng Yun He 269), OOCL
03/01/03/18, Wan Hai 282 107 (Teng Yun He 269), OOCL
03/08/03/25, Singapore 118 (Qing Yun He 480), OOCL
03/08/03/25, Wan Hai 282 108 (Qing Yun He 480), OOCL
03/15/04/01, Singapore 119 (Teng Yun He 270), OOCL
03/15/04/01, Wan Hai 282 109 (Teng Yun He 270), OOCL
03/22/04/08, Singapore 120 (Qing Yun He 481), OOCL
03/22/04/08, Wan Hai 282 110 (Qing Yun He 481), OOCL
03/29/04/15, Singapore 121 (Teng Yun He 271), OOCL
03/29/04/15, Wan Hai 282 111 (Teng Yun He 271), OOCL

LONG BEACH, California, USA

03/08/03/31, Singapore 118 (OOCL Genoa 040), OOCL
03/08/03/31, Wan Hai 282 108 (OOCL Genoa 040), OOCL
03/15/04/07, Singapore 119 (OOCL London 073), OOCL
03/15/04/07, Wan Hai 282 109 (OOCL London 073), OOCL
03/22/04/14, Singapore 120 (OOCL Memphis 056), OOCL
03/22/04/14, Wan Hai 282 110 (OOCL Memphis 056), OOCL
03/29/04/21, Singapore 121 (OOCL Ho Chi Minh City 041), OOCL
03/29/04/21, Wan Hai 282 111 (OOCL Ho Chi Minh City 041), OOCL

LOS ANGELES, California, USA

03/04/03/28, TBA (APL Sentosa 407), OOCL
03/08/04/02, Singapore 118 (OOCL Genoa 040), OOCL
03/08/04/02, Wan Hai 282 108 (OOCL Genoa 040), OOCL
03/11/04/04, TBA (Edison 145), OOCL
03/15/04/09, Singapore 119 (OOCL London 073), OOCL
03/15/04/09, Wan Hai 282 109 (OOCL London 073), OOCL
03/18/04/11, TBA (TBA), OOCL
03/22/04/16, Singapore 120 (OOCL Memphis 056), OOCL
03/22/04/16, Wan Hai 282 110 (OOCL Memphis 056), OOCL
03/25/04/18, TBA (CMA CGM Christophe Colomb 216), OOCL
03/29/04/23, Singapore 121 (OOCL Ho Chi Minh City 041), OOCL
03/29/04/23, Wan Hai 282 111 (OOCL Ho Chi Minh City 041), OOCL
04/01/04/25, TBA (CMA CGM T. Jefferson 415), OOCL

LYTTELTON, New Zealand

03/03/04/01, Kota Waris 172 (Seasmile 029), OOCL
03/05/04/01, ACX Crystal 220 (Seasmile 029), OOCL
03/10/04/08, Thana Bhum 265 (Falkstone Bridge 717), OOCL
03/12/04/08, NYK Joanna 128 (Falkstone Bridge 717), OOCL
03/17/04/15, Kota Waris 173 (Shanghai Trader 019), OOCL
03/19/04/15, ACX Crystal 221 (Shanghai Trader 019), OOCL
03/24/04/22, Thana Bhum 266 (ANL Wenduree 135), OOCL
03/26/04/22, NYK Joanna 129 (ANL Wenduree 135), OOCL
03/31/04/29, Kota Waris 174 (Kota Loeng 127), OOCL

MANZANILLO, Mexico

03/01/03/22, Suez Canal 010 (CMA CGM Cochin 010), OOCL
03/01/03/25, Suez Canal 010 (CMA CGM Tigris 020), OOCL
03/08/03/29, Zante 076 (CSAV Trancara 028), OOCL
03/08/04/01, Zante 076 (CMA CGM Jacques Joseph 012), OOCL
03/15/04/05, APL England 029 (CSCL Zebrugga 026), OOCL
03/15/04/08, APL England 029 (CMA CGM Mississippi 020), OOCL
03/22/04/12, Tabea 910 (CMA CGM Rigolotto 342), OOCL
03/29/04/19, Xin Chivan 049 (CMA CGM Musca 026), OOCL
03/29/04/22, Xin Chivan 049 (CMA CGM Ganges 024), OOCL
04/05/04/26, PL Germany 078 (Cosco Guangzhou 097), OOCL
04/05/04/29, PL Germany 078 (TBA), OOCL
04/12/05/03, Suez Canal 011 (TBA), OOCL
04/12/05/06, Suez Canal 011 (TBA), OOCL
04/19/05/10, Zante 077 (TBA), OOCL
04/19/05/13, Zante 077 (TBA), OOCL
04/26/05/17, APL England 030 (TBA), OOCL
04/26/05/20, APL England 030 (TBA), OOCL

