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Turn to pages 6-9

PortCalls

The Philippines' only shipping and transport guide

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PH logistics a P1T market by 2023; freight forwarders to dominate

THE Philippine logistics industry offers tremendous growth, potentially becoming a P970-billion to P1-trillion market by 2023, according to real estate consultancy firm The Lobien Realty Group (LRG).

The market is also forecast to grow 8.2% to 8.8% for the period 2018 to 2024, LRG said in a statement.

The Philippines' strategic location "right on the edge of Pacific Ocean" makes it one of the most "convenient docking locations for supply routes as it essentially connects many export and import markets of different countries across the globe," LRG explained.

The freight forwarding sector--which currently accounts for 21.1% of the transport storage and establishments companies in the country--will continue to dominate the logistics market, benefiting largely from the government's Build, Build, Build infrastructure program.

The second biggest chunk of the logistics market is warehousing, according to LRG. Largely contributing to this market are industrial and retail warehousing, as well as e-commerce companies.

An opportunity for the logistics and warehousing industry, LRG said, is ex-

Turn to page 3

Q1 cargo volume dips 4.5%

CARGO volume handled by Philippine ports dropped 4.5% in the first quarter of 2020 to 56.707 million metric tons (mt) from 59.371 million mt in the same period last year as both domestic and foreign shipments recorded declines, preliminary data from the Philippine Ports Authority (PPA) showed.

Of the total volume handled in ports under PPA jurisdiction, domestic cargoes accounted for 45% and foreign cargoes, 55%.

Domestic cargoes decreased 3.3% to 25.444 million mt in the first quarter of 2020 from 26.305 million mt in the same

period last year. Foreign cargoes likewise dropped 5.5% to 31.263 million mt from 33.066 million mt.

Import cargoes were 5.8% lower with 23.247 million mt from 24.685 million mt last year. Export cargoes were also 4.4% less at 8.016 million mt from 8.381 million mt.

Luzon accounted for 63% of the total among the regions, followed by Mindanao with 22% and the Visayas with 15%.

Cargoes handled by Luzon ports in the first quarter of 2020 were down 4.11% to 35.736 million mt from 37.267 million mt.

Turn to page 5

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Cebu airport resumes domestic operations

MACTAN-CEBU International Airport (MCIA) resumed operations for domestic flights at Terminal 1 today (June 6).

International commercial flights remain restricted but MCIA said it “will soon be in a position to meet mandatory health screening requirements that will pave the way for the resumption of international flights this month.”

The resumption of domestic commercial flights follow the easing of community quarantines nationwide starting this month after being suspended—except for repatriation and cargo flights—since mid-March. Airlines were also allowed to mount flights between areas under general community quarantine.

MCIA advised all passengers to coordinate with their respective airlines and continuously monitor the status of their flights and to ensure all travel documents are complete before proceeding to the airport.

Further, the public has been enjoined to follow airport safety procedures to ensure the well-being of passengers and airport staff during the current coronavirus disease (COVID-19) pandemic.

MCIA concessionaire GMR Megawide Cebu Airport Corp earlier said it is ramping up preparations for the “new normal” travel experience in adherence to the government’s guidelines intended to prevent the further spread of COVID-19



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BOC tests over 1,000 employees, with 41 COVID-19 positive

BOC tests 1,264 employees for COVID-19; 41 turn out positive

A total of 1,264 employees of the Bureau of Customs (BOC) have undergone rapid and swab tests, 41 of whom were confirmed to be positive for the coronavirus disease (COVID-19). Majority are asymptomatic, the BOC said in a statement.

There had been one casualty since the start of the pandemic; the person was known to have an existing lung condition even before the outbreak.

Employees positive for COVID-19 and those whom they had close contact with are now under self-quarantine for

14 days, BOC said in a statement. BOC’s Intelligence Group is also conducting contact tracing of those who had direct contact with the positive cases.

“All confirmed asymptomatic COVID-19 cases, as well as suspected ones, are being handled consistently under existing DOH [Department of Health] protocols,” BOC assistant commissioner and spokesperson Atty. Vincent Philip Maronilla said.

The recent rapid and swab tests were conducted by BOC’s Medical and Dental Division with the support of DOH and Philippine Red Cross (PRC).

Maronilla earlier said PRC has al-

located BOC with slots for free regular swab testing of its employees. DOH also provides rapid testing for BOC employees and those that exhibit symptoms are prioritized for testing.

Aside from testing for cases, Maronilla said BOC also exercises all precautionary measures such as wearing of face masks and gloves, as well as the observance of physical distancing rules.

“We regularly disinfect our offices and we implement flexible working arrangements for our frontliners such as skeletal workforce schedules and work from home options,” he added.

As a safety measure, all BOC transac-

tions have been online since the start of the pandemic to avoid physical contact with stakeholders. Manual transactions within BOC premises were discouraged to ensure the safety of both stakeholders and Customs employees.

“We are aware of how critical our role is in this current pandemic and so, while we praise and thank our frontliners for their dedicated and untiring service despite the daily risks, we also would like to assure the public that the Bureau of Customs’ highest priority is the health and safety of our own employees and that of our stakeholders. Protocols are in place and are strictly followed,” Maronilla said.

PH April manufacturing posts worst decline since 2001

PHILIPPINE manufacturing sector recorded double-digit declines in both volume and value in April 2020—the highest annual decline since 2001—as a result of the impact of community quarantines implemented in the country to stop the spread of the coronavirus disease (COVID-19).

According to preliminary results of the Monthly Integrated Survey of Selected Industries (MISSI) by the Philippine Statistics Authority (PSA), the Volume of Production Index (VoPI) plunged to an annual rate of 59.8% while the Value of Production Index (VaPI) plummeted at 61.4%.

The downturn in VoPI was driven by the significant decreases in indices of all industry groups, of which, three were in a very minimal business operations, namely: leather products (-99.0%), footwear and wearing apparel (-97.8%) and furniture and fixtures (-91.7%).

The decline in VaPI, on the other hand, was due to the downward movements noted in all the 20 industry groups, seven of which registered more than 85% decrements in VaPI. These were leather products (-98.6%), footwear and wearing apparel (-98.0%), furniture and fixtures (-90.0%), fabricated metal products (-89.9%), non-metallic mineral products (-87.7%), rubber and plastic products (-87.7%) and tobacco products (-86.8%).

Socioeconomic Planning Secretary Karl Kendrick Chua, in a press briefing on June 5, attributed the significant declines in VoPI and VaPI to the impact of the enhanced community quarantine (ECQ) implemented in various parts of the country starting mid-March.

“As we shift from ECQ to GCQ [general community quarantine], we will be seeing improvements in the succeeding months,” Chua said. The government

has recently eased community quarantines nationwide and had placed Metro Manila, Regions II, III, IV-A, VII, and Pangasinan, Zamboanga City, and Davao City under GCQ starting June 1 while other areas in the country will be placed under modified GCQ.

Based on the responding establishments, PSA said the average capacity utilization rate for total manufacturing in April 2020 was posted at 70%, which was lower than the average capacity utilization rate of responding establishments in March 2020 at 77.9%.

Four of the 20 industry groups had at least 80% capacity utilization rate which was led by footwear and wearing apparel (87.4%), textiles (87.2%), rubber and plastic products (80.3%) and electrical machinery (80.1%).

More than a fifth of total responding manufacturing establishments operate at full capacity.

The proportion of establishments that operated at full capacity (90% to 100%) was more than one-fifth (23.9%) of the total number of responding establishments for manufactur-

ing. More than two-fifths (43.1%) operated at 70% to 89% capacity while one-third (33%) operated below 70% capacity.



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ATI container volumes suffer double-digit dip in first 4 months

THE coronavirus (COVID-19) pandemic cut container throughput at terminals operated by Asian Terminals Inc by double-digit in for the first four months of the year.

ATI executive vice president William Khoury in an online stockholders' meeting on June 4 said the company does not expect significant recovery in volumes until at least August.

From January to April, container volume at Manila South Harbor declined by 26% and at Batangas Container Terminal (BCT) by 28% year-on-year, according to Khoury.

"With this recovery, we still expect full year volume to be around 20-30% in our last year's levels," he added.

