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PortCalls

The Philippines' only shipping and transport guide

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Forex rate as of Thursday, 5 November 2020 — **P48.31:US\$1**

PH ports post 6.5% cargo, 15.9% container declines from Jan-Sept

- PPA ports registered 6.5% drop in cargo throughput in first nine months compared to the same period last year
- Container volume down 15.9% in first three quarters from the same period last year
- Ship calls fell 33.2% in the first nine months of 2020 while passenger

PHILIPPINE ports saw cargo volumes decline 6.5% in the first nine months of 2020 to 188.3 million metric tons (mt), down from 201.5 million mt in the same period last year, data from the Philippine Ports Authority (PPA) showed.

Of the total volumes handled by ports under PPA's jurisdiction from January to September 2020, 63% were foreign and 37% domestic cargoes.

Domestic cargoes dropped 10.4% to

69.6 million mt in the first nine months of the year from 77.7 million mt in the same period last year.

Foreign cargoes likewise decreased, down 4.1% to 118.7 million mt from 123.8 million mt last year.

Exports fell 14.6% to 41.7 million mt from 48.8 million mt.

Import volumes had a better showing, with 77.0 million mt in the first nine

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More agencies to join TradeNet in 2021

- Two trade regulatory government agencies (TRGA) will link with the new national single window (NSW) TradeNet by yearend; other TRGAs to come on board in 2021
- To secure permits from agencies still not on board TradeNet, traders can still use NSW Phase 1
- TradeNet's website to be launched second week of November
- For now TradeNet can be used to issue Philippine Drug Enforcement Agency permit for "non-mix chemicals" and electronic certificate of origin under ASEAN Trade in Goods Agreement

TWO more trade regulatory government agencies (TRGAs) will interconnect with the Philippines' new national single window (NSW) system, TradeNet, by the end

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PH merchandise trade contracts 9.2% in Sept

- Philippine merchandise trade declined for the eighth consecutive month in September 2020, contracting 9.2% to \$14.14 billion year-on-year
- Exports grew 2.2% to \$6.22 billion in September 2020 from a year ago, its first improvement after six months in a row of decline
- Imports remained on a downtrend for the 17th consecutive month in September with a 16.5% decline to \$7.92 billion year-on-year
- Balance of trade in goods in September 2020 amounted to \$1.71 billion for a trade deficit with an annual decline of 49.9%

THE Philippines' total merchandise trade declined anew in September 2020, contracting 9.2% to US\$14.14 billion from \$15.6 billion in the same period last year, according to the Philippine Statistics Authority (PSA).

The contraction is the eighth consecutive month of decline but was slower than the annual drop of 17.9% in August.

Of the total external trade in September 2020, 56% were imported goods, and the rest were exported goods.

The balance of trade in goods in September 2020 amounted to \$1.71 billion, representing a trade deficit with an annual decline of 49.9%, faster than the trade deficit of 39.1% in August 2020 and 15.3% in September 2019.

Exports increased 2.2% to \$6.22 billion in September 2020, its first improvement after six months in a row of decline. Last month's export bill was higher than the \$6.1 billion in September 2019.

Of the top 10 major commodity groups in terms of the value of exports, seven recorded an annual increase, with the highest increases led by cathodes and sections of cathodes, of refined copper (133.9%);



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other mineral products (73.3%); and metal components (32.9%).

From January to September 2020, exports amounted to \$45.87 billion, lower by 13.8% than the export value earned from January to September 2019.

Imports remained on a downtrend with a 16.5% decline in September 2020 to \$7.92 billion from \$9.5 billion in the same month last year.

This is the 17th straight month of decline for imports, but it was slower than the 21.3% decline in August 2020 and higher than the 5.8% decline in September 2019.

The annual decrement of imported goods in September 2020 was due to the decrease in eight out of the top 10 major import commodities. The decline was

fastest in transport equipment (-53.0%); mineral fuels, lubricants and related materials (-51.4%); and industrial machinery and equipment (-23.3%).

From January to September 2020, imports reached \$61.95 billion, falling 26% compared with the import value of \$83.69 billion posted in the same period of 2019.

By commodity group, electronic products remained as the country's top export, valued at \$3.63 billion or 58.3% of the total. It also contributed the highest in terms of imports, valued at \$2.43 billion or 30.6% of the total.

By major type of goods, manufactured goods had the highest share to total exports with \$5.19 billion or 83.4% of the total, while raw materials and intermediate

goods accounted for the largest share of the total import bill with \$3.21 billion or 40.5% of the aggregate.

The import of personal protective equipment and medical supplies in September 2020 contracted to \$21.75 million, the decrement of 15.7% attributed to the decline in imports of protective clothing, surgical gloves, and testing kits.

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

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

PH ports post 6.5% cargo, 15.9% container declines...

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months of 2020, or 2.8% higher than the 74.9 million mt handled last year.

In terms of region, Luzon ports accounted for 56% of the total cargo volume, followed by Mindanao ports with 30% share and Visayas ports with 14%.

Cargo volume at Luzon ports dropped 5.1% to 105.1 million mt in the first nine months of 2020 from 110.7 million mt last year. Visayas ports recorded the biggest contraction, dropping 16.7% to 25.8 million mt from 31.0 million mmt.