MELBOURNE, Australia

06/07/07/29, ALS Fauna 076 (Kota Laris 043), OOCL
06/07/07/29, ALS Fauna 076 (Cosco Singapore 144), OOCL
06/07/07/05, ALS Fauna 076 (Al Rawdah 005), OOCL
06/14/07/06, Seaspan Fraser 003 (OOCL Brisbane 191), OOCL
06/14/07/12, Seaspan Fraser 003 (Lazan 005), OOCL
06/21/07/13, ALS Fauna 077 (OOCL Houston 160), OOCL
06/21/07/18, ALS Fauna 077 (Cosco Antwerp 161), OOCL
06/21/07/19, ALS Fauna 077 (OOCL Panama 277), OOCL
06/28/07/20, Seaspan Fraser 004 (Kota Lanif 120), OOCL
06/28/07/25, Seaspan Fraser 004 (TBA), OOCL
06/28/07/26, Seaspan Fraser 004 (TBA), OOCL
07/05/07/27, ALS Fauna 078 (OOCL Yokohama 154), OOCL
07/05/08/01, ALS Fauna 078 (Kota Lambang 221), OOCL
07/05/08/02, ALS Fauna 078 (Seaspan New Delhi 047), OOCL
07/12/08/03, Seaspan Fraser 005 (Kota Laris 044), OOCL
07/12/08/08, Seaspan Fraser 005 (Cosco Singapore), OOCL
07/14/07/11, NYK Joanna 128 (OOCL Texas 172), OOCL
07/19/08/10, ALS Fauna 079 (OOCL Brisbane 192), OOCL
07/19/08/15, ALS Fauna 079 (OOCL Texas 173), OOCL
07/26/08/17, Seaspan Fraser 006 (OOCL Houston 161), OOCL
07/26/08/22, Seaspan Fraser 006 (Cosco Antwerp 162), OOCL
08/02/08/24, ALS Fauna 080 (Kota Lanif 121), OOCL
08/02/08/29, ALS Fauna 080 (TBA), OOCL
08/09/08/31, Seaspan Fraser 007 (OOCL Yokohama 155), OOCL
08/09/09/05, Seaspan Fraser 007 (Kota Lambang 221), OOCL
08/16/09/07, ALS Fauna 081 (Kota Laris 045), OOCL
08/16/09/12, ALS Fauna 081 (Cosco Singapore 146), OOCL

MEMPHIS, Tennessee, USA

03/08/04/07, Singapore 118 (OOCL Genoa 040), OOCL
03/15/04/14, Singapore 119 (OOCL London 073), OOCL
03/15/04/14, Wan Hai 282 109 (OOCL London 073), OOCL
03/22/04/21, Singapore 120 (OOCL Memphis 056), OOCL
03/22/04/21, Wan Hai 282 110 (OOCL Memphis 056), OOCL
03/29/04/28, Singapore 121 (OOCL Ho Chi Minh City 041), OOCL
03/29/04/28, Wan Hai 282 111 (OOCL Ho Chi Minh City 041), OOCL

MIZUSHIMA, Japan

03/04/03/21, TBA (OOCL Le Havre 123), OOCL
03/11/03/28, TBA (OOCL Zhoushan 216), OOCL
03/18/04/04, TBA (OOCL Charleston 180), OOCL
03/25/04/11, TBA (OOCL Le Havre 124), OOCL
04/01/04/18, TBA (OOCL Zhoushan 217), OOCL

MOJI, Japan

03/04/03/22, TBA (OOCL Le Havre 123), OOCL
03/11/03/29, TBA (OOCL Zhoushan 216), OOCL
03/18/04/05, TBA (OOCL Charleston 180), OOCL
03/25/04/12, TBA (OOCL Le Havre 124), OOCL
04/01/04/19, TBA (OOCL Zhoushan 217), OOCL

NAGOYA, Japan

03/01/03/10, Singapore 117 (OOCL Australia 193), OOCL
03/01/03/17, Wan Hai 282 107 (OOCL Guangzhou 120), OOCL
03/04/03/17, TBA (OOCL Guangzhou 120), OOCL
03/04/03/20, TBA (GSL Keta 019), OOCL
03/04/03/21, TBA (OOCL Le Havre 123), OOCL
03/08/03/17, Singapore 118 (OOCL Guangzhou 120), OOCL
03/08/03/24, Wan Hai 282 108 (OOCL New Zealand 086), OOCL
03/11/03/24, TBA (OOCL New Zealand 086), OOCL
03/11/03/27, TBA (Buxhansa 013), OOCL
03/11/03/28, TBA (OOCL Zhoushan 216), OOCL
03/15/03/24, Singapore 119 (OOCL New Zealand 086), OOCL
03/15/03/31, Wan Hai 282 109 (OOCL Jakarta 118), OOCL
03/18/03/31, TBA (OOCL Jakarta 118), OOCL
03/18/04/03, TBA (St Blue 059), OOCL
03/18/04/04, TBA (OOCL Charleston 180), OOCL
03/22/03/31, Singapore 120 (OOCL Jakarta 118), OOCL
03/22/04/07, Wan Hai 282 110 (OOCL Australia 194), OOCL
03/25/04/07, TBA (OOCL Australia 194), OOCL
03/25/04/10, TBA (Cardiff Trader 031), OOCL