In an earlier statement, ATI said volumes handled in Manila South Harbor and BCT for the first quarter of 2020 dropped 20.8% and 18.8%, respectively, as global and regional markets temporarily shuttered to mitigate the spread of COVID-19.

The company's financial performance for 2020 is also "not expected to be at par with last year's."

Restrictions due to COVID-19 likewise affected ATI's expansion program.

Khoury said ATI has reviewed its capital expenditures (capex) plan and "we are being responsible with our proposed expansion programs so some of our programs have been delayed for few months."

He added that major programs will continue "after we can come back to work full, hopefully during the MGCQ (modified general community quarantine)." Metro Manila and Batangas are currently under general community quarantine.

PAL losses balloon to P10.7B

PHILIPPINE Airlines' (PAL) total comprehensive loss jumped to P10.72 billion for the first quarter of 2020 from P6.81 billion in the same period last year, as operations were severely affected by worldwide travel restrictions due to the coronavirus disease (COVID-19) pandemic.

Consolidated revenues for the first quarter of 2020 amounted to P32.07 billion, 18.3% lower than the P39.24 billion recognized in 2019, parent company PAL Holdings, Inc. (PHI) said in a disclosure to the Philippine Stock Exchange.

The reduction in revenues was mainly due to the 21.4% drop in passenger revenues as a result of flight cancellations in March 2020 due to COVID-19 outbreak. Passenger revenues for the first quarter of this year amounted to P27.014 billion, lower than the P34.374 billion earned in the same period last year.

Cargo revenues likewise dropped 14%

In terms of total value of capex delayed, Khoury said "it's about US\$90 million delayed until next year."

Amid the pandemic, ATI's ports have remained operational 24/7, joining front-line industries and supporting government agencies in ensuring the unhampered flow of food, medicines, medical supplies and other vital commodities in the supply-chain, especially at the time of the health emergency, according to ATI chairman Andrew Hoad during the same meeting.

ATI also augmented its donations and community investment programs to help mitigate the impact of COVID-19 to its surrounding communities.

In line with its corporate sustainability program, ATI sent truckloads of rice and ready-to-eat canned goods through the social welfare unit of the City of Manila and distributed relief goods to surrounding port communities to help families remain afloat during the crisis.

ATI also made available its Passenger Terminal Building at Manila South Harbor's Pier 15 as an added temporary COVID-19 quarantine facility for repatriated overseas workers in partnership with the Department of Transportation, Philippine Ports Authority, Philippine Coast Guard and other private sector donors. Pier 15 is also hosting two floating hospital vessels serving the same purpose.

to P1.893 billion from P2.204 billion in the previous year. Revenues from ancillary services, however, grew 19% to P3.163 billion from P2.666 billion.

Consolidated operating expenses increased to P38.63 billion, 5.2% higher than last year's same quarter total of P36.71 billion, mainly due to increase in flying operations expenses, particularly fuel expenses as a result of hedging losses. This, however, was offset by the decline in other group's operating expenses due to reduced flight operations during the quarter.

The company also recognized other comprehensive loss of P1.43 billion from P639.79 million last year, mainly brought about by the fair value adjustments of the

PH logistics a P1T market by 2023; freight forwarders...

pansion of both local and international manufacturing companies in Metro Manila's outskirts such as in Cavite, Laguna, Batangas, Bulacan and Pampanga where vast lands are still available and offered at reasonable prices.

Meanwhile, the express delivery market, which consists of the same day or maximum of three delivery days, is seen posting a 9% compounded annual growth rate from 2018-2023.


According to LRG, the market could be worth P68.2 billion by 2023.

International air express companies

such as DHL, FedEx, UPS, and TNT Express dominate express delivery, largely driven by the e-commerce market, LRG said.


It noted that the growing awareness among consumers about global brands, as well as preferences for improved and up-to-date fashion and technologies have heightened demand for e-commerce.

The use of advanced mobile applications and banking solutions for the customers also made it easier for them to shop online, further intensifying the e-commerce logistics market.



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company's quoted investments which substantially decreased during the current quarter.

PAL president and chief operating officer Gilbert Santa Maria earlier said they expect a US\$1 billion or around P50 billion loss from February until the lifting of quarantine restrictions.

The airline this month resumed some domestic and international flights following the easing of community quarantines nationwide. PAL said it will increase the number of routes and flights in the coming months, if allowed by aviation authorities, global public health conditions and the travel environment.

Continued from page 1

participation in international trade; and, the boom in specialized industries. There has also been a notable increase in consumer spending because of a rising middle class, growing outsourcing industry, and OFW remittances," LRG said.

And even while the coronavirus pandemic has interrupted and unsettled social and economic activities worldwide and disrupted the global supply chain, LRG said it remains optimistic there is a lot of room for growth in the Philippines' logistics and warehousing market.

– Roumina Pablo

Due to the growing popularity of the e-commerce market—which allows for geographical ease; eliminates travel time and cost; is available 24/7; and allows for feedback from customers—LRG said the country is seeing an increase, particularly in sales of food and beverage, clothing apparel and electronics, in turn fueling demand for warehouses and storage facilities expansion.

"The future looks promising for the country's logistics and warehousing industry given the country's economic numbers - from its stable GDP growth; its active

participation in international trade; and, the boom in specialized industries. There has also been a notable increase in consumer spending because of a rising middle class, growing outsourcing industry, and OFW remittances," LRG said.

And even while the coronavirus pandemic has interrupted and unsettled social and economic activities worldwide and disrupted the global supply chain, LRG said it remains optimistic there is a lot of room for growth in the Philippines' logistics and warehousing market.

– Roumina Pablo

BOC seizes P17.38M worth of fake cigarettes from China

THE Bureau of Customs (BOC) has seized a container with fake Mighty and Marvels brand cigarettes worth an estimated P17.38 million for unlawful importation.

The shipment consigned to Mvetisery Industrial Supply arrived from China at

the Port of Manila on May 22, 2020 was placed on hold and was issued with a pre-lodgement control order last May 27, 2020 after a derogatory information was received from BOC's Enforcement Group (EG).

Upon 100% physical examination

of the container, the assigned Customs examiner assessed total duties and taxes amounting to P9.96 million.

BOC Port of Manila district collector Arsenia Ilagan ordered the issuance of Warrants of Seizure and Detention

against the entire shipment for violation of Section 1401 (Unlawful Importation or Exportation) in relation to Section 1113 (Property Subject Seizure and Forfeiture) of the Customs Modernization and Tariff Act.

Q & A : The Rules of Procedure for Admiralty Cases

By ATTY JOEY T. BANDAY



NARROW CHANNEL

THE Supreme Court, acting on the recommendation of the Chairperson of the Special Committee for the Rules of Procedure for Admiralty Cases, resolved to approve on 17 September 2019 the "Rules of Procedure for Admiralty Cases" [Rules]. These Rules took effect on January 1, 2020.

1. What are the Objectives of these Rules? These are intended to (a) provide the Regional Trial Courts with a special and summary procedure for Admiralty cases; (b) provide parties in Admiralty cases a fast, reliable, and efficient means of recourse to Philippine courts; and (c) enhance the administration of justice in Admiralty cases in the Philippines through the development of judicial expertise.

2. Do these Rules apply to all actions/proceedings? No. These Rules shall govern the procedure only in civil actions before the designated Admiralty courts involving claims and cases in Admiralty filed on the basis of shipping and other related laws, rules and regulations as well as international standards and norms/conventions and instruments.