Ports in Mindanao handled 57.4 million mt in the first nine months of the year, 4% lower than the 59.8 million mt serviced in 2019.

PPA earlier said it expected ship calls

and cargo volumes to decline amid the coronavirus disease (COVID-19) pandemic, which has significantly affected global and domestic trade, restricted movements of goods and people, and caused economic slowdowns worldwide.

Box throughput down 15.9%

Container throughput at PPA ports reached 4.9 million twenty-foot equivalent units (TEU) in the first three quarters of the year, 15.9% down from last year's 5.8 million TEUs.

Domestic containers declined 15.3% to 2 million TEUs from 2.4 million TEUs, while foreign containers dipped 16.3% to 2.9 million TEUs from 3.5 million TEUs.

The number of ship calls fell 33.2% in the first nine months of the year to 245,585 compared to 367,837 vessel calls in the same period in 2019.

Domestic ship calls declined 33.9% to 237,650 from 359,347 vessel calls while foreign ship calls decreased 6.5% to 7,935 from 8,490 vessel calls.

Passenger traffic contracted 66.2% to 21.3 million passengers from 62.9 million passengers in the first nine months of 2019.

Disembarking passengers were 66.3% less at 10.7 million from 31.8 million, while embarking passengers declined 66% to 10.5 million from 30.9 million. Cruise passengers had the biggest decrease of

81.2% to just 31,344, down from 166,509 cruise passengers from January to September last year.

Roll-on/roll-off (Ro-Ro) traffic recorded a 36.3% decline to 3.7 million from 5.7 million in the first three quarters of 2019.

Inbound Ro-Ro traffic fell 36.1% to 1.8 million from 2.9 million while outbound Ro-Ro traffic dropped 36.6% to 1.8 million from 2.9 million.

PPA has jurisdiction over majority of public and private ports in the country, except those under separate agencies such as Cebu Port Authority and Freeport authorities. — *Roumina Pablo*

BOC surpasses October collection target

- BOC collected P50.9 billion in revenue for October, 5.2% more than its target of P48.4 billion and the fifth straight month it exceeded its monthly goal

THE Bureau of Customs (BOC) exceeded its monthly revenue collection target for the fifth straight month in October 2020 taking in P50.9 billion, 5.2% higher than its target for the month of P48.4 billion.

In a statement, BOC said preliminary report from its Financial Service showed seven out of its 17 collection districts surpassed their October 2020 targets. These are the ports of Batangas, Manila, Zamboanga, Subic, Clark, Limay, and Cebu.

BOC said from January to date, it has collected P448.950 billion, representing 88.7% of the full-year target of P506.150 billion. It attributed this development to "improved valuation and intensified collection efforts of all the ports, gradual improvement of importation volume and the government's effort in ensuring unhampered movement of goods domestically and internationally considering the pandemic situation."

The 2020 collection target is 30.8% less than the original target of P731 billion and by 6.6% from the revised target of P541.703 billion set in May. The lower goal is in view of the adverse impact of COVID-19 on the Philippine economy.

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New RCL service links Vis-Min to Asia, ME via Singapore

- **Regional Container Lines' (RCL) weekly service uses Singapore as transshipment hub to connect Cebu, Cagayan de Oro, and Zamboanga to China, South Korea, Southeast Asia, the Indian subcontinent, and Middle East**
- **Service offers reliable transit time allowing stakeholders to reduce inventory costs and plan productions**

INTERNATIONAL shipping line and feeder operator Regional Container Lines (RCL), through its southern Philippine agent Eagle Express Lines, Inc., has launched a new weekly service connecting Visayas and Mindanao to countries in Asia and Middle East.

The service on a two-vessel rotation calls Singapore as transshipment hub to connect Cebu, Cagayan de Oro, and Zamboanga to China, South Korea, Southeast Asia, the Indian subcontinent, and Middle East.

RCL has been in the Philippines for 32

years now and its commitment to further expand its services at the same time help the Philippines raise its competitive edge in the ever-challenging transport and commercial landscape remains unwavering, said RCL Country Representative Jesus B. Sedano.

With the new deployment of Cebu, Cagayan, Zamboanga and Singapore shuttle service, RCL has once again fulfilled its commitment, he added.

Eagle Express Group chairman and chief executive officer Angelito Colona sees the new RCL service as a bright opportunity for the country despite challenges brought about by the pandemic. He said, "This pandemic has been a challenge for everyone, yet the opportunities are ever-present. As businessmen, we just need to unravel them amidst all the noise."

Eagle Express Lines general manager Marlon Isah de Guzman described the service as "a game-changer", offering a "very predictable and reliable transit time that allows international trade stakehold-

ers to reduce inventory costs and plan productions accordingly."

He said areas outside the RCL network may still be served via partner international shipping lines.

Offering flexibility

Philippine Chamber of Commerce and Industry (PCCI) area vice president for Visayas Samuel Chioson said adding an option to "ship via Singapore will allow more flexibility and opportunities for both importers and exporters within the Visayan Regions."

Cebu is the international gateway for the Visayas region with cargoes to and from neighboring islands like Samar-Leyte, Negros, Bohol and Panay normally routed via Cebu International Port.