03/05/04/03, ACX Crystal 220 (CMA CGM Nevada 430), OOCL
03/10/04/10, Thana Bhum 265 (APL Fullerton 208), OOCL
03/12/04/10, NYK Joanna 128 (APL Fullerton 208), OOCL
03/17/04/17, Kota Waris 173 (CMA CGM Chile 002), OOCL
03/19/04/17, ACX Crystal 221 (CMA CGM Chile 002), OOCL
03/31/05/01, Kota Waris 174 (CMA CGM Benjamin Franklin 415), OOCL

LIANYUNGANG, China

03/01/03/18, Singapore 117 (Teng Yun He 269), OOCL
03/01/03/18, Wan Hai 282 107 (Teng Yun He 269), OOCL
03/08/03/25, Singapore 118 (Qing Yun He 480), OOCL
03/08/03/25, Wan Hai 282 108 (Qing Yun He 480), OOCL
03/15/04/01, Singapore 119 (Teng Yun He 270), OOCL
03/15/04/01, Wan Hai 282 109 (Teng Yun He 270), OOCL
03/22/04/08, Singapore 120 (Qing Yun He 481), OOCL
03/22/04/08, Wan Hai 282 110 (Qing Yun He 481), OOCL
03/29/04/15, Singapore 121 (Teng Yun He 271), OOCL
03/29/04/15, Wan Hai 282 111 (Teng Yun He 271), OOCL

LONG BEACH, California, USA

03/08/03/31, Singapore 118 (OOCL Genoa 040), OOCL
03/08/03/31, Wan Hai 282 108 (OOCL Genoa 040), OOCL
03/15/04/07, Singapore 119 (OOCL London 073), OOCL
03/15/04/07, Wan Hai 282 109 (OOCL London 073), OOCL
03/22/04/14, Singapore 120 (OOCL Memphis 056), OOCL
03/22/04/14, Wan Hai 282 110 (OOCL Memphis 056), OOCL
03/29/04/21, Singapore 121 (OOCL Ho Chi Minh City 041), OOCL
03/29/04/21, Wan Hai 282 111 (OOCL Ho Chi Minh City 041), OOCL

LOS ANGELES, California, USA

03/04/03/28, TBA (APL Sentosa 407), OOCL
03/08/04/02, Singapore 118 (OOCL Genoa 040), OOCL
03/08/04/02, Wan Hai 282 108 (OOCL Genoa 040), OOCL
03/11/04/04, TBA (Edison 145), OOCL
03/15/04/09, Singapore 119 (OOCL London 073), OOCL
03/15/04/09, Wan Hai 282 109 (OOCL London 073), OOCL
03/18/04/11, TBA (TBA), OOCL
03/22/04/16, Singapore 120 (OOCL Memphis 056), OOCL
03/22/04/16, Wan Hai 282 110 (OOCL Memphis 056), OOCL
03/25/04/18, TBA (CMA CGM Christophe Colomb 216), OOCL
03/29/04/23, Singapore 121 (OOCL Ho Chi Minh City 041), OOCL
03/29/04/23, Wan Hai 282 111 (OOCL Ho Chi Minh City 041), OOCL
04/01/04/25, TBA (CMA CGM T. Jefferson 415), OOCL

LYTTELTON, New Zealand

03/03/04/01, Kota Waris 172 (Seasmile 029), OOCL
03/05/04/01, ACX Crystal 220 (Seasmile 029), OOCL
03/10/04/08, Thana Bhum 265 (Falkstone Bridge 717), OOCL
03/12/04/08, NYK Joanna 128 (Falkstone Bridge 717), OOCL
03/17/04/15, Kota Waris 173 (Shanghai Trader 019), OOCL
03/19/04/15, ACX Crystal 221 (Shanghai Trader 019), OOCL
03/24/04/22, Thana Bhum 266 (ANL Wenduree 135), OOCL
03/26/04/22, NYK Joanna 129 (ANL Wenduree 135), OOCL
03/31/04/29, Kota Waris 174 (Kota Loeng 127), OOCL

MANZANILLO, Mexico

03/01/03/22, Suez Canal 010 (CMA CGM Cochin 010), OOCL
03/01/03/25, Suez Canal 010 (CMA CGM Tigris 020), OOCL
03/08/03/29, Zante 076 (CSAV Trancara 028), OOCL
03/08/04/01, Zante 076 (CMA CGM Jacques Joseph 012), OOCL
03/15/04/05, APL England 029 (CSCL Zebrugga 026), OOCL
03/15/04/08, APL England 029 (CMA CGM Mississippi 020), OOCL
03/22/04/12, Tabea 910 (CMA CGM Rigolotto 342), OOCL
03/29/04/19, Xin Chivan 049 (CMA CGM Musca 026), OOCL
03/29/04/22, Xin Chivan 049 (CMA CGM Ganges 024), OOCL
04/05/04/26, PL Germany 078 (Cosco Guangzhou 097), OOCL
04/05/04/29, PL Germany 078 (TBA), OOCL
04/12/05/03, Suez Canal 011 (TBA), OOCL
04/12/05/06, Suez Canal 011 (TBA), OOCL
04/19/05/10, Zante 077 (TBA), OOCL
04/19/05/13, Zante 077 (TBA), OOCL
04/26/05/17, APL England 03

CMA CGM PHILIPPINES INC.