3. What is the scope of the Admiralty jurisdiction of the Court? It covers the jurisdiction to hear and determine any of the following maritime claims: (a) Loss or damage caused by the operation of the ship; (b) Loss of life or personal injury occurring, whether on land or on water, in direct connection with the operation of the ship; (c) Salvage operations or any salvage agreement, including, if applicable, special compensation relating to salvage operations in respect of a ship which, by herself or her cargo, has threatened damage to the environment; (d) Damage or threat of damage caused by the ship to the environment, coastline or related interests, including the carriage

of waste, garbage or pollution as cargo into the Philippines; measures taken to prevent, minimize, or remove such damage; compensation for such damage, or costs of reasonable measures of reinstatement of the environment actually undertaken or to be undertaken; loss incurred or likely to be incurred by third parties in connection with such damage; and damage, costs, or loss of a similar nature to those identified in this subparagraph; (e) Costs or expenses relating to the raising, removal, recovery, destruction or rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything that is or has been on board such ship, and costs or expenses relating to the preservation of an abandoned ship and maintenance of her crew; (f) Any agreement relating to the use of a ship, including bareboat charter, charter by demise, time charter, voyage charter or contract of affreightment, and maritime contract of carriage, whether of goods or people, including bills of lading; (g) General average; (h) Towage; (i) Pilotage; (j) Goods, materials, provisions, bunkers, equipment (including containers) supplied or services rendered to the ship for her operation, management, preservation, or maintenance; (k) Construction, reconstruction, repair, converting or equipping of a ship; (l) Port, canal, dock, harbour and other waterway dues and charges; (m) Wages and other sums due to the master, officers and other members of the ship's complement who are not Filipino citizens, in respect of their employment on the ship, including costs of repatriation and social insurance contributions payable on their behalf, initiated while the vessel is within Philippine jurisdiction; (n) disbursements incurred on behalf of the ship or her owners; (o) Insurance premiums (including mutual insurance calls) in respect of the ship, payable by or on behalf of the shipowner or demise charterer; (p) Any commissions, brokerages or agency fees payable in respect of the ship by or on behalf of the shipowner or demise charterer; (q) Any dispute as to ownership or possession of the ship; (r) Any dispute between co-owners of the ship as to the employment or earnings of the ship; (s) A mortgage or a "hypothèque" or a charge of the same nature on the ship; (t) Any dispute arising

out of a contract for the sale of the ship; and (u) enforcement of foreign judgments and arbitral awards in relation to claims, or judgments and awards rendered under the Admiralty and maritime jurisdiction of a foreign court or arbitral tribunal, and subject to the procedures under Rule 39, Section 48 of the Rules of Court and the requirements of Republic Act No. 9285.

4. May an action in rem be filed even if the ship is located outside the Philippines? Yes. And in the following cases: (a) Any claim to the possession or ownership of a ship or any share therein; (b) Any question arising between the co-owners of a ship as to possession, employment, or earnings of that ship, including the settlement of any account outstanding and unsettled between the parties in relation to the ship; (c) Any claim in respect of a mortgage of or a charge on a ship or any share therein; (d) Any claim for the attachment, forfeiture or condemnation of a ship, or for the restoration of a ship; (e) Any claim on the basis of a maritime lien or other charge on any ship, or other property for the amount claimed; and (f) enforcement of an arbitral award or foreign judgment against a ship.

5. What is the manner of service of the complaint/writs/summons? In the case of ships of Philippine Registry, service shall be made by sending a copy of the complaint and all its attachments personally or by personal courier upon the duly-designated receiving officer of the Maritime Industry Authority. In the case of ships flying the flag of a foreign country, service shall be made by sending a copy of the complaint and all its attachments with the consulate of the ship's flag State; provided, that if the foreign Ship's Registry allows service through electronic means of court processes, legal notices, pleadings and documents, the party may use of such means subject to proof of such service.

The service shall be effected against a ship, cargo, or freight as follows: (i) by serving the same personally upon the ship's captain or master on board the ship while the vessel is within the jurisdiction of the Philippines; (ii) by affixing a copy of the writ for a short time on any mast of the ship or on the outside of any suitable part of the vessel's superstructure, visible to all who may board or enter the vessel; (iii) by affixing a copy of the writ in a sheltered, conspicuous part of the vessel visible to the person in actual possession and control thereof, such as the windows in front of the wheelhouse or bridge of the vessel; and (iv) in the case of cargo or freight in the custody of a person, by leaving the writ with such person.

6. How many days can the defendant file a responsive pleading? The defendant shall file a verified answer to the complaint, third-party complaint, counterclaim, cross-claim, or intervention within ten (10) calendar days from receipt of the writ or summons.

7. May the witnesses be examined via videoconferencing? Yes. And in accordance with the rules of the Supreme Court.

8. What is the period given to the Court to decide the case? The court shall render judgment within fifteen (15) calendar days from the expiration of the period for filing of position papers [with or without position papers filed].

9. May the court issue a Warrant of Arrest [WOA] of Vessel, Cargo, or Freight? Yes. Upon the commencement of the action, the plaintiff or defendant, as the case may be, may apply for a WOA for the arrest of a ship, cargo, or freight against which the action or any counterclaim in the action may be brought. However, no WOA shall be issued unless the arresting party has given a bond or security, including a corporate surety from a surety company accredited by the Supreme Court, executed in favor of the Admiralty court in the amount of thirty percent (30%) of the claim, but in no case less than five million pesos (PHP5,000,000.00), conditioned that the arresting party will pay all the costs which may be adjudged to the adverse party and all damages.

10. May a WOA be issued ex-parte? Yes. In case/s of extreme urgency where the complainant may suffer irreparable injury or gross inconvenience on account of the mobility or transportability of the ship, or the cargo, or the person in the custody of the freight, against which an action in rem is directed.

11. While a ship is under WOA, may her cargo be discharged? Yes.

12. How may the WOA be lifted? A bail bond or security, including a corporate surety from a surety company accredited by the Supreme Court, in sufficient amount to answer for the arresting party's claims, may be given on behalf of a party to an action in rem to secure the release of the ship, cargo, or freight from arrest.

13. May the shipowner, charterer, or other person in control or possession of a ship limit his/her liability? How? He/she may file a "limitation action" by a verified complaint, impleading any and all known defendants any time after a marine casualty that caused damage, injury, or death, and the subsequent abandonment of the vessel. And upon order of the court, constitute a Limitation Fund by making a deposit to the court, or by producing a letter of undertaking from a Protection and Indemnity Club acceptable to the court. [The Rules of Procedure for Admiralty Cases, A.M. No. 19-08-14-SC]

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Supply Chain Runs on Trust

By HENRIK BATALLONES
SCMAP Marketing and Communications Executive



SCMAP PERSPECTIVE

CERTAINLY, one of the challenges we at SCMAP have relished over the past few years is telling people why supply chain is so important. Personally, it always begins with defining what supply chain is, and almost always I end up saying two things: that supply chain goes beyond logistics, perhaps its most visible part; and that supply chain covers pretty much everything we do.

This is the result of the evolution of “supply chain”, of how different disciplines—distribution, warehousing, purchasing—began to work together more closely to deliver results beyond the end customer getting its product.

Those results? Value—value for the company, allowing it to continue providing for its employees, partners and other stakeholders, and also allowing it to reinvest in its products, improving them to suit changing tastes

and preferences.

Value, also, for the customers—and that goes beyond the initial purpose of the product or service availed. Whether it be food or medicine important to our basic survival, or those little things that allow us to explore our passions and live our lives to the fullest, supply chain allows us to imagine the possibilities and perhaps go further than where we are right now. This may sound lofty, but you cannot underestimate the ultimate impact of our work on the human psyche.

Value, finally, for the country—with supply chain being, in many cases literally, the “backbone” of the economy, ensuring that the products are delivered, that information that will improve the product is collected, and that money, most importantly, goes around. In a consumption-centric economy like ours, the role of supply chain in connecting and moving businesses and customers cannot be undermined.

I have been thinking of all these in the past few months, when the Philippines started to take seriously the threat of COVID-19. The government was minded to close all but the most essential parts of

the economy, if only to minimize physical contact, but in the first few weeks of community quarantine—thanks to concerns raised by various stakeholders, including us at SCMAP—it began to realize the interconnectivity of various industries, of how “non-essential” sectors play a critical role in ensuring the quality of the “essential” supplies. It soon began to allow these sectors to reopen; it also strengthened support for sectors deemed important to survival—the continuing operation of supermarkets and drugstores, the allowing of logistics and delivery companies to travel past checkpoints and quarantine borders.

I, for one, can hope that the past twelve weeks provides everyone with an even better appreciation of the importance of supply chain. Yes, defining “supply chain” as an industry may be difficult, since it covers so many sectors, from agriculture to manufacturing, from distribution to retail, from logistics providers to financial services to technology developers. Perhaps the challenge lies in how supply chain is not so much an industry but a mindset. We are lucky that our membership includes the biggest players in the economy, providing us with a view of supply chain that is circular in nature—from the supplier, to the manufacturer, to the retailer, to the customer, and back. There may be the urge to just focus on the most visible aspect of supply chain, but this holistic perspective allows us to present a more well-rounded understanding of the value supply chain

truly provides.

