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The Philippines' only shipping and transport guide

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## Most Luzon ports up and running

- Most ports, especially in Northern Luzon, have resumed operations on Nov 2
- Ports in Bicol region, which experienced two landfalls when Typhoon Rolly struck on Nov 1, still closed
- Occidental Mindoro ports still not operational
- PPA chief Jay Daniel Santiago to inspect ports in Bicol on Nov 4

MOST ports in Luzon affected by Typhoon Rolly (international name Goni) are operational as of November 2.

These are the ports in Marinduque, Quezon, Batangas, and Masbate, Calapan in Oriental Mindoro, Bulan, Legazpi, and Matnog, according to Presidential spokesperson Harry Roque, Jr. during a press briefing on November 2.

Other ports in Bicol region, which experienced two landfalls when Typhoon Rolly struck the Philippines on November 1, are still closed.

Occidental Mindoro ports are also not yet operational as of November 2.

Ports in Northern Luzon ports have resumed operations as of November 2, according to the Philippine Ports Authority (PPA).

Manila South Harbor, Manila International Container Terminal, Batangas and Subic ports also resumed operations on November 2, according to separate advisories from terminal operators.

PPA in a media Viber group message

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## Cebu domestic cargo handlers get contracts renewed

- **Contracts renewed for four cargo-handling service providers at Cebu baseport domestic zone**
- **One contractor granted 15-year contract while each of other three awarded 10-year contract**
- **Cebu Port Authority ordered cargo handlers to undertake digitalization for contactless transactions**

THE Cebu Port Authority (CPA) renewed the contracts of four cargo-handling service providers (CHSPs) at the Cebu baseport domestic zone after they passed their performance reviews.

CPA general manager Leonilo Miolo on October 22 signed the contracts of United South Dockhandlers Inc. (USDI); Cebu Arrastre and Stevedoring Services Corp. (CASSCOR); Puerto Servicio De Cebu Inc.; and Metro Cebu Arrastre and Stevedoring Services, Inc. (MCASSI).

All four cargo-handling service providers went through a performance review as stipulated in their contracts and pursuant to CPA Administrative Order (AO) 01-2000 (CPA General Port Rules and Regulations) and AO 03-98 (Policy Guidelines and General Conditions for the Management and Operation of Cargo Handling Services).

They were all found to have a satisfactory performance without any outstanding obligations to the port authority, to labor, or to port users.

USDI was granted a 15-year contract, while CASSCOR, Puerto Servicio, and MCASSI were each awarded a 10-year contract, subject to certain conditions.

Among these conditions is that the cargo-handling operators must comply with the policy on collection of arrastre, stevedoring and other related charges, as prescribed by the CPA under existing

policies, rules and regulations.

They should also provide and maintain the required minimum cargo-handling and related equipment/gear, all in serviceable and ready line conditions, as well as provide and maintain adequate safety equipment and gears.

The cargo-handling service providers should also strictly comply with the manual on dockworkers safety and health standards, and submit a list of all its employees, workers or laborers.

Further, Miolo said additional guidelines under the renewed contracts mandate that the cargo-handling service providers must undertake to digitalize their transactions with clients and port users to provide an online means of assessment, collection and remittance of payments. They are also required to secure ISO accreditation under the Quality Management System and Environmental Management System.

"As cargo handling service in the Port of Cebu is directly under the regulation and authority of the CPA, we want to ensure that we provide excellent services to our port stakeholders. Under their contracts, all our CHSP partners are required to adopt and implement no contact transactions for safety, easier and faster processing of port services and acquire ISO accreditation," Miolo said.

Cebu baseport in Cebu City consists of a domestic zone and an international container terminal.

CPA is currently expanding the domestic zone with the construction of a new finger pier, to be called Pier 5, which will cater exclusively to domestic cargoes.

The 155-meter-long Pier 5 will have a project cost of P510 million, to be funded internally by CPA. Bidding for the project was conducted last September 7 and awarding of the contract was scheduled

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at the end of September. Construction was expected to start in October and be completed by December 2021.

Miolo earlier said Pier 5 can accommodate three to four vessels at one time.  
— Roumina Pablo

## BOC MICP intercepts smuggled cigarettes, high-end cars

- **P20M worth of imported luxury vehicles seized at Manila International Container Port**
- **Containers from China supposedly containing sundry items yielded P60 million worth of smuggled cigarettes**

The Bureau of Customs (BOC) foiled smuggling of secondhand luxury cars worth about P20 million and apprehended illegally imported cigarettes valued at about P60 million on separate occasions at Manila International Container Port (MICP).