(JPX) DIRECT SERVICE TO JAPAN

MOTHER VESSEL	VOY. NO.	BTG	MNL(SH)	TOKYO	YOKOHAMA	OMAESAKI	NAGOYA	KOBE
BOMAR FULGENT	OIZ5PN1NC	14-Jun	15-Jun	22-Jun	22-Jun	24-Jun	25-Jun	26-Jun
NEWARK	OIZ5RN1NC	21-Jun	22-Jun	29-Jun	29-Jun	1-Jul	2-Jul	3-Jul
EXPRESS BLACK SEA	OIZ5TN1NC	28-Jun	29-Jun	6-Jul	6-Jul	8-Jul	9-Jul	10-Jul

(BMXKCS) DIRECT SERVICE FM MANILA TO CHINA (MID-WEEK)

MOTHER VESSEL	VOY. NO.	MNL (NH)	MNL (SH)	LIANYUNGANG	QINGDAO	NANSHA
NAVIOS DEDICATION	OKRCEN1NC	18-Jun	20-Jun	25-Jun	27-Jun	1-Jul
SEATTLE C	OKRCIN1NC	25-Jun	27-Jun	2-Jul	4-Jul	8-Jul
SEASPAN NEWYORK	OKREIN1NC	2-Jul	4-Jul	9-Jul	11-Jul	15-Jul

(PHX) DIRECT SERVICE TO SINGAPORE

MOTHER VESSEL	VOY. NO.	SUBIC	MNL (NH)	SINGAPORE
ALS FAUNA	077S	19-Jun	21-Jun	26-Jun
SEASPAN FRASER	004S	26-Jun	28-Jun	3-Jul
ALS FAUNA	078S	3-Jul	5-Jul	10-Jul

(CP2) DIRECT SERVICE TO HKG/CHINA (NEW ROUTING)

MOTHER VESSEL	VOY. NO.	SUBIC	CEBU	CAGAYAN	DAVAO DICT	HKG (HIT)	SHEKOU (CCT)	KAOHSIUNG APL
NORDDAMSTEL	0CP1YN1NC	14-Jun	16-Jun	19-Jun	21-Jun	25-Jun	25-Jun	26-Jun
NORDOCELOT	0CP2ON1NC	-	23-Jun	26-Jun	28-Jun	2-Jul	2-Jul	3-Jul
NORDAMSLET	0CP22N1NC	28-Jun	30-Jun	3-Jul	5-Jul	9-Jul	9-Jul	10-Jul

(CHINA 1 NB) DIRECT SERVICE TO CHINA

MOTHER VESSEL	VOY. NO.	DAVAO (DICT)	MNL (NH)	SHANGHAI	NINGBO	SHANTOU	SHEKOU
NAVIOS DELIGHT	0QA62N1NC	21-Jun	25-Jun	27-Jun	28-Jun	1-Jul	2-Jul
GH SCIRROCO	0QA64E1NC	28-Jun	2-Jul	4-Jul	5-Jul	8-Jul	9-Jul
CMA CGM NEW JERSEY	0QA66N1NC	5-Jul	9-Jul	11-Jul	12-Jul	15-Jul	16-Jul

(CP6) DIRECT SERVICE TO CHINA & PUSAN (WEEKEND)

MOTHER VESSEL	VOY. NO.	MNL(SH)	MNL(NH)	LIANYUNGANG	QINGDAO	PUSAN(HYUT)	PUSAN(HBTC)	SHANGHAI
CMA CGM PUGET	0CB1YN1NC	14-Jun	16-Jun	20-Jun	21-Jun	24-Jun	24-Jun	27-Jun
HYUNDAI VOYAGER	092N	21-Jun	23-Jun	27-Jun	28-Jun	1-Jul	1-Jul	4-Jul
HYUNDAI GOODWIL	094N	28-Jun	30-Jun	4-Jul	5-Jul	8-Jul	8-Jul	11-Jul

(NEW CSE) DIRECT SERVICE TO NINGBO & SHANGHAI

MOTHER VESSEL	VOY. NO.	MNL (NH)	SHANGHAI	NINGBO
MOUNT NICHOLSON	0XSCIN1NC	15-Jun	18-Jun	20-Jun
NORDLEOPARD	0XSKCN1NC	22-Jun	25-Jun	27-Jun
INVICTA	015N	29-Jun	2-Jul	4-Jul

LCT DRY: TUESDAY @ 1800H

IMPORTANT ANNOUNCEMENT

ADHOC CALL AT PHBTG FOR JPX SERVICE ETD BTG DEC 15 / ETD MNS: DEC 16

ABOVE SCHEDULES ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

ADVISORY

CONTAINER PRE-ADVISE

Export Laden	Empty Return
mnl.ladenexportnorth@cma-cgm.com	mnl.north-terminal@cma-cgm.com
	mnl.south-terminal@cma-cgm.com

Contact Persons:

Mc Bain MACALALAD	+63 2 8479-5105
Marlon CABULAO	+63 2 8479-5015
Doemarc MARASIGAN	+63 2 8479-5137

FOR INQUIRIES, PLEASE CONTACT SALES & MARKETING:

MANILA - mnl.marketing@cma-cgm.com or call +63 2 8479-5000
 CEBU - ceb.marketing@cma-cgm.com or call +63 32 232-4197
 DAVAO - dvo.marketing@cma-cgm.com or call +63 32 219-5503

FOR BOOKING, PLEASE CONTACT CUSTOMER SERVICE:

mnl.exportcs@cma-cgm.com or call +63 2 8479-5000

WEBSITE: www.cma-cgm.com

2x DIRECT SAILING SHANGHAI
 EVERY SUNDAY & THURSDAY
 CALL US AT 8354-0940 TO 49

2x WEEKLY SAILING SHIBUSHI
 EVERY SUNDAY & TUESDAY
 CALL US AT 8354-0940 TO 49

08/09/09/01, Seaspn Fraser 007 (Kota Lombang 221), OOCL
 08/09/09/03, Seaspn Fraser (OOCL Yokohama 155), OOCL
 08/16/09/08, ALS Fauna 081 (Cosco Singapore 146), OOCL
 08/16/09/10, ALS Fauna 081 (Kota Laris 045), OOCL

TAICHUNG, Taiwan

03/01-03/04, Singapore 117, OOCL
 03/01-03/04, Wan Hai 282 107, OOCL
 03/08-03/11, Singapore 118, OOCL
 03/08-03/11, Wan Hai 282 108, OOCL
 03/15-03/18, Singapore 119, OOCL
 03/15-03/18, Wan Hai 282 109, OOCL
 03/22-03/25, Singapore 120, OOCL
 03/22-03/25, Wan Hai 282 110, OOCL
 03/29-04/01, Singapore 121, OOCL
 03/29-04/01, Wan Hai 282 111, OOCL

TAKAMATSU, Japan

03/04-03/21, TBA (OOCL Le Havre 123), OOCL
 03/11-03/28, TBA (OOCL Zhaoushan 216), OOCL
 03/18-04/04, TBA (OOCL Charleston 180), OOCL
 03/25-04/11, TBA (OOCL Le Havre 124), OOCL
 04/01-04/18, TBA (OOCL Zhaoushan 217), OOCL

TAURANGA, New Zealand

03/03-04/05, Kota Waris 172 (Seasmile 029), OOCL
 03/05-04/05, ACX Crystal 220 (Seasmile 029), OOCL
 03/10-04/12, Thana Bhum 265 (Falkstovne Bridge 717), OOCL
 03/12-04/12, NYK Joanna 128 (Falkstovne Bridge 717), OOCL
 03/17-04/19, Kota Waris 173 (Shanghai Trader 019), OOCL
 03/19-04/19, ACX Crystal 221 (Shanghai Trader 019), OOCL

03/24-04/26, Thana Bhum 266 (ANL Wendouree 135), OOCL
 03/26-04/26, NYK Joanna 129 (ANL Wendouree 135), OOCL
 03/31-05/03, Kota Waris 174 (Kota Loeng 127), OOCL

TOKYO, Japan

03/01-03/09, Singapore 117 (OOCL Australia 193), OOCL
 03/01-03/15, Singapore 117 (Olivio 138), OOCL
 03/01-03/15, Wan Hai 282 107 (Olivio 138), OOCL
 03/01-03/16, Wan Hai 282 107 (OOCL Guangzhou 120), OOCL
 03/04-03/16, TBA (OOCL Guangzhou 120), OOCL
 03/04-03/19, TBA (GSL Keta 019), OOCL
 03/08-03/16, Singapore 118 (OOCL Guangzhou 120), OOCL
 03/08-03/22, Singapore 118 (San Lorenzo 144), OOCL
 03/08-03/23, Wan Hai 282 108 (OOCL New Zealand 086), OOCL
 03/11-03/23, TBA (OOCL New Zealand 086), OOCL
 03/11-03/26, TBA (Buxhansa 013), OOCL
 03/11-03/26, TBA (OOCL Zhaoushan 216), OOCL
 03/15-03/23, Singapore 119 (OOCL New Zealand 086), OOCL
 03/15-03/29, Singapore 119 (Box Express 008), OOCL
 03/15-03/29, Wan Hai 282 109 (Box Express 008), OOCL
 03/15-03/30, Wan Hai 282 109 (OOCL Jakarta 118), OOCL
 03/18-03/30, TBA (OOCL Jakarta 118), OOCL
 03/18-04/02, TBA (OOCL Charleston 180), OOCL