PCCI assistant vice president for Mindanao Ma. Theresa Alegria noted the beneficial nature of RCL's call to Cagayan de Oro. She said Misamis Oriental, whose capital is Cagayan de Oro, is primarily an agro-industrial exporting

area of Mindanao and the RCL service opens up "conduits to time-sensitive commodities (which) will most definitely be beneficial to exporters in the area and adjacent provinces."

Cagayan de Oro is the main international gateway for Northern Mindanao.

The addition of RCL into the Mindanao Container Terminal (MCT) carrier line up gives Mindanao's business community greater access to Singapore, ensuring growth opportunities in the years to come, according to Roberto Locsin, chief executive officer of Philippine Growth Terminals for International Container Terminal Services, Inc., operator of MCT.

"MCT has remained unscathed by the COVID pandemic and showed resilience in both the foreign and domestic import and export markets that serve our customers," he said.

Thailand-based RCL owns and operates 46 container vessels covering more than 66 destinations in Asia, India, India subcontinent and the Middle East.

Bicol ports' shipping operations back to normal

- **VESSEL operations at Bicol ports, particularly between Tabaco in Albay province and the island of Catanduanes, resumed on November 3 with the departure of Typhoon Rolly**

VESSEL operations at ports in Bicol restarted on November 3 following the departure of Typhoon Rolly (international name Goni), according to the Maritime Industry Authority (MARINA).

MARINA Regional Office No. 5 in Legazpi City said vessel operations from Tabaco Port in Legazpi, Albay province to San Andres and Virac ports in the island province of Catanduanes, and vice versa, resumed on November 3.

M/V Starferry plies the Tabaco Port to San Andres Port while M/V Eugene Elson caters to passengers travelling from Tabaco Port to Virac.

Vessels depart from Tabaco Port from

7:30 a.m. until 12 midnight daily, while trips departing from San Andres start at 6:00 a.m. until 9:30 p.m. Meanwhile, arrivals at San Andres Port start at 7:30 a.m. and end at 2:30 a.m. the next day, while arrivals at Tabaco Port begin at 8:30 a.m. until 11:00 a.m. the next day.

Passenger rates from Tabaco Port to San Andres are P150 for children, P240 for senior citizens and students, and P300 for regular passengers on the Mabuhay

(air-conditioned) class. For non-air-conditioned accommodations, children are charged P150, senior citizens and students P184 and regular passengers, P230.

Cargo rates from Tabaco Port to San Andres range from P18 to P180 depending on the type of cargo, while roll-on/roll-off rates range from P330 to P1,690 depending on the type of vehicle.

Earlier, the government said most

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Pre-evaluation of exporters, goods reverts to BOC Export Coordination Division

- **After it was transferred to the Bureau of Customs Export Division (ED), the function of pre-evaluating exporters and their export products for issuance of certificate of origin is back with the Export Coordination Division (ECD)**
- **CMO 28-2020 orders return of pre-evaluation responsibility to ECD with immediate effect**
- **ED chiefs directed to immediately comply with order and inform exporters of new guideline**

THE Bureau of Customs (BOC) has returned to the Export Coordination Division (ECD) the pre-evaluation of exporters and their export products for purposes of issuing the certificate of origin (CO), a function that was transferred to the Export Division (ED).

Customs Memorandum Order (CMO) No. 28-2020 has "permanently withdrawn

and revoked" the temporary delegation of ED under CMO 11-2010, and returned the function to ECD under CMO 02-2010.

CMO 28-2020, dated October 13 and signed October 28, took effect immediately.

The order establishes and maintains a "comprehensive database of information related to pre-evaluation of exporters and their export products for CO issuance purposes."

Chiefs of EDs are directed to comply with the order and inform every exporter of the new rule.

Under CMO 02-2010, the ECD should exercise oversight functions on all activities related to the issuance and utilization of COs, whether unilateral, bilateral, regional, or multilateral.

The ECD also has the responsibility to pre-evaluate all exporters and their export products for CO issuance purposes, regardless of where the export declarations are processed and regardless of the ports

of loading.

Under CMO 02-2010, authorized issuance of COs can still be delegated by the ECD chief to the ED or its equivalent unit in collection districts where the export declarations are processed, provided products exported have a pre-approved evaluation from the ECD chief.

A CO is a document declaring which country a commodity or good was manufactured, and is required by many treaty agreements for cross-border trade so as to determine whether certain goods are eligible for import, or whether goods are subject to duties.

Under Customs Administrative Order (CAO) No. 08-2020, any exporter may apply for the issuance of CO, with or without preferential tariff treatment, through a system allowing the electronic exchange of CO among respective free trade areas. If the system is not yet available, CO in paper form should be issued.

BOC or any designated government

agency may determine the origin of goods for export and may carry out proper examination, if warranted. After verification is conducted, the CO may be issued by BOC, or any concerned special economic and/or Freeport zone authority, with BOC's concurrence.

Currently, Filipino exporters intending to export goods within the Association of Southeast Asian Nations (ASEAN) have the option to apply for an electronic CO (e-CO) via the new national single window, TradeNet, to secure preferential tariffs under the ASEAN Trade in Goods Agreement.