And how do we do that? At the risk of sounding lofty again, supply chain runs on trust. Supply chain depends on various, disparate sectors to meet eye-to-eye, understand the (positive) desired results, and work together to achieve that. To get there, stakeholders must break down the “silo thinking” imposed by traditional corporate structures, and work together across departments. There must be efforts to properly coordinate actions. There must be confidence in the data presented so everyone truly knows they’re working in the right direction. There must be an openness to embrace new approaches, but not for the sake of having something new, rather to improve the way we do things and to better serve our stakeholders and customers.

Finally, it must always be remembered that our work does not stop with delivering the product to the customer. We are able to serve our customers because they have put their trust in us, because they have determined we can bring value to them. If we let them down, that trust is difficult to recover.

Henrik Batallones is the marketing and communications director of SCMAP, and editor-in-chief of its official publication, Supply Chain Philippines. More information about SCMAP is available at scmap.org.

Driving Customer Experience in Post-Pandemic Era

By AMIT MAHESHWARI, CEO, Softlink Global



IT IN LOGISTICS

CUSTOMER experience has always been a central point around which the logistics and freight businesses have revolved. Meeting expectations of the supply chain is a daunting task considering its dynamic nature and ever-expanding demands. Besides, the nature of business requires logistics and freight businesses to work in close tandem with their customers maintaining several customer touchpoints throughout. Things being so, the logistics and freight industry is

confronted with an even greater challenge in the post-pandemic era.

The new-normal post COVID imposes severe constraints in the working style of businesses. They now need to embrace new ways of work to enhance their customer experience drives. This is where technology comes into the picture. It goes without saying that business will have to take to technology in a big way if they are to meet the new challenges.

Fortunately, technology in the form of a modern single software can make things simpler for the logistics and freight businesses. It can facilitate a high level of collaboration and coordination within

the organisation and across stakeholders with comprehensive customer service capabilities. With the ability to provide customer touchpoints digitally, businesses can ensure they can continue with top level customer service.

The modern single software enables logistics and freight businesses to work from a position of strength. Information can be shared across departments from sales, operations, accounting and finance to customer service. All stakeholders can perform their work more efficiently. Quick response, informed decision-making and efficient collaboration is made possible using the software.

Using modern single software alerts can be received by employees, managers and management on potential problems and delays enabling pre-emptive measures. Notifications on important milestones and tasks can make things easier to manage. Mobile apps will make it easier for field personnel and management to

access and update information. Online access to reports and information in real time can help managers and management in informed decision making. Customers can have ready access to information on their shipments in real time.

The post-pandemic era is about to see a digital transformation. Customer experience will largely be driven by technology. Businesses need to equip themselves with the latest technology that can help them drive their customer experience and enable them to grow their business sustainably.

Amit Maheshwari's many years of domain knowledge, vision and deep understanding of logistics marks him as a major thought leader in the industry. Under his leadership, Softlink Global has become a leading global logistics software provider. One of his major creations Logi-Sys is a comprehensive ERP for the freight and logistics industry that has become a global success.

BOC expedites accreditation process during ECQ

THE Bureau of Customs (BOC) Account Management Office (AMO) facilitated the accreditation of importers and brokers at the same time revoked accreditation of non-compliant importers during the enhanced community quarantine (ECQ) from March 17 to May 31, 2020.

During the period, the BOC said it accredited 1,226 importers and 209 customs brokers and revoked the accreditation of 182 non-compliant importers.

The bureau, however, conducted post-validation of the business or office address

provided by importers when they applied for accreditation with the customs bureau, according to assistant commissioner and spokesperson Atty. Vincent Philip Maronilla in an online update on June 5.

Maronilla explained that validation is important, especially during the pandemic when BOC has been implementing “extraordinary measures to speed up the process” of releasing shipments. He said validation makes sure the accredited importers are legitimate or are individuals taking advantage of eased importation

rules—particularly for medical supplies and equipment—while the country is under a state of public health emergency.

He said BOC’s Intelligence Group, together with the Philippine Coast Guard and Armed Forces of the Philippines, have taken advantage of less road traffic during the ECQ period to inspect the business or office address provided by importers.

He noted that BOC inspectors, considering that majority of businesses were closed during the ECQ period, only checked if the importer’s office is registered

with the building or have proper signage.

Non-compliant importers—majority of which had no business signage or were not registered with the building—were notified through electronic mails by AMO after the inspection and their accreditations were revoked.

BOC said as of June 5, 25 importers have requested for re-inspection and 16 were already re-inspected. Of the 16 importers, 12 importers have had their accreditations reactivated upon full compliance.

Q1 cargo volume...

Continued from page 1

Mindanao ports serviced 12.741 million mt, 4.43% lower than the 12.200 million mt handled in the previous year.

Visayas ports, on the other hand, recorded the biggest decline of 16.9% to 8.231 million mt from 9.904 million mt.

Container throughput

In terms of container traffic, PPA recorded 1.716 million twenty-foot equivalent

units (TEU) in the first quarter of this year, a 9.5% decline from 1.897 million TEUs in the same quarter last year.

Domestic boxes decreased 7% to 728,767 TEUs from 783,742.50 TEUs while foreign containers were down 11.3% to 987,476 TEUs from 1.113 million TEUs.

Shipcalls rose 1.4% to 119,278 vessels in January to March 2020 from 117,599

vessels in the same months last year.

Domestic ship calls jumped 1.7% to 116,938 vessels from 115,016 vessels. Foreign ship calls, on the other hand, were 9.4% lower with 2,340 vessels from 2,583 vessels.

Passenger traffic dropped 8.1% in the first quarter of 2020 to 16.675 million from 18.145 million in the same period in the previous year. Disembarked passengers decreased 8.4% to 8.380 million from 9.151

million; embarked passengers dropped 7% to 8.263 million 8.882 million.

Cruise passengers recorded the highest decline of 72% with only 31,344 from 112,246 last year.

Roll-on/roll-off (Ro-Ro) traffic, on the other hand, increased 4.8% to 1.820 million from 1.736 million. Inbound Ro-Ro traffic rose 4.9% to 910,978 from 868,809 while outbound Ro-Ro traffic went up 4.8% to 909,031 from 867,032.

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MAC-NELS SHPG (PHILS) INC. (02) 8843-4424
VICTORS FREIGHT INTL CORP. (02) 8528-0412

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SINGAPORE
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ASIA PACIFIC EXPRESS CORP. (02) 8887-5996
CARGO WORTHY FREIGHT SVS., INC. (02) 8817-2800

SINGAPORE
YANG KEE LOGISTICS PHILIPPINES, INC.
Tel. Nos. (632) 8843-9854, 8820-1149, 8829-0481

SOUTHAMPTON, UK
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SPRINGFIELD, MISSOURI, USA
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ACESTAR INTL. SERVICE CORP. (02) 8526-2888
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MERCURY FREIGHT INTL. INC. (02) 8820-2033
SEAHAWK TRANSPORT INC. (02) 8821-0194

TUCSON, ARIZONA, USA
ACESTAR INTL. SERVICE CORP. (02) 8526-2888
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ULM, GERMANY
ACESTAR INTL. SERVICE CORP. (02) 8526-2888
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AEROMAX (02) 8855-7690
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VANCOUVER, CANADA
ACESTAR INTL. SERVICE CORP. (02) 8526-2888
AEROMAX (02) 8855-7690
AIRTROPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

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ACESTAR INTL. SERVICE CORP. (02) 8526-2888
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AIRTROPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

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ACESTAR INTL. SERVICE CORP. (02) 8526-2888
AEROMAX (02) 8855-7690
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WISMAR, GERMANY
ACESTAR INTL. SERVICE CORP. (02) 8526-2888
AEROMAX (02) 8855-7690
AIRTROPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

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ACESTAR INTL. SERVICE CORP. (02) 8526-2888
AEROMAX (02) 8855-7690
AIRTROPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

XIAMEN, CHINA
ACESTAR INTL. SERVICE CORP. (02) 8526-2888
AEROMAX (02) 8855-7690
AIRTROPOLIS CONSOLIDATOR PHIL. (02) 8852-7944