03/18-04/02, TBA (St Blue 059), OOCL

03/22-03/30, Singapore 120 (OOCL Jakarta 118), OOCL
 03/22-04/05, Singapore 120 (Olivio 139), OOCL
 03/22-04/05, Wan Hai 282 110 (Olivio 139), OOCL
 03/22-04/06, Wan Hai 282 110 (OOCL Australia 194), OOCL
 03/25-04/06, TBA (OOCL Australia 194), OOCL
 03/25-04/09, TBA (Cardiff Trader 031), OOCL
 03/25-04/09, TBA (OOCL Le Havre 124), OOCL
 03/29-04/06, Singapore 121 (OOCL Australia 194), OOCL
 03/29-04/12, Singapore 121 (San Lorenzo 145), OOCL
 03/29-04/12, Wan Hai 282 111 (San Lorenzo 145), OOCL
 03/29-04/13, Wan Hai 282 111 (OOCL Guangzhou 121), OOCL
 04/01-04/13, TBA (OOCL Guangzhou 121), OOCL
 04/01-04/16, TBA (GSL Keta 020), OOCL
 04/01-04/16, TBA (OOCL Zhaoushan 217), OOCL

TORONTO, Canada

03/01-03/28, Singapore 117 (OOCL Vancouver 114), OOCL
 03/01-03/28, Wan Hai 282 107 (OOCL Vancouver 114), OOCL
 03/08-04/04, Singapore 118 (OOCL Kaohsiung 107), OOCL
 03/08-04/04, Wan Hai 282 108 (OOCL Kaohsiung 107), OOCL
 03/15-04/11, Singapore 119 (OOCL Antwerp 107), OOCL
 03/15-04/11, Wan Hai 282 109 (OOCL Antwerp 107), OOCL
 03/22-04/18, Singapore 120 (OOCL Oakland 092), OOCL
 03/22-04/18, Wan Hai 282 110 (OOCL Oakland 092), OOCL

03/29-04/25, Singapore 121 (OOCL New York 068), OOCL
 03/29-04/25, Wan Hai 282 111 (OOCL New York 068), OOCL
 03/29-04/25, Wan Hai 282 111 (OOCL New York 068), OOCL

VALENCIA, Spain

03/03-03/31, Kota Waris 172 (CMA CGM Cassiopeia 403), OOCL
 03/03-04/10, Kota Waris 172 (Cosco Faith 043), OOCL
 03/05-03/31, ACX Crystal 220 (CMA CGM Cassiopeia 403), OOCL
 03/05-04/10, ACX Crystal 220 (Cosco Faith 043), OOCL
 03/10-04/07, Thana Bhum 265 (OOCL Malaysia 023), OOCL
 03/10-04/17, NYK Joanna 128 (Cosco Shipping Alps 013), OOCL
 03/12-04/07, NYK Joanna 128 (OOCL Malaysia 023), OOCL
 03/12-04/17, NYK Joanna 128 (Cosco Shipping Alps 013), OOCL
 03/17-04/14, Kota Waris 173 (CMA CGM Lyra 388), OOCL
 03/17-04/24, Kota Waris 173 (CSCL Star 063), OOCL
 03/19-04/14, ACX Crystal 221 (CMA CGM Lyra 388), OOCL
 03/19-04/24, ACX Crystal 221 (CSCL Star 063), OOCL
 03/24-04/21, Thana Bhum 266 (CMA CGM Columbia 366), OOCL
 03/24-05/01, Thana Bhum 266 (Thalassa Patris 032), OOCL
 03/26-04/21, NYK Joanna 129 (CMA CGM Columbia 366), OOCL
 03/26-05/01, NYK Joanna 129 (Thalassa Patris 032), OOCL

YOKOHAMA, Japan

03/04-03/19, TBA (GSL Keta 019), OOCL
 03/04-03/20, TBA (OOCL Le Havre 123), OOCL
 03/11-03/26, TBA (Buxhansa 013), OOCL
 03/11-03/27, TBA (OOCL Zhaoushan 216), OOCL
 03/18-04/02, TBA (St Blue 059), OOCL
 03/18-04/03, TBA (OOCL Charleston 180), OOCL
 03/25-04/09, TBA (Cardiff Trader 031), OOCL
 03/25-04/10, TBA (OOCL Le Havre 124), OOCL
 04/01-04/16, TBA (GSL Keta 020), OOCL
 04/01-04/17, TBA (OOCL Zhaoushan 217), OOCL

ZEEBRUGGE, Belgium

03/03-04/04, Kota Waris 172 (OOCL Japan 012), OOCL
 03/04-04/12, TBA (Cosco Shipping Andes 008), OOCL
 03/05-04/04, ACX Crystal 220 (OOCL Japan 012), OOCL
 03/10-04/11, Thana Bhum 265 (Cosco Shipping Star 004), OOCL
 03/11-04/19, TBA (CSCL Mars 058), OOCL
 03/12-04/11, NYK Joanna 128 (Cosco Shipping Star 004), OOCL
 03/17-04/18, Kota Waris 173 (OOCL United Kingdom 012), OOCL
 03/18-04/26, TBA (Cosco Harmony 052), OOCL
 03/19-04/18, ACX Crystal 221 (OOCL United Kingdom 012), OOCL
 03/24-04/25, Thana Bhum 266 (Cosco Shipping Galaxy 005), OOCL
 03/25-05/03, TBA (Cosco Portugal 035), OOCL
 03/26-04/25, NYK Joanna 129 (Cosco Shipping Galaxy 005), OOCL
 03/31-05/02, Kota Waris 174 (OOCL Hongkong 014), OOCL
 04/01-05/10, TBA (Cosco Shipping Himalayas 020), OOCL