BOC last September also issued CMO 24-2020, which laid out the guidelines for executing the newly enforced self-certification scheme within the ASEAN. The certified exporter status may be used instead of the CO Form D, as the latter still requires exporters to apply for every shipment manually and only during office hours on regular work days. — **Roumina Pablo**

ICTSI net income up 3% in first three quarters

- **Net income in first nine months of 2020 rose 3% year-on-year**
- **For third quarter alone, revenue from port operations up 7% against the same quarter last year, while net income grew 34% during the period reviewed**
- **Consolidated volume in first nine months totaled 7.426 million TEUs, 2% less than that handled last year**

GLOBAL port operator International Container Terminal Services, Inc. (ICTSI) reported a net income of US\$210.4 million for the first nine months of 2020, 3% higher than the \$205 million earned in the same period last year.

Net income attributable to equity holders for the period January-September 2020 is \$182.6 million, 1% lower than the \$184.9 million earned year-on-year. This is due mainly to higher interest on concession rights payable and

COVID-19 related expenses, partially tapered by higher operating income, improvement in net operating results at the company's greenfield terminal in Melbourne, Australia, and lower equity in net loss of joint ventures, ICTSI said in a statement.

Revenue from port operations in the first nine months of 2020 reached \$1.104 billion, lower by 0.3% compared to the \$1.107 billion reported last year.

For the third quarter alone, revenue from port operations increased 7% to \$379.3 million from \$355.6 million in the same quarter last year, while net income grew 34% to \$79.1 million from \$58.9 million.

The company's performance in the third quarter benefited from cost preservation measures taken to mitigate the adverse effects of the pandemic, ICTSI chairman and president Enrique Razon, Jr. said in a statement.

"Our actions, together with improve-

ments in global trade, a diversified portfolio, and high levels of customer service have helped to deliver an improved performance compared to the same period in the previous year," he said.

But Razon added they remain cautious amid the continued uncertainties generated by the pandemic and an unpredictable environment as certain parts of the world move to a secondary lockdown.

"However, ICTSI is well positioned to benefit further should global trade continue to show signs of recovery, underpinned by our stringent cost management, ability to swiftly respond to changing situations and our diverse geographical presence," he said.

Volume recovery in Q3

In the first nine months, ICTSI handled consolidated volume of 7.426 million twenty-foot equivalent units (TEUs), or 2% less than the 7.590 TEUs handled in the same period in 2019.

The decrease in volume was primarily due to the decline in trade activities which resulted from the impact of the COVID-19 pandemic on global trade and lockdown restrictions.

Excluding the contribution of ICTSI Rio, the company's new terminal in Rio de Janeiro, Brazil, consolidated organic volume would have decreased 4% in the first nine months of 2020.

For the third quarter of 2020 alone, total consolidated throughput was 3% higher at 2.627 million TEUs compared to 2.548 million TEUs in 2019.

Consolidated cash operating expenses in the first nine months of 2020 was 3% lower at \$331.6 million compared to \$341.6 million in the same period in 2019. The decrease was mainly due to continuous group-wide cost reduction and optimization measures, and favorable translation impact of Brazilian real-, Mexican peso-, and Pakistani rupee-based expenses.

Consolidated financing charges and

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PH manufacturing sees slower drop of 8.4% in Sept

- *Volume of Production Index declined at a slower rate of 8.4% year-on-year in September 2020 compared with 9% decrease in August 2020*
- *Value of Production Index also on downtrend at an annual rate of -11.9% in September 2020, from faster decline of 13.3% in previous month*
- *Average capacity utilization rate for manufacturing sector in September 2020 slightly increased to 67.6% from 67.2% in previous month*

THE Philippine manufacturing sector continued to record slower declines in September 2020, helped along by increases in basic metals and food manufacturing sectors.

The Volume of Production Index (VoPI) declined at a slower rate of 8.4% year-on-year in September 2020 compared with the 9% drop in August 2020, according to the Philippine Statistics Authority's (PSA) latest Monthly Integrated Survey of Selected Industries (MISSI).

Contributing mainly to the slower decline in VoPI in September 2020 were the two-digit expansions observed in basic metals and food manufacturing with annual increases of 14.4% and 10.2%, respectively. The slower drop in the indices of 10 industry groups also tapered off the rate of decline in the manufacturing index.

This was still, however, the seventh consecutive month of decline for VoPI after it recovered in February 2020 to

break 14 months in a row of decreases.

The Value of Production Index (VaPI) likewise continued to exhibit a downtrend at an annual rate of -11.9% in September 2020, from a faster decline of 13.3% in the previous month.

The September 2020 figure was also the seventh consecutive month that VaPI had a negative growth and the fifth straight month it was declining at a slower rate, PSA noted.

The slower downturn in VaPI was influenced by increases in indices of four industry groups, namely, basic metals (12.3%), food manufacturing (11.6%), chemical products (5.6%), and miscellaneous manufactures (1.6%). Contributing further to the slower drop in September 2020 for the sector was the slower decreases in the indices of 10 industry groups.