XINGANG, CHINA
ACESTAR INTL. SERVICE CORP. (02) 8526-2888
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International Sea Freight Schedule



SAILING SCHEDULES

FCL acceptance via Tanjung to:

South America, Carribean, Bahamas, Leewards, Windwards, Virgin Islands, Western Carribean

ETD Cagayan	FVSL/VOY	ETA SIN	ETD SIN	MVSL/VOY	ETA MIAMI	ETA NASSAU
11-Jun	CAPE ARAXOS v.122W	18-Jun	23-Jun	GERNER MAERSK v.025W	27-Jul	6-Aug
18-Jun	BARRY TRADER v.036W	25-Jun	30-Jun	GRETE MAERSK v.026W	3-Aug	13-Aug

MANILA (Every Sundays) LCT: Sundays/0400H @ MIP
 CEBU (Every Thursdays) LCT: Wednesdays/2400H @ CIP
 GEN. SANTOS (Every Saturday) LCT: Saturday/1200H @ Makar Wharf

LCL weekly consolidation via Hong Kong to:

Miami, Aguilla, Atigua, Aruba, Bahamas, Barbados, Belize, Bermuda, Costa Rica, Curacao, Dominica, Dominican Republic, El Salvador, Grand Cayman, Grand Turk, Grenada, Guadalupe, Guatemala, Guyana, Haiti, Honduras, Jamaica, Martinique, Nevis, Nicaragua, Panama, Provinciales, Puerto Rico, St. Barths, St. Croix, St. John, St. Kitts, St. Lucia, St. Maarten, St. Thomas, St. Vincent, Suriname, Tortola, Trinidad, Venezuela, Virgin Gorda

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FROM MANILA

ADELAIDE, Australia

03/03/04/07, Kato Waris 172 (Cosco Antwerp 158), OOCL
 03/05/04/07, ACX Crystal 220 (Cosco Antwerp 158), OOCL
 03/10/04/14, Thana Bhum 265 (OOCL Kuala Lumpur 133), OOCL
 03/12/04/14, NYK Joanna 128 (OOCL Kuala Lumpur 133), OOCL
 03/17/04/21, Kato Waris 173 (Kato Laris 042), OOCL
 03/19/04/21, ACX Crystal 221 (Kato Laris 042), OOCL
 03/24/04/28, Thana Bhum 266 (Cosco Singapore 142), OOCL
 03/26/04/28, NYK Joanna 129 (Cosco Singapore 142), OOCL
 03/31/05/05, Kato Waris 174 (OOCL Norfolk 224), OOCL

ANTWERP, Belgium

03/01/04/03, Singapore 117 (Taipei Triumph 014), OOCL
 03/01/04/03, Wan Hai 282 107 (Taipei Triumph 014), OOCL
 03/03/04/13, Kato Waris 172 (Cosco Shipping Gemini 010), OOCL
 03/05/04/13, ACX Crystal 220 (Cosco Shipping Gemini 010), OOCL
 03/08/04/10, Wan Hai 282 108 (Taurus 017), OOCL
 03/10/04/20, Thana Bhum 265 (Cosco Shipping Taurus 011), OOCL
 03/12/04/20, NYK Joanna 128 (Cosco Shipping Taurus 011), OOCL
 03/15/04/27, Singapore 119 (Thalassa Tyhi 029), OOCL
 03/15/04/17, Wan Hai 282 109 (Thalassa Tyhi 029), OOCL
 03/17/04/27, Kato Waris 173 (Cosco Shipping Leo 010), OOCL
 03/19/04/27, ACX Crystal 221 (Cosco Shipping Leo 010), OOCL
 03/22/04/24, Singapore 120 (Thalassa Niki 030), OOCL
 03/22/04/24, Wan Hai 282 110 (Thalassa Niki 030), OOCL
 03/24/05/04, Thana Bhum 266 (Cosco Shipping Capricorn 009), OOCL
 03/26/05/04, NYK Joanna 129 (Cosco Shipping Capricorn 009), OOCL
 03/29/05/01, Wan Hai 282 111 (TBA), OOCL
 03/31/05/11, Kato Waris 174 (Cosco Shipping Libra 009), OOCL

AUCKLAND, New Zealand

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

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

BALTIMORE, Maryland, USA

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

BARCELONA, Spain

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

BRISBANE, Australia

03/31/06/27, Seaspan Fraser 002 (Seaspan New Delhi 046), OOCL

05/31/06/27, Seaspan Fraser 002 (OOCL Yokohama 153), OOCL
 06/07/06/29, ALS Fauna 076 (AL Rowald 005), OOCL
 06/07/07/04, ALS Fauna 076 (Kato Laris 043), OOCL
 06/14/07/06, Seaspan Fraser 003 (Lazan 005), OOCL
 06/14/07/11, Seaspan Fraser 003 (OOCL Brisbane 191), OOCL
 06/21/07/13, ALS Fauna 077 (OOCL Panama 277), OOCL
 06/21/07/18, ALS Fauna 077 (OOCL Houston 160), OOCL
 06/28/07/20, Seaspan Fraser 003 (TBA), OOCL
 06/28/07/25, Seaspan Fraser 004 (Kato Laris 120), OOCL
 07/05/07/27, ALS Fauna 078 (Seaspan New Delhi 047), OOCL
 07/05/08/01, ALS Fauna 078 (OOCL Yokohama 154), OOCL
 07/12/08/08, Seaspan Fraser 005 (Kato Laris 044), OOCL
 07/19/08/15, ALS Fauna 079 (OOCL Brisbane 192), OOCL
 07/26/08/22, Seaspan Fraser 006 (OOCL Houston 161), OOCL
 08/02/08/29, ALS Fauna 080 (Kato Laris 121), OOCL
 08/09/09/05, Seaspan Fraser 007 (OOCL Yokohama 155), OOCL
 08/16/09/12, ALS Fauna 081 (Kato Laris 045), OOCL

BUSAN, South Korea

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

CALLAO, Peru

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

CASABLANCA, Morocco

03/03/04/11, Kato Waris 172 (CMA CGM Cassiopeia 403), OOCL

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

CHARLESTON, South Carolina, USA

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

CHIBA, Japan

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

COLOMBO, Sri Lanka

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

COLUMBUS, Ohio, USA

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

DALLAS, Texas, USA

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

DAMMAM, Saudi Arabia

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

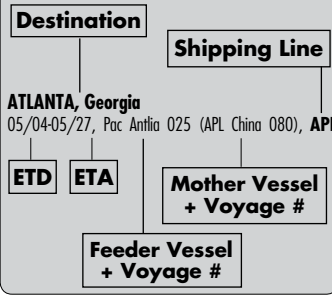
DUNKIRK, France

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

FELIXSTOWE, Britain

03/03/04/01, Kato Waris 172 (OOCL Japan 012), OOCL
 03/04/04/13, TBA (Cosco Shipping Andes 008), OOCL
 03/05/04/01, ACX Crystal 220 (OOCL Japan 012), OOCL
 03/08/03/21, Singapore 118 (OOCL Guangzhou 120), OOCL
 03/08/03/28, Wan Hai 282 108 (OOCL New Zealand 086), OOCL
 03/15/05/28, Singapore 119 (OOCL New Zealand 086), OOCL
 03/15/04/04, Wan Hai 282 109 (OOCL Jakarta 118), OOCL
 03/22/04/04, Singapore 120 (OOCL Jakarta 118), OOCL
 03/22/04/11, Wan Hai 282 110 (OOCL Australia 194), OOCL
 03/29/04/11, Singapore 121 (OOCL Australia 194), OOCL
 03/29/04/18, Wan Hai 282 111 (OOCL Guangzhou 121), OOCL

How to read this schedule:



ATLANTA, Georgia
 05/04/05/27, Poc Antlia 025 (APL China 080), APL

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

FREMANTLE, Australia

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

GDANSK, Poland

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

GENOA, Italy

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

HAIPHONG, Vietnam

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

HAKATA, Japan

03/01/03/14, Singapore 117 (OOCL Australia 193), OOCL
 03/01/03/21, Wan Hai 282 107 (OOCL Guangzhou 120), OOCL
 03/08/03/21, Singapore 118 (OOCL Guangzhou 120), OOCL
 03/08/03/28, Wan Hai 282 108 (OOCL New Zealand 086), OOCL
 03/15/05/28, Singapore 119 (OOCL New Zealand 086), OOCL
 03/15/04/04, Wan Hai 282 109 (OOCL Jakarta 118), OOCL
 03/22/04/04, Singapore 120 (OOCL Jakarta 118), OOCL
 03/22/04/11, Wan Hai 282 110 (OOCL Australia 194), OOCL
 03/29/04/11, Singapore 121 (OOCL Australia 194), OOCL
 03/29/04/18, Wan Hai 282 111 (OOCL Guangzhou 121), OOCL