TO MANILA

HO CHI MINH, Vietnam

01/09-01/20, Amalia C 072A (TBA 002S), OOCL
 01/09-01/21, Amalia C 072A (TBA 002S), OOCL
 01/14-01/26, St Ever 0568 (Singapore 112S), OOCL
 03/31-05/08, Kota Waris 174 (TBA), OOCL
 01/16-01/26, St Green 024E (Singapore 112S), OOCL
 01/16-01/27, St Green 024E (Wan Hai 282 S101), OOCL
 01/16-01/27, St Green 024E (TBA 003S), OOCL
 01/21-01/30, Amalia C 072B (Singapore 113S), OOCL
 01/21-02/02, Amalia C 072B (Wan Hai 282 S102), OOCL
 01/23-01/30, St Ever 057A (Singapore 113S), OOCL
 01/23-02/02, St Ever 057A (Wan Hai 282 S102), OOCL
 01/23-02/03, St Ever 057A (TBA 004S), OOCL
 01/23-02/04, St Ever 057A (TBA 004S), OOCL
 03/08-03/30, Singapore 117 (OOCL Vancouver 114), OOCL
 03/08-03/30, Singapore 117 (OOCL Vancouver 114), OOCL
 01/28-02/06, St Green 024N (Singapore 114S), OOCL

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Cape Nabil	20004N	24-Jun	25-Jun	27-Jun	28-Jun	30-Jun	30-Jun	1-Jul	

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FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA NAN	ETA SKU	ETA HKG
Prosper	20002N	22-Jun	23-Jun	25-Jun	SKU / 25-Jun	ONW / 26-Jun	OMIT
Hansa Drakenburg	20011N	27-Jun	29-Jun	3-Jul	4-Jul	5-Jul	

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FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETD MNL (STH)	ETA LYG	ETA TAO
Navios Dedication	OKRCEN	18-Jun	20-Jun	25-Jun	25-Jun	27-Jun
Seattle C	OKRCIN	25-Jun	27-Jun	2-Jul	2-Jul	4-Jul

IFX - Manila - Pusan - Qingdao - Shanghai LCT: CARGO / SAT 1200H • ED & ARRASTRE / FRI 1700H • FSI / FRI 1300H

FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETA PUS	QIN	SHA WQ62
Xin Chi Wan	051E	21-Jun	25-Jun	27-Jun	27-Jun	29-Jun
Tabea	888E	28-Jun	2-Jul	4-Jul	4-Jul	6-Jun

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FEEDER VESSEL	VOY.	ETD	MNL (STH)	ETD MNL (NTH)	ETA SHA WQ64	ETA NBO
Hammonia Berolina	026W	23-Jun	24-Jun			
MCC Danang	027W	30-Jun	1-Jul			

CH1 - Manila North - Shanghai LCT: CARGO: FRI 0700H

FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETA SHA (WQ64)
Navios Delight	0QA62N	20-Jun	27-Jun	
GH Scirocco	0QA64N	27-Jun	4-Jul	

IA3 - Manila North - Taichung LCT: CARGO: NH SUN 1700H

FEEDER VESSEL	VOY.	ETD	MNL (NTH)	ETA TAICHUNG	ETA XIAMEN	ETA YANTIAN
Navios Lapis	024N	23-Jun	28-Jun	29-Jun	29-Jun	1-Jul
ALS Jupiter	025N	30-Jun	5-Jul	6-Jul	6-Jul	8-Jul

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CPF SERVICE SUBIC-AUSTRALIA VIA SHANGHAI table with columns: VESSEL, VOY, ETD, SUB, ETA, SHA, CONNECTING VESSEL, ETD, SHA, ETA, SYD, ETA, MEL, ETA, BNE

CPS SERVICE DIRECT MANILA - SHANGHAI(4) - NINGBO(5) table with columns: VESSEL, VOY, MNN, MNS, SFS, SHA, NBO

CPF SERVICE SUBIC-JAPAN VIA SHANGHAI table with columns: VESSEL, VOY, SUB, SHA, CONNECTING VESSEL, TOK, YOK, MOJ, HAK, NGO, OSA, UKB

WM1 SERVICE DIRECT MANILA - SHANTOU(2) - QUANZHOU(2-3) - XIAMEN(3-4) table with columns: VESSEL, VOY, MIP, MNS, SWA, QUA, XMM

CPF SERVICE SUBIC-TAIWAN VIA SHANGHAI table with columns: VESSEL, VOY, SUB, SHA, CONNECTING VESSEL, KEL, TXG, KHH, TPE, TYN

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CPS SERVICE (MNL NH - MNL SH - XIAMEN - SHANGHAI - NINGBO) table with columns: MOTHER VESSEL, VOY, NO, ETD, MNL(NH), ETD, MNL(SH), ETA, SHA, ETA, NBO