The cars arrived on October 16 and were imported by Blue Core Enterprises,

which had declared the shipment as furniture, BOC said in a statement.

After profiling and examination, the container was verified to contain smuggled secondhand vehicles, including a Porsche sports car, a Bentley luxury car, a Mercedes Benz sports car, and a half-cut Volkswagen.

After the shipment was apprehended on October 20, BOC-MICP district collector Romeo Allan Rosales immediately issued warrant of seizure and detention against the vehicles. The importer is now under investigation and may face charges for violation of relevant sections of Republic Act No. 10863, or the Customs Modernization and Tariff Act (CMTA).

Meanwhile, the containers of smuggled cigarettes arrived from China on September 30 and were allegedly imported by Ocean World Enterprises. The containers, declared to contain various items including cartons, furniture and bags, were found to be hiding 500 cases and 1,198 boxes of smuggled cigarettes.

BOC said a total of 11 shipments are being investigated on suspicion of illegal importation of cigarettes. The importer will face charges for violation of relevant sections of the CMTA, related Bureau of Internal Revenue guidelines and regulations, and pertinent National Tobacco Authority memorandum.

Other shipments of the importer will be further investigated to check if they violated Customs laws and regulations.

BOC stressed imports of secondhand vehicles and smuggling of cigarettes and other illicit and regulated goods are prohibited in the Philippines and will be met with the full force of the law.



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## BOC expands list of general terms in goods declaration subject to cargo exam



- **Bureau of Customs widened to 300 the list of general terms in goods declaration meriting 100% shipment examination**
- **CMO 20-2020 notes the current list of commodities needs updating to include new ones usually described in general terms to avoid paying correct tariff**

THE Bureau of Customs (BOC) has expanded to 300 the general terms that, if used by an importer to describe imported goods in the goods declaration, will result in a 100% examination of the shipment.


Customs Memorandum Order (CMO) No. 20-2020 dated August 5 amends the

list of covered importations in CMO 28-2007, the implementing order of Customs Administrative Order (CAO) No. 08-2007, which in turn lists the description of imported articles in tariff terms.

CMO 20-2020 noted that the list of commodities in CMO 28-2007 – which previously only had 12 items – is outdated, and that “there is the need to update the same to include new commodities which are being generally described to avoid proper valuation and tariff classification.”

Under CMO 20-2020, the previously 120-item list is now expanded to 300 items.

CMO 28-2007 requires importers to make detailed descriptions of imported articles in tariff terms; otherwise, their



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shipments will have to go through 100% examination and be considered on a status of continuing alert.

The order aims to foil attempts by some importers to evade paying the right tariff by simply giving generic descriptions.

Under CMO 28-2007, the description of articles must be “in sufficient detail to enable the article to be identified for tariff classification, valuation and other statistical purposes.”

Failure to describe the shipment in detail will be the full responsibility of the

importer or broker, CMO 28-2007 states.

“Good faith is not a defense. Both importers and customs brokers shall exercise utmost diligence in declaring goods for purposes of customs clearance,” CMO 28-2007 adds.

BOC has for years reminded importers to observe strictly the proper description of food and articles pursuant to CMO 28-2007. In 2014, it issued CMO 26-2014 outlining the requirements for describing motor vehicles in the import entries. –

**Roumina Pablo**

## P20B raised from SMC share sale to fund airport, rail projects

- **P20 billion raised by San Miguel Corp. will mainly be for investments in New Manila International Airport (NMIA) and Mass Rail Transit 7 (MRT-7) projects**
- **P736-billion NMIA in Bulacan, Bulacan capable of accommodating up to 200 million passengers per year**
- **P70.8 billion MRT-7 project is an elevated railway from North Avenue, Quezon City to San Jose del Monte, Bulacan expected to be partially operational in 2021**

SAN MIGUEL CORP. (SMC) will pour the P20 billion it raised from the sale of its shares into its investments, particularly in transportation projects New Manila International Airport (NMIA) and Mass Rail Transit 7 (MRT-7).

The P20 billion was raised from the sale of 266.667 million Series 2-J preferred shares on October 29 to retail, institutional, and trading participants of the Philippine Stock Exchange. The preferred share issuance is part of SMC's shelf registration of over 533 million Series 2 preferred shares with the Securities and Exchange Commission to be sold within three years.

“We are happy with the outcome of this offering. There's a lot of optimism riding on a recovery in 2021 and while there is still some reason for caution, investors are confident enough we can deliver on our commitment to build back better and pursue projects that are crucial to the recovery and future growth of our country,” SMC president and chief operating officer Ramon Ang said in a statement.