HAMBURG, Germany

06/07/07/09, ALS Fauna 076 (CMA CGM Jules Verne 422), OOCL
 06/07/07/09, ALS Fauna 076 (CMA CGM Shipping Leo 011), OOCL
 06/07/07/13, Singapore 130 (Thalassa Niki 031), OOCL
 06/14/07/16, Seaspan Fraser 003 (CMA CGM Argentina 005), OOCL
 06/14/07/16, Seaspan Fraser 003 (Cosco Shipping Capricorn 010), OOCL
 06/14/07/20, Singapore 131 (TBA), OOCL
 06/21/07/23, ALS Fauna 077 (CMA CGM Zheng He 423), OOCL
 06/21/07/23, ALS Fauna 077 (Cosco Shipping Leo 011), OOCL
 06/21/07/27, Singapore 132 (Tokyo Triumph 016), OOCL
 03/11/04/20, TBA (CSCL Mias 058), OOCL
 06/28/07/30, Seaspan Fraser 004 (CMA CGM Louis Blériot 405), OOCL
 06/28/07/30, Seaspan Fraser 004 (Cosco Shipping Sagittarius 009), OOCL
 06/28/08/03, Singapore 133 (TBA), OOCL
 07/05/08/06, ALS Fauna 078 (CMA CGM Georg Forster 211), OOCL
 07/05/08/06, ALS Fauna 078 (Cosco Shipping Nebula 009), OOCL
 07/05/08/10, Singapore 134 (Taipei Triumph 015), OOCL
 07/12/08/13, Seaspan Fraser 005 (Cosco Shipping Virgo 011), OOCL
 07/12/08/13, Seaspan Fraser 005 (TBA), OOCL

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, Singapore 118 (San Lorenzo 144), OOCL
 03/08/03/27, Wan Hai 282 108 (OOCL New Zealand 086), OOCL
 03/08/03/27, Wan Hai 282 108 (San Lorenzo 144), OOCL
 03/15/03/27, 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, ACK Crystal 220 (CSCL Mercury 067), OOCL
 03/05/03/27, ACK 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, ACK Crystal 221 (TBA), OOCL
 03/19/04/10, ACK 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, ACK 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, ACK 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
 03/29/04/09, 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, ACK 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, ACK 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, ACK Crystal 220 (Seasmile 029), OOCL
 03/10/04/08, Thana Bhum 265 (Felixstowe Bridge 717), OOCL
 03/12/04/08, NYK Joanna 128 (Felixstowe Bridge 717), OOCL
 03/17/04/15, Kota Waris 173 (Shanghai Trader 019), OOCL
 03/19/04/15, ACK 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 Zeebrugge 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
 03/22/04/15, Tabea 910 (CMA CGM Mekong 023), OOCL
 03/29/04/19, Xin Chivan 049 (CMA CGM Ganges 024), 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
 06/07/07/04, ALS Fauna 076 (Cosco Singapore 144), OOCL
 06/07/07/05, ALS Fauna 076 (Al Rowdah 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, Seaspan Fraser 003 (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 003 (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

03/25/04/11, TBA (OOCL Le Havre 124), OOCL
 03/29/04/07, Singapore 121 (OOCL Australia 194), OOCL
 03/29/04/14, Wan Hai 282 111 (OOCL Guangzhou 121), OOCL
 04/01/04/14, TBA (OOCL Guangzhou 121), OOCL
 04/01/04/17, TBA (GSL Keta 020), OOCL
 04/01/04/18, TBA (OOCL Zhoushan 217), OOCL
NAPIER, New Zealand
 03/03/04/04, Kota Waris 172 (Seasmile 029), OOCL
 03/05/04/04, ACK Crystal 220 (Seasmile 029), OOCL
 03/10/04/11, Thana Bhum 265 (Felixstowe Bridge 717), OOCL
 03/12/04/11, NYK Joanna 128 (Felixstowe Bridge 717), OOCL
 03/17/04/18, Kota Waris 173 (Shanghai Trader 019), OOCL
 03/19/04/18, ACK Crystal 221 (Shanghai Trader 019), OOCL
 03/24/04/25, Thana Bhum 266 (ANL Wenduree 135), OOCL
 03/26/04/25, NYK Joanna 129 (ANL Wenduree 135), OOCL
 03/31/05/02, Kota Waris 174 (Kota Loeng 127), OOCL
NEW YORK, New York, USA
 03/01/04/10, Singapore 117 (Ever Learned 037), OOCL
 03/01/04/10, Wan Hai 282 107 (Ever Learned 037), OOCL
 03/04/04/14, TBA (OOCL Berlin 031), OOCL
 03/08/04/08, Singapore 118 (OOCL Genoa 040), OOCL
 03/08/04/08, Wan Hai 282 108 (OOCL Genoa 040), OOCL
 03/08/04/17, Singapore 118 (Theesus 031), OOCL
 03/08/04/17, Wan Hai 282 108 (Theesus 031), OOCL
 03/11/04/21, TBA (Cosco Excellence 051), OOCL
 03/15/04/15, Singapore 119 (OOCL London 073), OOCL
 03/15/04/15, Wan Hai 282 109 (OOCL London 073), OOCL
 03/15/04/24, Singapore 119 (Ever Lotus 041), OOCL
 03/15/04/24, Wan Hai 282 109 (Ever Lotus 041), OOCL
 03/18/04/28, TBA (OOCL Cheng Qing 031), OOCL
 03/22/04/22, Singapore 120 (OOCL Memphis 056), OOCL
 03/22/04/22, Wan Hai 282 110 (OOCL Memphis 056), OOCL
 03/22/05/01, Singapore 120 (Ever Legend 033), OOCL
 03/22/05/01, Wan Hai 282 110 (Ever Legend 033), OOCL
 03/25/05/05, TBA (Cosco Shipping Camello 005), OOCL
 03/29/04/29, Singapore 121 (OOCL Ho Chi Minh City 041), OOCL
 03/29/04/29, Wan Hai 282 111 (OOCL Ho Chi Minh City 041), OOCL
 03/29/05/08, Singapore 121 (Tokyo Triumph 018), OOCL
 03/29/05/08, Wan Hai 282 111 (Tokyo Triumph 018), OOCL
 04/01/05/12, TBA (OOCL Korea 029), OOCL
NHAYVA SHEVA, India
 03/03/03/22, Kota Waris 172 (APL Columbus 009), OOCL
 03/05/03/22, ACK Crystal 220 (APL Columbus 009), OOCL
 03/10/03/29, Thana Bhum 265 (TBA), OOCL
 03/12/03/29, NYK Joanna 128 (TBA), OOCL
 03/17/04/05, Kota Waris 173 (APL Vancouver 310), OOCL
 03/19/04/05, ACK Crystal 221 (APL Vancouver 310), OOCL
 03/24/04/12, Thana Bhum 266 (OOCL Seoul 064), OOCL
 03/26/04/12, NYK Joanna 129 (OOCL Seoul 064), OOCL
 03/31/04/19, Kota Waris 174 (Chesapeake Bay 005), OOCL
NINGBO, China
 03/01/03/11, Singapore 117 (Teng Yun He 269), OOCL
 03/01/03/11, Wan Hai 282 107 (Teng Yun He 269), OOCL
 03/08/03/18, Singapore 118 (Qing Yun He 480), OOCL
 03/08/03/18, Wan Hai 282 108 (Qing Yun He 480), OOCL
 03/15/03/25, Singapore 119 (Teng Yun He 270), OOCL
 03/15/03/25, Wan Hai 282 109 (Teng Yun He 270), OOCL
 03/22/04/01, Singapore 120 (Qing Yun He 481), OOCL
 03/22/04/01, Wan Hai 282 110 (Qing Yun He 481), OOCL
 03/29/04/08, Singapore 121 (Teng Yun He 271), OOCL
 03/29/04/08, Wan Hai 282 111 (Teng Yun He 271), OOCL
NORFOLK, Virginia, USA
 03/01/04/12, Singapore 117 (Ever Learned 037), OOCL
 03/01/04/12, Wan Hai 282 107 (Ever Learned 037), OOCL
 03/08/04/19, Singapore 118 (Theesus 031), OOCL
 03/08/04/19, Wan Hai 282 108 (Theesus 031), OOCL
 03/15/04/26, Singapore 119 (Ever Lotus 041), OOCL
 03/15/04/26, Wan Hai 282 109 (Ever Lotus 041), OOCL
 03/22/05/03, Singapore 120 (Ever Legend 033), OOCL
 03/22/05/03, Wan Hai 282 110 (Ever Legend 033), OOCL
 03/29/05/10, Singapore 121 (Tokyo Triumph 018), OOCL
 03/29/05/10, Wan Hai 282 111 (Tokyo Triumph 018), OOCL
OAKLAND, California, USA
 03/04/04/04, TBA (APL Sentosa 407), OOCL
 03/11/04/11, TBA (Edison 145), OOCL
 03/18/04/18, TBA (TBA), OOCL
 03/25/04/25, TBA (CMA CGM Christophe Colomb 216), OOCL
 04/01/04/02, TBA (CMA CGM T. Jefferson 415), OOCL
OMAEZAKI, Japan
 03/04/03/24, TBA (OOCL Le Havre 123), OOCL
 03/11/03/31, TBA (OOCL Zhoushan 216), OOCL
 03/05/04/07, ACK Crystal 220 (CMA CGM Nevada 430), OOCL
 03/05/04/07, ACK Crystal 220 (Cosco Shipping Gemini 010), OOCL
 03/08/04/16, Singapore 118 (Taurus 017), OOCL
 03/08/04/16, Wan Hai 282 108 (Taurus 017), OOCL
 03/10/04/13, Thana Bhum 265 (APL Fullerton 208), OOCL
 03/10/04/14, Thana Bhum 265 (Cosco Shipping Taurus 011), OOCL
 03/11/04/19, TBA (CSCL Mars 058), OOCL
 03/12/04/13, NYK Joanna 128 (APL Fullerton 208), OOCL
 03/12/04/14, NYK Joanna 128 (Cosco Shipping Taurus 011), OOCL
 03/15/04/23, Singapore 119 (Thalassa Tyhi 029), OOCL
 03/15/04/23, Wan Hai 282 109 (Thalassa Tyhi 029), OOCL
 03/17/04/20, Kota Waris 173 (CMA CGM Chile 002), OOCL
 03/17/04/21, Kota Waris 173 (Cosco Shipping Leo 010), OOCL
 03/18/04/24, TBA (Cosco Harmony 052), OOCL
 03/19/0