CPX1 SERVICE (MNL SH - BATANGAS - CEBU - CAGAYAN - DAVAO - DALIAN - TIANJIN - QINGDAO - SHANGHAI) table with columns: MOTHER VESSEL, VOY, NO, ETD, MNL, SH, ETD, BTG, ETD, CEB, ETD, CAG, ETD, DCT, ETD, TFC, ETA, SHA, ETA, DLG, ETA, TNG, ETA, TAO, ETA, SHH

NEW SERVICE SPM SERVICE (MANILA NH - SHEKOU - HONGKONG) table with columns: MOTHER VESSEL, VOY, NO, ETD, MNL(SH), ETA, SHE, ETA, HNG

NEW SERVICE CPV SERVICE (MNL NH-HONGKONG-NANSHA-SHEKOU-HAIPHONG-QINZHOU) table with columns: MOTHER VESSEL, VOY, NO, ETD, MNL(NH), ETD, BTG, ETD, SUBIC, ETA, HNG, ETA, NAN, ETA, SHK, ETA, HAI, ETA, QZD

NEW SERVICE CPX5 SERVICE (MANILA NH - QUANZHOU (SHIHU) - QUANZHOU (WEITOU) - XIAMEN) table with columns: MOTHER VESSEL, VOY, NO, ETD, MNL NH-SH, ETA, QUA (SHIHU), ETA, QUA (WEITOU), ETA, XMM

NEW SERVICE SES SERVICE (SUBIC - BATANGAS - CEBU - HONGKONG - SHEKOU) table with columns: MOTHER VESSEL, VOY, NO, ETD, SUBIC, ETD, MNL, SH, ETD, BTG, ETD, CEB, ETA, HNG, ETA, SHE

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Some LTFRB, LTO transactions going online

THE Land Transportation Franchising and Regulatory Board (LTFRB) and Land Transportation Office (LTO) will implement online systems to lessen physical contact in transactions as part of “new normal” adjustments amid the coronavirus (COVID-19) pandemic.

Starting June 16, 2020, LTFRB will launch in Metro Manila its Public Transport Online Processing System (PTOPS), according to a statement by mother agency, Department of Transportation (DOTr). PTOPS, still on pilot testing and for consultation with stakeholders from June 1-15, will allow transactions to be made online and will make LTFRB services faster and accessible to stakeholders, DOTr said. The system does not include the publication and hearing of cases.

Using PTOPS, a user can create an account, select the type of transaction,

and schedule an appointment online with the LTFRB.

Aside from helping to curb the spread of COVID-19, DOTr said the new system will also prevent opportunities for corrupt practices due to lessened human intervention.

The system is operated by financial technology and a licensed remittance and transfer company PisoPay.com.

LTO’s Land Transportation Management System (LTMS), on the other hand, allows stakeholders to process transactions online, including driver/conductor’s application for renewal of license, requests for revision of records, and requests for Certificate of No Apprehension.

For settlement of traffic violations, motorists with admitted cases may settle their violations outright by paying fines at any LTO District Office cashier or via

electronic payment channels and on-line banking.

For contested cases, motorists can submit their position papers online through the LTMS. Notification of hearing schedule and settlement updates will be sent through e-mail and through a portal dashboard.

According to LTO assistant secretary Edgar Galvante, the LTMS is on pilot test at some LTO offices that are under the general community quarantine.

“We are doing the pilot-test at 24 LTO



Offices to iron out the technical glitches, and thus ensure that everything will run smoothly. Once all are in place, the LTMS will be implemented in all LTO offices nationwide,” Galvante said.

Section of NLEX Harbor Link Segment 10 set for opening on June 15

THE C3-Road 10 (R-10) section of the North Luzon Expressway (NLEX) Harbor Link Segment 10 is almost complete in time for its opening on June 15, 2020.

Public Works and Highways Secretary Mark Villar said the completion of the 2.6-kilometer (km) new section will provide direct access between R-10 in Navotas City and NLEX.

“As promised, by June 15, NLEX Harbor Link will be completed. Travel time from Manila to Quezon City will be reduced to only 15 to 20 minutes,” Villar added.

The C3-R10 section of the NLEX Harbor Link also includes three exit off-ramps namely: Segment 10-C3 Ramp to Caloocan City, Dagat-Dagatan Ramp to Malabon City, and C3-R10 Ramp to Navotas City.

Villar said motorists, including truckers or cargo haulers going to and from the

ports of Manila and NLEX, are expected to benefit from C3-R10 section’s opening as it

extends the existing 5.65-km NLEX Harbor Link Segment 10 that passes through Karuhatan, Valenzuela City, Governor Pascual Avenue in Malabon City, and 5th Avenue/C3 Road, Caloocan City bypassing the busy Epifanio delos Santos Avenue (EDSA) and Balintawak Toll Plaza.

Villar also commended the 2,000 construction workers who resumed work in May 2020, allowing for completion of the project in time for its June deadline. The project had an earlier completion target but works were suspended for two months due to restrictions from the enhanced community quarantine in Luzon adopted mid-March to prevent spread of the coronavirus disease.

The NLEX Harbor Link project is undertaken by concessionaire NLEX Corporation.



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