Both houses of Congress have already approved a bill granting SMC unit San Miguel Aerocity Inc. the authority to build, develop, and operate the New

Manila International Airport in Bulacan, Bulacan.

The concession agreement for the airport project was signed by the Department of Transportation (DOTr) and San Miguel Aerocity in September 2019, a month after SMC received the notice of award for its unsolicited and uncontested proposal.

The project has a total cost of P735.63 billion under a build-operate-transfer arrangement. San Miguel will finance,

design, construct, supply, complete, test, commission, and operate and maintain the new international gateway.

The 50-year concession period will start after the project's initial phase has been completed.

The airport, to be built on a 2,500-hectare area in Bulacan, will have a passenger terminal building with a design capacity of 100 million to 200 million passengers per year, four parallel runways that are upgradable to six, and eight taxiways.


MRT-7, meanwhile, is a 23-kilometer elevated railway from North Avenue, Quezon City to San Jose del Monte, Bulacan expected to be partially operational from the North Avenue common station to Fairview in Quezon City in 2021.

The project, which broke ground in 2016 after a seven-year delay, will have 14 stations and will only take 30 minutes to travel end to end. It will also connect to the MRT-3 and LRT-1 and serve over 800,000 passengers daily.

## MICT receives 8 new emission-friendly RTGs



International Container Terminal Services, Inc. recently took delivery of eight new hybrid rubber-tired gantries (RTG) for its flagship Manila International Container Terminal (MICT). Manufactured by Mitsui Engineering & Shipbuilding Co. Ltd. of Japan, the Mitsui Li-ion Hybrid RTGs are expected to reduce emissions by more than 50% compared with previous RTGs at the country's largest and most important international trading gateway. Photo shows one of the RTGs on arrival and being discharged at the MICT.

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KMTC Colombo	2001E	OMIT	5-Nov	7-Nov	9-Nov		
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# Most Luzon ports...

Continued from page 1

said PPA general manager Jay Daniel Santiago will conduct an inspection of ports in Bicol region on November 4.

Rolly, which weakened to a tropical storm on November 2, is expected to exit the Philippine area of responsibility in the morning of November 3. It was initially upgraded to a super typhoon then lowered to a typhoon after making landfall in the country on November 1.

## Airports

Meanwhile, airports in areas devastated by Typhoon Rolly remain on high alert, particularly airports in the Bicol region of Luzon, as some have sustained damages although others have resumed operations, according to the Civil Aviation Authority of the Philippines (CAAP).

Virac Airport in Catanduanes, the province where Typhoon Rolly made its first landfall on November 1, has been temporarily closed since October 31 and remains on high alert, CAAP said in an update on November 2.

Also on high alert are the airports in Bulan, Daet, Legazpi, Masbate, Naga, and Sorsogon.

Naga Airport in Camarines Sur has resumed flight operations as of 7:45 a.m. of November 2 after temporarily closing on October 31. The airport's passenger terminal building (PTB), fire station building, administration building, and the vehicular parking area sustained serious damages as ceilings were dismantled and roofing and window panels were blown away.

CAAP said Naga Airport sustained damages estimated at P5.5 million.

At Bicol International Airport, which is still undergoing construction, damage was only to the glass wall panels at the second floor of the PTB.

Legazpi Airport in Albay also sustained minimal damage to the ceiling of its PTB and to some runway lights. Clearing operations have been done and flight operations commenced at 6:00 a.m. of November 2.

Meanwhile, in Cavite province in Southern Luzon, Sangley Airport reported damages to the glass windows of its hangar, and two spans of old fence collapsed in the general aviation area. CAAP has already released a Notice to Airmen regarding closure of operations until November 2, 2020.

The airports that did not sustain any damages as most were out of Typhoon Rolly's direct path were Bagbag, Palanan, Cauayan, Tuguegarao, Antique, Masbate, Bacolod-Silay, Caticlan, Iloilo, Kalibo, Roxas, Bantayan, Dumaguete, Bohol-Panglao, Mactan-Cebu, Ubay, Siquijor, Biliran, Borongan, Calbayog, Catarman, Catbalogan, Tacloban, Guiuan, Holongos, Maasin, Ormoc, Butuan, Surigao, Siargao, Tandag and Bislig.

Basco Airport and Itbayat Airport also did not incur damages as Batanes was not under any storm signal warning.

Airports in Romblon, Calapan, Mamburao, Pinamalayan, San Jose, Iba, Plaridel, and Lubang likewise reported finding no damages to structures yet and said facilities and personnel were safe. However, Marinduque airport's breakwaters at Runway 16 Runway End Safety Area (RESA) collapsed due to storm surges.