CMA CGM PHILIPPINES INC.



(JPX) DIRECT SERVICE TO JAPAN

Table with columns: MOTHER VESSEL, VOY. NO., BTG, MNL(SH), TOKYO, YOKOHAMA, OMAESAKI, NAGOYA, KOBE. Rows include BOMAR RENAISSANCE, BOMAR FULGENT, NEWARK.

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

Table with columns: MOTHER VESSEL, VOY. NO., MNL (NH), MNL (SH), LIANYUNGANG, QINGDAO, NANSHA. Rows include DERBY D, NAVIOS DEDICATION, SEATTLE C.

(PHX) DIRECT SERVICE TO SINGAPORE

Table with columns: MOTHER VESSEL, VOY. NO., SUBIC, MNL (NH), SINGAPORE. Rows include SEASPAN FRASER, ALS FAUNA, SEASPAN FRASER.

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

Table with columns: MOTHER VESSEL, VOY. NO., SUBIC, CEBU, CAGAYAN, DAVAO DICT, HKG (HIT), SHEKOU (CCT), KAOHSIUNG APL. Rows include NORDOCELOT, NORDDAMSTEL, NORDOCELOT.

(CHINA 1 NB) DIRECT SERVICE TO CHINA

Table with columns: MOTHER VESSEL, VOY. NO., DAVAO (DICT), MNL (NH), SHANGHAI, NINGBO, SHANTOU, SHEKOU. Rows include CMA CGM NEW JERSEY, SEASPAN NEW YORK, NAVIOS DELIGHT.

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

Table with columns: MOTHER VESSEL, VOY. NO., MNL(SH), MNL(NH), LIANYUNGANG, QINGDAO, PUSAN(HYUT), PUSAN(HBTC), SHANGHAI. Rows include HYUNDAI GOODWILL, TBA, HYUNDAI VOYAGER.

(NEW CSE) DIRECT SERVICE TO NINGBO & SHANGHAI

Table with columns: MOTHER VESSEL, VOY. NO., MNL (NH), SHANGHAI, NINGBO. Rows include INVICTA, MOUNT NICHOLSON, NORDLEOPARD.

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

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

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

08/09/09/01, Seospan Fraser 007 (Kota Lembang 221), OOCL 08/09/09/03, Seospan 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 Lembang 127), OOCL

TOKYO, Japan

03/01/03/09, Singapore 117 (OOCL Australia 193), OOCL 03/01/03/15, Singapore 117 (Olivia 138), OOCL 03/01/03/15, Wan Hai 282 107 (Olivia 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 Kota 019), OOCL 03/08/03/19, TBA (OOCL Le Havre 123), OOCL 03/08/03/16, Singapore 118 (OOCL Guangzhou 120), OOCL 03/08/03/22, Singapore 118 (San Lorenzo 144), OOCL 03/08/03/22, Wan Hai 282 108 (OOCL New Zealand 086), OOCL 03/11/03/23, TBA (OOCL New Zealand 086), 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 (Olivia 139), OOCL 03/22/04/05, Wan Hai 282 110 (Olivia 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 Kota 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

118 (OOCL Kaohsiung 107), OOCL 03/08/03/30, Wan Hai 282 108 (OOCL Kaohsiung 107), OOCL 03/15/04/06, Singapore 119 (OOCL Antwerp 107), OOCL 03/15/04/06, Wan Hai 282 109 (OOCL Antwerp 107), OOCL 03/22/04/13, Singapore 120 (OOCL Oakland 092), OOCL 03/22/04/13, Wan Hai 282 110 (OOCL Oakland 092), OOCL 03/29/04/20, Singapore 121 (OOCL New York 068), OOCL 03/29/04/20, Wan Hai 282 111 (OOCL New York 068), OOCL

WELLINGTON, New Zealand

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

XINGANG, China

03/01/03/15, Singapore 117 (Teng Yun He 269), OOCL 03/01/03/15, Wan Hai 282 107 (Teng Yun He 269), OOCL 03/08/03/22, Singapore 118 (Qing Yun He 480), OOCL 03/08/03/22, Wan Hai 282 108 (Qing Yun He 480), OOCL 03/15/03/29, Singapore 119 (Teng Yun He 270), OOCL 03/15/03/29, Wan Hai 282 109 (Teng Yun He 270), OOCL 03/22/04/05, Singapore 120 (Qing Yun He 481), OOCL 03/22/04/05, Wan Hai 282 110 (Qing Yun He 481), OOCL 03/29/04/12, Singapore 121 (Teng Yun He 271), OOCL 03/29/04/12, Wan Hai 282 111 (Teng Yun He 271), OOCL

YOKAICHI, Japan

03/01/03/11, Singapore 117 (OOCL Australia 193), OOCL 03/01/03/18, Wan Hai 282 107 (OOCL Guangzhou 120), OOCL 03/04/03/18, TBA (OOCL Guangzhou 120), OOCL 03/08/03/18, Singapore 118 (OOCL Guangzhou 120), OOCL 03/08/03/25, Wan Hai 282 108 (OOCL New Zealand 086), OOCL 03/11/03/25, TBA (OOCL New Zealand 086), OOCL 03/15/03/25, Singapore 119 (OOCL New Zealand 086), OOCL 03/15/04/01, Wan Hai 282 109 (OOCL Jakarta 118), OOCL 03/18/04/01, TBA (OOCL Jakarta 118), OOCL 03/22/04/01, Singapore 120 (OOCL Jakarta 118), OOCL 03/25/04/08, TBA (OOCL Australia 194), OOCL 03/29/04/08, Singapore 121 (OOCL Australia 194), OOCL 03/29/04/15, Wan Hai 282 111 (OOCL Guangzhou 121), OOCL 04/01/04/15, TBA (OOCL Guangzhou 121), OOCL