Based on responding establishments, PSA said average capacity utilization

rate for the manufacturing sector in September 2020 slightly increased to 67.6% from 67.2% in the previous month.

In the same month, eight of the 20 industry groups had at least 80% average capacity utilization rate which was led by

machinery except electrical (92.0%), followed by furniture and fixtures (88.4%), and paper and paper products (86.8%).

Almost 20% of responding establishments operated at full capacity.

The proportion of establishments

that operated at full capacity (90% to 100%) was 17.7% of the total number of responding establishments with responses on capacity utilization. Further, 40.3% operated at 70 to 89% capacity, while 42% percent operated below 70% capacity.

Bicol ports' shipping operations...

Continued from previous page

ports and airports in areas affected by typhoon Rolly have resumed operations by November 2.

Typhoon Rolly made its first landfall

on November 1 in Catanduanes and then in Tiwi, Albay; San Narciso, Quezon, and Lobo, Batangas on the same day. Rolly was upgraded to a super typhoon on November

1 and then downgraded back to typhoon on the same day. It weakened further to a tropical storm on November 2 prior to exiting the country on November 3.

More agencies to join TradeNet...

Continued from page 1

of the year, while the other TRGAs will do so in 2021, according to a Department of Finance (DOF) official.

Two TRGAs are already on board the platform, DOF Central Management Information Office head Angelica Sarmiento said during a webinar hosted by the Bureau of Customs (BOC) on November 5. These are the Philippine Drug Enforce-

ment Agency and the BOC, but only for certain processes.

The 2 other TRGAs set to interconnect by yearend were not identified.

The TradeNet website will also be launched in the second week of November, Sarmiento added.

TradeNet is the government's online platform for processing applications for

import and export permits. Serving as the country's national NSW, the platform is required when connecting to the Association of Southeast Asian Nations (ASEAN) Single Window (ASW).

ASW is the regional initiative to speed up cargo clearance and promote regional economic integration by enabling the electronic exchange of border documents among the 10 ASEAN member states.

TradeNet will replace the NSW Phase 1 currently operated by BOC. NSW Phase 1 was launched in 2010 and deployed in 2011, but its second phase was stalled by a temporary restraining order. In 2017, the NSW Steering Committee issued a resolution to adopt TradeNet as the new NSW instead.

At the same webinar, BOC Management Information System and Technology Group (MISTG)-Technical Management Service officer-in-charge Jonathan Soriano said TradeNet can be currently used for the issuance of Philippine Drug Enforcement Agency's permit for "non-mix chemicals" and issuance of the electronic certificate of origin (e-CO) under the ASEAN Trade in Goods Agreement (ATIGA).

The Philippines finally joined the live operations of the ASW on December 30, 2019, exchanging ATIGA electronic Form D (e-CO) with Indonesia and Malaysia. DOF said that since January 2020, live exchanges of e-COs among the Philippines and the nine other ASEAN members

via the ASW have averaged around 8,712 transactions per month.

Soriano said ASEAN will discuss the exchange of sanitary and phytosanitary certificate through the ASW next year.

To apply for permits from TRGAs still not on board TradeNet, Soriano said traders can still use the NSW Phase 1, which is still operational.

Soriano explained that before TRGAs can issue permits and licenses through TradeNet, they have to be placed on board the platform.

TradeNet aims to simplify import and export documentary processes covering an initial 7,400 regulated products. The goal is to have all 75 TRGAs across 18 government departments fully interconnected via TradeNet.

DOF undersecretary Gil Beltran earlier said the Anti-Red Tape Authority will be included in the NSW Steering Committee to fast track streamlining of processes of various TRGAs involved in TradeNet.



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Now, About That Vaccine...

By HENRIK BATALLONES
SCMAP Marketing and Communications Executive



SCMAP PERSPECTIVE

ALMOST eight months into the COVID-19 pandemic, the question now shifts from measures that prevent infection to measures that promote immunity from the virus. With the government seemingly pinning most of its hopes on the availability of a vaccine against the disease rather than on more proactive measures to limit infection rates, we might as well make sure that we get that one right.

The government, of course, is no stranger to mass immunization programs, and we trust the expertise gained from previous efforts would come in handy for when we are able to procure and distribute a COVID-19 vaccine.

Still, it is a gargantuan undertaking, and especially with a disease that has almost paralyzed the whole country (and the world), all measures must be taken to make sure that this vaccine reaches everyone at the right time, in the best condition, and at the best cost to the nation. Yes, they're supply chain questions—and as supply chain professionals, we can't help but ask them, if only as reminders of what should be in place.

Are we getting the right vaccines for the right price? With many manu-

facturers racing to produce a vaccine, we have to be absolutely certain the vaccine we choose to buy is the right one. The government must put science at the forefront of the decision-making to ensure the effectiveness of the vaccine—we don't want a repeat of the Dengvaxia scandal, which would complicate our recovery in the long run.

Putting science ahead will also make sure we are getting the most bang for our buck—it is taxpayers' money which will pay for this, after all. (The Bayanihan to Recover as One Act has allotted P10 billion for the purchase of the vaccines; an additional P2.5 billion will come from the 2021 budget.) There must be even greater transparency in the procurement process, considering the greater interest in this government purchase than perhaps any other. We must ensure that whatever vaccine we choose for our people is chosen based on the facts, and not on political or personal considerations.