Ninoy Aquino International Airport resumed operations at 10 a.m. on November 2.

CAAP said airport managers are still on high alert and conducting close monitoring and inspections of their respective airports.

# Port handles largest container ship in Vietnam's history

- Cai Mep International Terminal received the 20,000-TEU Margrethe Maersk, the largest container ship to call the country

vessels larger than 18,000 TEUs.

The container terminal—a joint venture of APM Terminals with Vietnam Maritime Corporation and Saigon Port—offers direct access to and from Asia, Europe and the Americas.

Cai Mep International Terminal (CMIT) welcomed on October 26 a Maersk Line container ship with capacity of almost 20,000 twenty-foot equivalent units (TEUs), the largest commercial container ship to ever berth in Vietnam.

Maersk Line's EEE vessel Margrethe Maersk is deployed on the 2M alliance's TP6/Pearl service, which connects Vietnam to the US West Coast.

The ultra-large container vessel called CMIT to discharge and load a total cargo of 6,500 TEUs, according to a release from APM Terminals.

More than 100 guests including senior government officials attended the maiden call celebrations, which were organized at CMIT in Ba Ria Vung Tau Province.

CMIT is located 50 kilometers south-east of Vietnam's commercial hub, Ho Chi Minh City. It is the only terminal in Vietnam and one of the few terminals in Southeast Asia capable of accommodating

CMIT has obtained permission from the Ministry of Transport and Vietnam Maritime Administration to accommodate 214,121 DWT (deadweight tonnage) vessels. These vessels are among the few mega container ships currently sailing the world's oceans.

Tobias Gruemmer, area head of delivery of Maersk Vietnam, Cambodia, Myanmar, and Laos, hailed the successful call as an important milestone indicating that "the deep-sea terminals in Vietnam are capable of receiving the big sized ships deployed to Europe and Trans-Pacific trade."

"The successful accommodation of m/v Margrethe Maersk 214,121 DWT required not only relentless efforts of CMIT but also the determination and unanimity of Ministry of Transport, Vinamarine, Vung Tau Port Authority and all relevant stakeholders," said Nguyen Xuan Ky, CMIT deputy general director.

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VESSEL	Inbound VOY	SINGAPORE			Outbound VOY	SUBIC BAY			MANILA NORTH		SINGAPORE	
		ETA	ETD	VOY		ETA	ETD	ETA	ETD	ETA	ETD	
SEASpan NEW YORK	008N	OCT 29	OCT 30	008S	NOV 5	NOV 6	NOV 7	NOV 8	NOV 9	NOV 10	NOV 11	NOV 12
ALS FAUNA	087N	NOV 6	NOV 8	087S	NOV 13	NOV 13	NOV 13	NOV 15	NOV 15	NOV 20	NOV 20	NOV 22
SEASpan NEW YORK	009N	NOV 13	NOV 15	009S	NOV 20	NOV 20	NOV 20	NOV 22	NOV 27	NOV 27	NOV 27	NOV 29
ALS FAUNA	088N	NOV 20	NOV 22	088S	NOV 27	NOV 27	NOV 27	NOV 29	NOV 29	DEC 4	DEC 4	DEC 6
SEASpan NEW YORK	010N	NOV 27	NOV 29	010S	DEC 4	DEC 4	DEC 4	DEC 6	DEC 6	DEC 11	DEC 11	DEC 13
SINGAPORE / SOUTH PHILIPPINES EXPRESS (SPE)												
VESSEL	Inbound VOY	SINGAPORE			Outbound VOY	GENSAN		DAVAO		SINGAPORE		
		ETA	ETD	VOY		ETA	ETD	ETA	ETD	ETA	ETD	
BARRY TRADER	0046E	OCT 31	OCT 31	0046W	NOV 5	NOV 6	NOV 7	NOV 9	NOV 13	NOV 14	NOV 14	NOV 14
CAPE ARAXOS	DCS1NR1NC	NOV 5	NOV 6	DCS1NR1NC	NOV 11	NOV 12	NOV 13	NOV 15	NOV 19	NOV 20	NOV 20	NOV 20
BARRY TRADER	0047E	NOV 13	NOV 14	0047W	NOV 18	NOV 19	NOV 20	NOV 22	NOV 26	NOV 27	NOV 27	NOV 27
CAPE ARAXOS	DCS1PR1NC	NOV 19	NOV 20	DCS1PR1NC	NOV 25	NOV 26	NOV 27	NOV 29	DEC 3	DEC 4	DEC 4	DEC 4
BARRY TRADER	0048E	NOV 26	NOV 27	0048W	DEC 2	DEC 3	DEC 4	DEC 6	DEC 10	DEC 11	DEC 11	DEC 11