YOKOHAMA, Japan

03/04/03/19, TBA (GSL Kota 019), OOCL 03/12/04/07, NYK Joanna 128 (OOCL Malaysia 023), 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 Kota 020), OOCL 04/01/04/17, TBA (OOCL Zhaoushan 217), OOCL

ZEEBRUGGE, Belgium

03/03/04/04, Kota Waris 172 (OOCL Japan 012), OOCL 03/19/04/14, 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 03/31/04/28, Kota Waris 174 (CMA CGM Centaurus 410), OOCL 03/31/05/08, Kota Waris 174 (TBA), OOCL

TO MANILA

HO CHI MINH, Vietnam 01/09/01/20, Amalia C 072A (TBA 0025), OOCL 01/09/01/21, Amalia C 072A (TBA 0025), OOCL 01/14/01/26, St Ever 0568 (Singapore 1125), OOCL 01/14/01/26, St Ever 0568 (Wan Hai 282 S101), OOCL 01/16/01/26, St Green 024E (Singapore 1125), OOCL 01/16/01/26, St Green 024E (Wan Hai 282 S101), OOCL 01/16/01/27, St Green 024E (TBA 0035), OOCL 01/16/01/28, St Green 024E (TBA 0035), OOCL 01/21/01/20, Amalia C 072B (Singapore 1135), OOCL 01/21/02/02, Amalia C 072B (Wan Hai 282 S102), OOCL 01/23/01/30, St Ever 057A (Singapore 1135), OOCL 01/23/02/02, St Ever 057A (Wan Hai 282 S102), OOCL 01/23/02/03, St Ever 057A (TBA 0045), OOCL 01/23/02/04, St Ever 057A (TBA 0045), OOCL 03/08/03/30, Singapore 01/28/02/06, St Green 024N (Singapore 1145), OOCL

T.S. LINES LTD. 德翔海運有限公司

CPX - Manila - Shantou - Xiamen - Nansha - Shekou - Hongkong LCT CARGO: NORTH / TUE 1900H • SOUTH/WED 2400H

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETD MNL (STH), ETA SHT, ETA XIA, ETA HKG, ETA NAN, ETA SHE. Rows include Okee Alba, TBN3.

MBX - Manila - Nansha - Shekou - Hongkong LCT CARGO: NORTH / FRI 0900H * SOUTH / SAT 0900H

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETD MNL (STH), ETA NAN, ETA SKU, ETA HKG. Rows include TBN, TBN1.

BMX - Manila - Lianyungang - Qingdao LCT CARGO: NORTH / MON 0400H • SOUTH / TUE 1700H

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETD MNL (STH), ETA LYG, ETA TAO. Rows include Derby D, Navios Dedication.

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

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETA PUS, QIN, SHA WQ62. Rows include KMTC Mundra, Xin Chi Wan.

PH3 - Manila - Ningbo - Shanghai LCT: CARGO: NORTH SAT 0500H / SOUTH FRI 1000H

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (STH), ETD MNL (NTH), ETA SHA WQ64, ETA NBO. Rows include MCC Medan, Vivaldi.

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

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETA SHA (WQ64). Rows include Seospan New York, Navios Delight.

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

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETA TAICHUNG, ETA XIAMEN, ETA YANTIAN. Rows include Northern Promotion, Navios Tempo.

SCHEDULES ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

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中外运集装箱运输有限公司 SINOTRANS CONTAINER LINES CO., LTD.

CPF SERVICE DIRECT MANILA SH - MANILA NH - SUBIC - SHANGHAI(5) - NINGBO(7) table with columns: VESSEL, VOY, MNS, MNN, SUBIC, SHA, NBO, JGY

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

INLAND PORTS: VIA SHANGHAI: HAIPHONG • KUN SHAN • TAI CANG • WUJIANG • SU ZHOU • HANG ZHOU • WU XI • BENG BU • ZHENG ZHOU • CHENG DU • MIAN YANG • AN JI • JIAXING • DE QING • CHANG SHU • JIANGYIN • CHANG ZHOU • ZHEN JIANG • YANG ZHOU • TAI ZHOU • NAN JING • NAN TONG • ZHANG JIA GANG • WU HU • HE FEI • MAAN SHAN • AN QING • CHI ZHOU • TONG LING • JIU JIANG • NAN CHANG • WU HAN • HUANG SHI • JING ZHOU • YI CHANG • CHONG QING • YUE YANG • CHANG SHA • LU ZHOU • YI BIN; VIA XIAMEN: FUZHOU • JIANGYIN; VIA NINGBO: WEN ZHOU • ZHA PU

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SITC SITC Container Lines Phils., Inc. 新海丰集装箱运输有限公司

TPX SERVICE (BATANGAS-MNL NH-SUBIC-BANGKOK-LAEM CHABANG) table with columns: MOTHER VESSEL, VOY, NO, ETD, BTG, ETD, MNL(NH), ETD, SUBIC, ETA, NAN, ETA, SHE, ETA, HAI, ETA, QZD, ETA, BKK, ETA, LCH

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

CM1 SERVICE (BATANGAS-XIAMEN-SHEKOU-NANSHA-HO CHI MINH-JAKARTA-SEMARANG-MAKASSAR) table with columns: MOTHER VESSEL, VOY, NO, ETD, BTG, ETA, SHA, ETA, XIA, ETA, SHE, ETA, NAN, ETA, HOC, ETA, JKT, ETA, SEM, ETA, SUR, ETA, MMK

TPV SERVICE (MNL NH - HO CHI MINH - LAEM CHABANG) table with columns: MOTHER VESSEL, VOY, NO, ETD, MNL(NH), ETA, SUBIC, HOC, ETA, LCH

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, SHA

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, 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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Transport agencies push automation in new normal

TRANSPORT agencies are shifting to the new normal through automation of transactions, including integration of payment platforms covering all Philippine Ports Authority (PPA) terminals to limit face-to-face cargo transactions.

The move is in line with safety precautionary measures—including physical distancing and limiting direct human-to-human contact—being prescribed by health authorities to contain the spread of the coronavirus disease (COVID-19), the Department of Transportation said.

In the maritime sector, the Automated Passenger Ticketing System will soon be implemented. The PPA will automate passenger ticketing in all its passenger terminals nationwide to avoid face-to-face ticketing transactions.

The pilot testing of the system started in March this year and is targeted to be operational by the fourth quarter of 2020.

Further, a centralized vessel tracking and port surveillance system called the National Port Monitoring Center will be implemented. This will be used to monitor vessel and port activities as part of border control and protection.

In the aviation sector, the use of Virtual Air Traffic Control (ATC) Tower is being considered. The use of remote virtual towers allows ATC services to be provided away from the airport, instead of airport towers. The technology is being considered to boost passenger safety.

In the road sector, several transactions will be made online and through cashless payments.

Starting June 16, 2020, the Land Transportation Franchising and Regulatory Board will launch in Metro Manila the Public Transport Online Processing System or PTOPS, which will allow services to be made accessible online.

The Land Transportation Office, meanwhile, will implement digital transactions made through the Land Transportation Management System. Through the system, application for driver/conductor's renewal of license, requests for revision of records, and requests for Certificate of No Apprehension can be processed online.

Cashless transactions will be implemented in public utility vehicles, taxis, and transport network vehicle services through

Automatic Fare Collection System. This is carried out through the support of various payment solutions companies, whose mobile applications have also features that allow contact tracing of passengers.

Electronic toll collection will be made through the mandatory use of Radio Frequency Identification tags on all PUVs using tollways and expressways.

In the rail sector, DOTr said services will undergo total digitalization. This

includes online reservations or train ticket purchases. Passengers can also opt to use cards or use digital payment options.

Rail networks will expand the use of artificial intelligence on its infrastructure. DOTr said this will be of benefit for massive scanning and temperature profiling, automated contact tracing, human-to-human contact detection or detection of social distancing violations, face mask detection and frequent contact surface analysis.

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