How will we distribute and store the vaccine? A prudent supply chain strategy will ensure that the vaccine reaches its intended destination in the best condition—something even more critical for pharmaceutical products. Making sure the vaccine is quickly cleared through the ports—we're importing, as we don't have the capability to produce one ourselves, at least not yet—is easy. Distributing it would be more difficult; you can't just transport medicines in any truck. This requires a strong cold chain distribution network: specialized vehicles, specialized warehouses, specialized expertise.

In an interview with the *Philippine Star* last month, Cold Chain Association of the Philippines president Anthony Dizon said there may not be enough available cold chain capacity to accommodate the vaccines. Most of our available space is dedicated to storing food products (and when he spoke for our Supply Chain Outlook event early last year he suggested that current capacity isn't even satisfying all food demand).

The Department of Health has said it is looking to import the vaccines in bulk, to be sent to "fill and finish" facilities which will "break" gallons of the vaccine into vials—but there are only a few such facilities in the country. The government can choose to import the vaccine in vial form (which will be more expensive), but then, there isn't enough warehouse space anyway.

There has long been a cold chain gap in the Philippine supply chain sector. While there are some players, we aren't able to attract a lot of investment on this front, mostly because of high capital and operational expenses, including specialized equipment and high electricity costs. The government and the private sector have been looking at this in recent years, in a bid to improve food security especially during disasters; the COVID-19 pandemic, I imagine, has accelerated this timeline. But with newly named "vaccine czar" Carlito Galvez Jr. proposing a vaccination program as early as May 2021, the capacity may not come in on time.

How do we guarantee that everyone gets the vaccine? Think of this as the "last mile" part of the supply chain. With people still anxious about going out and into crowds, how do we guarantee that we can vaccinate everyone safely? Should we go to where the shots are, or should the

shots go to our homes? Do we have the right people—and enough of them—to implement the inoculation? (Our health system has, after all, strained under the surge of coronavirus cases on top of other health concerns. I'm not sure we can hand off all this to the military, like the president insists.)

More importantly, how can we make sure everyone, regardless of class, status or past history, has access to the vaccine? In this instance, we cannot really choose our customers; it's a vaccine purchased to benefit all Filipinos. So, we have to put everyone's behaviors into account when mapping out our distribution strategies.

We did say there are a lot of questions. We hope the government is ready for what is essentially a massive, nationwide supply chain operation, one where lives are at stake and time is of the essence. More importantly, we hope that all of us get this right, as this could hasten our economic recovery and our return to some sense of normality.

Upcoming events: Once again, SCMAP supports the Asian Logistics, Maritime and Aviation Conference, co-organized by the Hong Kong Trade Development Council, happening on November 17-18. This time it's all online: visit almac.hk for more information. Also, our online event series SCMAP Live returns on November 26—more details soon at scmap.org.

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.

Trends that Will Transform the Freight Forwarding Industry

By AMIT MAHESHWARI, CEO, Softlink Global



IT IN LOGISTICS

WHAT are the most important success factors in logistics and freight forwarding?

The factors that affect the industry the most are the client's expectations, technology adoption, human resources, and supply chain management.

COVID-19 has forced freight business owners to rethink their business strategy, as the industry evolves from an efficient delivery system to a marketing mechanism with customer satisfaction at its center. There is also a growing focus on technology to acquire and retain customers. Moreover, the phenomenal growth of e-commerce has brought customer-centric control as the defining focus of the freight industry.

Let's look at the changes that will set the default trend for the freight

forwarding industry.

Building brands through customer experience

The industry is expected to move away from just faster delivery operations to a customer-centric mechanism that includes customer experiences, speed of delivery, transparency, and visibility.

Traditionally the industry follows a legacy customer communication system, one that includes communication through email and phone, which is time-consuming and painful for both your employees and customers.

Investing in cloud technology can help reduce complexity and streamline communications to make the customer journey smooth. The centralized database is an integrated freight forwarding software that aims to help your customers track, manage, and confirm accurate shipment delivery, resulting in a seamless customer experience.

Digitizing the forwarding business

To deliver interconnected experiences and seamless interactions across platforms, digital transformation is required. This will enable communication, documentation, analytics, and the processes of booking, ordering, and inventory to be standardized and the customer's experience to be simplified. This means analyzing your supply chain through the lens of your customers to understand the pain areas and work upon those parameters.

Digital technologies not only help to improve communication channels and automate manual work, they also eliminate the hurdles of manual processes, legacy systems, and repetitive tasks. The software should allow the freight forwarders to automate and centralize the booking and documentation process, and enable collaboration with all stakeholders in real time on a single system.

Intelligent system to plan operations in advance

The holy grail of transformation is to combine operational efficiency and customer satisfaction. No one can predict the future exactly, but having the right tools to predict and plan will help you meet the challenges ahead. Logistics leaders need to empower themselves with the data revolution and use analytics to identify the shipping patterns, high-performing customers, and cash-flow requirements to

plan and estimate the overall business performance.