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# Global express and small parcels market to grow 7.2% in 2020

- Global express market grew by 8.2% in H1 and will expand by 7.2% for 2020
- Growth outlook largely driven by strong demand from online retail, as consumers turn to e-commerce amid lockdowns
- International express market expected to grow by just 1.8% in 2020, affected by collapse of the B2B market
- Asia-Pacific is only region projected to show quicker growth in the second half compared to H1

The global express & small parcels market will expand by 7.2% in 2020, new market forecasts from Transport Intelligence (Ti) show.

The growth is down from an expected 7.9% expansion pre-Covid, Ti said in a new whitepaper.

The outlook is largely driven by strong demand from online retail, as social lockdowns and the closure of many retail and leisure businesses saw consumers turn to e-commerce.

Ti said eMarketer data puts total online retail spending at US\$3.9 trillion in 2020, with Asia-Pacific the largest by sales value at \$2.45 trillion.

"e-commerce has proved to be far from just a 'nice-to-have' addition to a traditional bricks-and-mortar strategy. The pandemic has made it an almost business-critical requirement across swathes of the retail sector," said Ti.

However, the collapse in demand in the B2B express sector through the first half of 2020 has inhibited overall growth. The international express market in particular has been affected, and is expected to grow by just 1.8% in 2020, compared to the 5.2% expected before Covid-19.

But a bounce-back for the economy

should see B2B parcels pick up again, Ti forecasts. "The recovery in this higher-margin element of the market will be good news to those that have struggled to cope with the costs of B2C deliveries or those without that delivery capability."

The global express market grew by 8.2% in the first half of 2020, but the second half is likely to see slower growth.

### Elevated ecommerce penetration

"e-commerce penetration is expected to remain elevated relative to long-run trends, but year-on-year growth in e-commerce sales will not come close to the rates seen whilst the tightest lockdown orders were in force," said Ti.

The Asia-Pacific is the only region projected to show quicker growth over the second half of 2020, with express market expansion jumping from 7.7% in the first half to 8.7% in H2. However, growth in 2020 is expected to fall short of the 10.5% seen in 2019.

In China, e-commerce sales had a mixed first half that saw a decrease of 0.8% in online retail in the first quarter compared to 2019. But as the lockdowns were lifted and the economy started to recover, China's e-commerce giants reported strong earnings for the second quarter.

The North American express market almost doubled its growth in the first half to 11.6% compared to 6.6% in 2019. The US in particular has seen intensified activity in H1, as the e-commerce market saw sales rise dramatically during the pandemic. For the whole year, the region's express market is seen to grow by 8.7%



The total European express and parcels market grew by 4.2% in the first half of 2020, down from 2019's 4.7% expansion. However, the forecast for the full year shows a drop by 1.1 percentage points from the H1 expansion to 3.1%.

## Skyway Extension northbound section done by Dec

THE northbound section of the Skyway Extension project is now 70% done and on track for its scheduled completion by end of the year, according to San Miguel Corp. (SMC) president and chief operating officer Ramon Ang.

The P10-billion project, fully funded by concessionaire SMC, will extend the Skyway from Susana Heights on the South Luzon Expressway (SLEX) to Sucat in Parañaque and back, and will provide direct access to the elevated section of the Skyway, the company said in a statement.

It will connect SLEX and Muntinlupa Cavite Expressway (MCX) to the Skyway at Susana Heights, bypassing Alabang, to shorten travel from south to north via the Skyway System.

"We are on track to deliver the northbound section of the Skyway Extension project by December, and with this, motorists from the south can easily access Makati, Manila, San Juan, Quezon City, and the North Luzon Expressway (NLEX)," Ang said.

"Under normal Metro Manila conditions, you will be lucky if you can get from SLEX to the North Luzon Expressway in under three hours. You would have to pass through traffic gridlocks in Alabang, Magallanes, practically the whole of EDSA, or various areas through Manila," he added.

"With the Skyway Extension and the completed Skyway 3, you can get there in 30 minutes without stopping."

The project, started in late 2019, will also eliminate traffic buildup along SLEX heading to Alabang and the Alabang viaduct.

Previously, from five lanes on the SLEX, the expressway would narrow to just three lanes at the Alabang viaduct, causing huge traffic jams on the expressway and on public roads feeding into it in Muntinlupa and Las Piñas.