This might look a daunting task, but the first step towards future prediction of operations is to collect the right data. Well-designed systems or software can help you collect and centralize data across various platforms and operations. With centralized data you can accurately track freight expenses, operational performance, and inventory turnover.

All the trends point to the emergence of a next-generation freight movement that will help strengthen your customer relationships and operational efficiency. Leaders should understand where the market is headed, how their competitors and customers are reacting, and take steps today to avoid any uncertainties tomorrow.

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.

ICTSI net income up 3%... *Continued from page 3*

other expenses for the first nine months of 2020 increased 11% from \$95.2 million in 2019 to \$105.5 million in 2020, primarily due to COVID-19-related expenses and the absence of capitalized borrowing cost

related to the Phase 2 expansion project in Basra, Iraq in 2019.

Capital expenditures for January to September 2020 amounted to \$128.6 million. The capital was used mainly

for the ongoing expansions at Manila International Container Terminal in the Philippines; Contecon Manzanillo S.A. in Manzanillo, Mexico; Contecon Guayaquil S.A. in Guayaquil, Ecuador; Basra Gateway Terminal in Umm Qsar, Iraq; and ICTSI DR Congo in Matadi,

Democratic Republic of Congo.

Amid the ongoing impact of the COVID-19 pandemic on global trade, ICTSI has reduced its capital expenditure plan for the year to around \$160 million, to be utilized mainly to complete ongoing expansion projects.

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 11/29/12/11, Seaspan New York 010 (Al Rawadh 010), OCL
 11/29/12/23, Seaspan New York 010 (Kato Lambi 135), OCL
 12/06/12/28, ALS Fauna 089 (Jazan 010), OCL
 12/06/01/08, ALS Fauna 089 (Kato Lambi 135), OCL
 12/13/01/04, Seaspan New York 011 (OCL Panama 282), OCL
 12/13/01/08, Seaspan New York 011 (Kato Lambi 135), OCL
 12/20/01/11, ALS Fauna 090 (OCL Norfolk 233), OCL
 12/20/01/13, ALS Fauna 090 (OCL Houston 165), OCL
 12/27/01/18, Seaspan New York 012 (Seaspan New Delhi 052), OCL
 12/27/01/23, Seaspan New York 012 (OCL Yokohama 159), OCL

BUSAN, South Korea
 11/15/11/19, Tabeta 013, OCL
 11/22/11/26, Suez Canal 016, OCL
 11/29/12/03, Zante 082, OCL
 12/06/12/10, APL England 033, OCL
 12/13/12/17, KMTCLINE 002, OCL
 12/20/12/24, Xin Chuan 055, OCL
 12/27/12/31, Tabeta 013, OCL
 01/03/01/07, Suez Canal 017, OCL
 01/10/01/14, Zante 083, OCL
 01/17/01/21, APL England 034, OCL
 01/24/01/28, KMTCLINE 003, OCL
 01/31/02/04, Xin Chuan 056, OCL

CALLAO, Peru
 11/08/12/13, Tabeta 013 (CMA CGM Jacques Joseph 015), OCL

11/08/12/19, Tabeta 013 (Xin Fu Zhou 063), OCL
 11/15/12/20, Suez Canal 016 (CMA CGM Tage 442), OCL
 11/15/12/26, Suez Canal 016 (Lloyd Don Giovanni 032), OCL
 11/22/12/27, Zante 082 (CMA CGM Ohio 023), OCL
 11/22/01/02, Zante 082 (Lloyd Don Pascuale 017), OCL
 11/29/01/03, APL England 033 (CMA CGM Mumbai 017), OCL

CASABLANCA, Morocco
 11/08/12/21, ALS Fauna 087 (CMA CGM Cassiopeia 406), OCL
 11/15/12/28, Seaspan New York 009 (CMA CGM Vela 361), OCL
 11/22/01/04, ALS Fauna 088 (OCL Malaysia 029), OCL
 11/29/01/11, Seaspan New York 010 (CMA CGM Lyma 391), OCL
 12/06/01/18, ALS Fauna 089 (CMA CGM Columbia 369), OCL
 12/13/01/25, Seaspan New York 011 (CMA CGM Centaurus 413), OCL
 12/20/02/01, ALS Fauna 090 (CMA CGM Gemini 415), OCL
 12/27/02/08, Seaspan New York 012 (CMA CGM Titan 419), OCL

CHARLESTON, South Carolina, USA
 11/12/12/29, RHL Aqua 016 (OCL Chang Qing 034), OCL
 11/19/01/05, Ludvig Schulte 003 (Cosco Shipping Camellia 008), OCL
 11/26/01/12, William 003 (OCL Korea 032), OCL
 12/03/01/19, Ela 012 (OCL Poland 024), OCL
 12/10/01/26, RHL Aqua 017 (OCL Brussels 042), OCL
 12/17/02/02, Ludvig Schulte 004 (Cosco Shipping Rose 018), OCL

CHIBA, Japan
 11/12/12/28, RHL Aqua 016 (GSL Kato 028), OCL
 11/19/12/05, Ludvig Schulte 003 (Baleares 024), OCL
 11/26/12/12, William 003 (TBA 1), OCL
 12/03/12/19, Ela 012 (Spectrum N 008), OCL
 12/10/12/26, RHL Aqua 017 (GSL Kato 029), OCL
 12/17/01/02, Ludvig Schulte 004 (Baleares 025), OCL