The Skyway Extension will expand capacity by adding three lanes northbound and two lanes southbound. With motorists coming from Cavite, Laguna, and Batangas able to bypass Alabang, traffic in Muntinlupa and along the Alabang-Zapote Road is also seen to ease.

Originally, the section had a target completion of July 2020, but this was pushed back to December due to the enhanced community quarantine imposed starting mid-March.

The southbound section will follow in July next year, he added.

Currently, steel girders are being installed to support the expressway and the pre-cast slabs are being laid down to make up the road itself.

Then what is left is only to cement the gaps between slabs, and apply asphalt.

Apart from working on the Skyway Extension, Ang said SMC's infrastructure group is also almost done with improving and reconfiguring Skyway 1 and 2, which has allowed for the opening of an additional lane from Alabang to Magallanes.

SMC will also soft-launch in December the entire 18-kilometer Skyway Stage 3, a mega project that links SLEX and NLEX.

<b>HMM HYUNDAI MERCHANT MARINE PHILIPPINES CO. INC.</b>										
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KMTC COLOMBO		OMIT	OMIT	HYUNDAI MARS	025E	11/20		11/30	12/07	
XIN CHI WAN		OMIT	OMIT	HYUNDAI MARS	025E	11/20		11/30	12/07	
TABEA	891E	11/17	11/21	HYUNDAI JUPITER	015E	11/27		12/07	12/14	
<b>PACIFIC NORTHWEST 3 (PN3) via BUSAN</b>										
<b>FEEDER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD MNL</b>	<b>ETA PUS</b>	<b>MOTHER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD PUS</b>	<b>ETA VAN</b>	<b>ETA SEA</b>		
KMTC COLOMBO		OMIT	OMIT	NAVIOS CONSTELLATION	013E	11/16	11/27	12/01		
XIN CHI WAN		OMIT	OMIT	HMM PROMISE	018E	11/23	12/04	12/08		
TABEA	891E	11/10	11/12	YM TOTALITY	002E	11/30	12/11	12/15		
<b>EAST COAST SERVICE 4 (EC4) SERVICE via SINGAPORE</b>										
<b>FEEDER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD MNL</b>	<b>ETA SIN</b>	<b>MOTHER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD SIN</b>	<b>NYC</b>	<b>ORF</b>	<b>SAV</b>	<b>CST</b>
SEASPAAN NEW YORK	008S	11/08	11/13	MADRID BRIDGE	012E	11/19	12/12	12/15	12/17	12/19
ALS FAUNA	087S	11/15	11/20	YM WIND	016E	11/25	12/17	12/20	12/22	12/25
SEASPAAN NEW YORK	009S	11/22	11/27	MEISHAN BRIDGE	012E	12/04	12/28	12/31	01/02	01/05
<b>EAST COAST SERVICE 5 (EC5) SERVICE via SINGAPORE</b>										
<b>FEEDER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD MNL</b>	<b>ETA SIN</b>	<b>MOTHER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD SIN</b>	<b>USNYC</b>	<b>SAV</b>	<b>JAX</b>	<b>ORF</b>
SEASPAAN NEW YORK	008S	11/08	11/13	YM MODESTY	049E	11/16	12/07	12/10	12/12	12/14
ALS FAUNA	087S	11/15	11/20	ONE MAGNIFICENCE	059E	11/22	12/17	12/20	12/22	12/24
SEASPAAN NEW YORK	009S	11/22	11/27	MOL MANUEVER	054E	11/29	12/24	12/27	12/29	12/31
<b>FAR EAST PENDULUM 1 (FP1) VIA SGSIN</b>										
<b>FEEDER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD MNL</b>	<b>ETA SIN</b>	<b>MOTHER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD SIN</b>	<b>RTM</b>	<b>HAM</b>	<b>LEH</b>	
SEASPAAN NEW YORK	008S	11/08	11/13	NYK VEGA	069W	11/11	11/29	12/02	12/05	
ALS FAUNA	087S	11/15	11/20	NYK VENUS	066W	11/23	12/06	12/09	12/12	
SEASPAAN NEW YORK	009S	11/22	11/27	ONE HAMMERSMITH	070W	11/29	12/13	12/16	12/19	
<b>FAR EAST PENDULUM 2 (FP2) VIA SGSIN</b>										
<b>FEEDER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD MNL</b>	<b>ETA SIN</b>	<b>MOTHER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD SIN</b>	<b>RTM</b>	<b>HAM</b>	<b>ANR</b>	<b>SOU</b>
SEASPAAN NEW YORK	008S	11/08	11/13	ONE EAGLE	019W	11/16	12/08	12/10	12/13	12/16
ALS FAUNA	087S	11/15	11/20	ONE BLUE JAY	021W	11/25	12/17	12/19	12/22	12/25
SEASPAAN NEW YORK	009S	11/22	11/27	YM WRATH	016W	12/04	12/27	12/29	01/01	01/04
<b>MED1 (MD1) SERVICE via SINGAPORE</b>										
<b>FEEDER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD MNL</b>	<b>ETA SIN</b>	<b>MOTHER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD SIN</b>	<b>BCN</b>	<b>VLC</b>	<b>GOA</b>	
SEASPAAN NEW YORK	008S	11/04	11/09	NEW YORK EXPRESS	040W	11/19	12/09	12/12	12/19	
ALS FAUNA	087S	11/15	11/20	SHANGHAI EXPRESS	036W	11/26	12/16	12/19	12/26	
SEASPAAN NEW YORK	009S	11/22	11/27	MILANO BRIDGE	013W	12/03	12/23	12/26	01/02	
<b>MED2 (MD2) SERVICE via SINGAPORE</b>										
<b>FEEDER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD MNL</b>	<b>ETA PUS</b>	<b>MOTHER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD PUS</b>	<b>SPE</b>	<b>GOA</b>	<b>FOS</b>	
SEASPAAN NEW YORK	008S	11/08	11/13	TBA		11/18	12/06	12/08	12/12	
ALS FAUNA	087S	11/15	11/20	LINAH	016W	11/25	12/13	12/15	12/19	
SEASPAAN NEW YORK	009S	11/22	11/27	AL MURABBA	015W	12/02	12/20	12/22	12/26	
<b>NEW WEST LATIN SERVICE 2 (NW2) SERVICE via BUSAN</b>										
<b>FEEDER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD MNL</b>	<b>ETA PUS</b>	<b>MOTHER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD PUS</b>	<b>ZLO</b>	<b>LAZ</b>	<b>PTY</b>	<b>BUN</b>
KMTC COLOMBO		OMIT	OMIT	MSC CAPELLA	032E	11/09	12/01	12/03	12/07	12/09
XIN CHI WAN		OMIT	OMIT	SEASPAAN BEAUTY	034E	11/16	12/08	12/10	12/14	12/16
TABEA	891E	11/19	11/21	MSC RENEE	763E	11/23	12/15	12/17	12/21	12/23
<b>KPX (KOREA PHILIPPINES EXPRESS)</b>										
<b>FEEDER VESSEL</b>	<b>VOY. NO.</b>	<b>ETA PHMNL</b>	<b>ETA VNSGN</b>	<b>ETA HKHKG</b>	<b>ETA CNSHK</b>	<b>ETA KRINC</b>				
KMTC SHANGHAI	162S	11/05	11/08	11/11	11/12	11/16				
KMTC GWANGYANG	026S	11/12	11/15	11/18	11/19	11/23				
KMTC PUSAN	121S	11/19	11/22	11/25	11/26	11/30				
<b>CHINA SOUTH EAST 2</b>										
<b>FEEDER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD MNL</b>	<b>ETA HKHKG</b>	<b>ETA CNSHK</b>						
NORDVIOLET	003N	11/05	11/06	11/07						
MOUNT BUTLER	042N	11/13	11/14	11/15						
NORDAMSTEL	007N	11/19	11/20	11/21						
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<b>FEEDER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD MNL SH-NH</b>	<b>ETA CNLYG</b>	<b>ETA CNTAO</b>	<b>ETA KR PUS</b>	<b>ETA CNSHA</b>				
HYUNDAI GRACE	102N	11/08 - 11/10	11/15	11/16	11/18	11/21				
HYUNDAI VOYAGER	099N	11/15 - 11/17	11/22	11/23	11/25	11/28				
HYUNDAI DYNASTY	084N	11/22 - 11/24	11/29	11/30	12/02	12/05				
<b>FME (FAR EAST MADRAS SERVICE)</b>										
<b>FEEDER VESSEL</b>	<b>VOY. NO.</b>	<b>ETD MNL NH</b>	<b>ETA BUS</b>							
APL ENGLAND	0FD16E1MA	11/05	11/11							
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# DHL Express foresees historic peak season

- Globalization and digitalization driving online shopping and worldwide shipping to new heights while Covid-19 accelerates e-commerce boom
- DHL's global network expects more than 50% increase in volumes during 2020 peak season compared to 2019
- More than 10,000 to be hired to manage record peak season volumes
- Four new wide-body aircraft and two more units arriving next month so the company can carry out more than 3,000 additional intercontinental flights per year

DHL Express expects unprecedented online shopping and shipping volumes during the upcoming peak season, especially during mega shopping days such as "Black Friday" and "Singles Day," the volume growth driven by globalization and the Covid-19 pandemic.

The express service provider is expecting an all-time high in e-commerce trade around the globe. Even as it has seen around 35% e-commerce shipment volume growth in 2020, the peak season will further accelerate this and result in more than 50% higher global shipment quantities compared to last year's peak season.

In Asia-Pacific, this year's peak season shipment volumes are expected to be 30% to 40% larger than last year.

"Over the years, we have seen consumers and even businesses shift their purchases online, but the pandemic has truly pushed the trend to leapfrog a few years ahead," said Ken Lee, CEO of DHL Express Asia-Pacific.

### 10,000 additional hires

To be prepared for the unprecedented peak of shipments, the company has hired more than 10,000 new employees globally to manage the upcoming volumes.

It also invests about EUR1 billion annually to improve its infrastructure, network and people "so that we are prepared for these kinds of situations and to ensure that global trade continues even in the most challenging periods," said

Sean Wall, executive vice president of network operations & aviation, DHL Express Asia-Pacific.

And since most commercial passenger aircraft are still on the ground, the company has increased the number of its daily flights significantly to manage the demands of e-commerce shipping and also of highly important personal protective equipment and medical goods.

This year alone, the company has already commissioned four new wide-body aircraft in its operations, and two more units are expected in the next month. These six additional aircraft will enable the company to carry out more than 3,000 additional intercontinental flights per year.

# September best month for air cargo market in 6 months

- Air cargo declined the least in September year-on-year since April
- September volumes saw 7% growth over August
- General cargo, which included COVID-related equipment, is up 8% in September month-on-month
- In the first two 'COVID quarters' from April to September, air cargo volume decreased by 21% year-over-year

as against other product categories which grew by only 4%.

The origin regions Africa, Europe and MESA (Middle East & South Asia) had an above average month-on-month growth in September at +11%, +10% and +8%, respectively. Airline revenues increased by 6% month-on-month, remarkably evenly divided over all regions.

Freighter capacity in September was the same as in August, but cargo capacity on passenger aircraft increased by 3%. Average load factors on the two aircraft types improved by 1 percentage point and 3 percentage points, respectively. Cargo capacity on passenger aircraft grew strong on the lanes from Central & South America (+15%) and Asia-Pacific (+10%).

### First 2 COVID quarters

Meanwhile, during the period April-September 2020, regarded as the first two "COVID quarters," air cargo decreased by 21% compared to the same period last year. The origins MESA, Africa and Europe suffered most (-37%, -30%,

-28% respectively), and Asia-Pacific least (-12%).

Most areas suffered losses on all major trade lanes more or less equally during these six months as against last year. The exceptions were Asia-Pacific, which lost very little on the lanes to Europe and North America, and Central & South America (C&S Am), which only lost 7% on its lanes to the north.

Due to a very severe capacity shortage, airline cargo revenues increased 42%. Yields/charges per kilogram increased by 81% from an average of US\$1.75 to \$3.18. The largest year-on-year differences were recorded in yields/charges ex-MESA (+112%) and ex-Asia Pacific (+108%).

In terms of decline in volume to destination regions, airlines carrying goods to Europe lost 16% volume during the COVID quarters as compared to the same period in 2019. Freight volume to Africa contracted 31%, while the other destination areas showed losses between 21% and 26%.

But looking at airlines' revenues, those from the Americas added 24% to their revenues, and those from MESA and Asia Pacific grew theirs 60% and 52%, respectively.

### Freight forwarders' share

Regarding freight forwarders, those outside the world's Top 30 increased their worldwide share of volume, from 54% to 55% during the period. But they 'bought' that increase by accepting charges that were 85% higher year-over-year, whilst the Top 30 saw their charges increase by 76%, said WorldACD.

In the largest market, which is ex-Asia Pacific, the Top 30 paid average charges that were 6% lower than those paid by the smaller forwarders.

Among the Top 30, the forwarders with headquarters in Asia-Pacific and North America improved their volume share. Remarkably, the Asia-Pacific forwarders managed to do so in spite of paying average charges 8% below the average for the total elite group.

GLOBAL air cargo volume registered the lowest drop in September 2020 since April, falling 12.5% year-on-year against a 33% year-on-year decline in April, according to the latest figures from WorldACD.

Month-over-month, September showed a 7% increase, making the month the best for air cargo since April, said the air cargo data provider.

General cargo, which included quite a bit of COVID-related equipment, was up by 8% month-on-month in September,

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