COLOMBO, Sri Lanka
 11/08/11/19, ALS Fauna 087 (OS Lotus 006), OCL
 11/15/12/03, RHL Aqua 016 (TBA 1), OCL
 11/22/12/10, Seaspan New York 009 (OCL Seoul 069), OCL
 11/29/12/17, Ludvig Schulte 003 (OCL Hamburg 124), OCL
 11/29/12/17, ALS Fauna 088 (TBA 1), OCL
 11/26/12/17, William 003 (APL Columbia 015), OCL
 11/29/12/20, Seaspan New York 010 (OCL Hamburg 124), OCL
 12/06/12/24, Ela 012 (OCL Washington 061), OCL
 12/13/12/31, RHL Aqua 017 (OS Lotus 007), OCL
 12/20/12/07, Seaspan New York 011 (OCL Washington 061), OCL
 12/27/01/14, Ludvig Schulte 004 (OCL Seoul 070), OCL
 12/27/01/14, ALS Fauna 090 (OS Lotus 007), OCL
 12/27/01/07, Seaspan New York 012 (OCL Seoul 070), OCL

COLUMBUS, Ohio, USA
 11/08/11/20, Jeju Island 117 (Cosco Portugal 040), OCL
 11/15/12/27, Wan Hai 211 454 (Cosco Portugal 040), OCL
 11/22/12/24, Jeju Island 117 (Ever Lucky 046), OCL
 11/29/12/25, Wan Hai 211 454 (Ever Lucky 046), OCL
 11/15/11/27, Jeju Island 118 (Cosco Spain 016), OCL
 11/15/11/27, Wan Hai 211 455 (Cosco Spain 016), OCL
 11/15/01/01, Jeju Island 118 (Tampa Triumph 019), OCL
 11/15/01/01, Wan Hai 211 455 (Tampa Triumph 019), OCL
 11/22/12/04, Jeju Island 119 (Cosco Netherlands 043), OCL
 11/22/12/04, Wan Hai 211 456 (Cosco Netherlands 043), OCL
 11/29/12/11, Jeju Island 119 (Ever Lync 036), OCL
 11/29/12/11, Wan Hai 211 456 (Ever Lync 036), OCL
 11/29/12/11, Jeju Island 120 (Cosco Shipping Denali 042), OCL
 11/29/12/11, Wan Hai 211 457 (Cosco Shipping Denali 042), OCL
 11/29/01/15, Jeju Island 120 (Ever Forward 002), OCL
 11/29/01/15, Wan Hai 211 457 (Ever Forward 002), OCL
 12/06/12/18, Jeju Island 121 (Cosco Italy 043), OCL
 12/06/12/18, Wan Hai 211 458 (Cosco Italy 043), OCL
 12/06/01/22, Jeju Island 121 (Thalassa Paris 038), OCL
 12/06/01/22, Wan Hai 211 458 (Thalassa Paris 038), OCL
 12/13/12/25, Jeju Island 122 (Cosco England 042), OCL
 12/13/12/25, Wan Hai 211 459 (Cosco England 042), OCL
 12/13/01/29, Jeju Island 122 (Triton 026), OCL
 12/13/01/29, Wan Hai 211 459 (Triton 026), OCL
 12/20/01/01, Jeju Island 123 (Cosco Shipping Andes 014), OCL
 12/20/01/01, Wan Hai 211 460 (Cosco Shipping Andes 014), OCL
 12/20/02/05, Jeju Island 123 (Texas Triumph 017), OCL
 12/20/02/05, Wan Hai 211 460 (Texas Triumph 017), OCL
 12/27/01/08, Jeju Island 124 (Cosco Portugal 041), OCL
 12/27/01/08, Wan Hai 211 461 (Cosco Portugal 041), OCL
 12/27/02/12, Jeju Island 124 (Ever Front 003), OCL
 12/27/02/12, Wan Hai 211 461 (Ever Front 003), OCL
 01/03/01/15, Jeju Island 125 (Cosco Spain 041), OCL
 01/03/01/15, Wan Hai 211 462 (Cosco Spain 041), OCL
 01/03/02/19, Jeju Island 125 (Ever Focus 004), OCL
 01/03/02/19, Wan Hai 211 462 (Ever Focus 004), OCL

DALLIAN, China
 11/08/11/21, Jeju Island 117 (Teng Yun He 284), OCL
 11/15/11/28, Wan Hai 211 454 (Teng Yun He 284), OCL
 11/15/11/28, Jeju Island 118 (Qing Yun He 496), OCL
 11/15/11/28, Wan Hai 211 455 (Qing Yun He 496), OCL
 11/22/12/05, Jeju Island 119 (Teng Yun He 285), OCL
 11/22/12/05, Wan Hai 211 456 (Teng Yun He 285), OCL
 11/29/12/12, Jeju Island 120 (Qing Yun He 497), OCL
 11/29/12/12, Wan Hai 211 457 (Qing Yun He 497), OCL
 12/06/12/19, Jeju Island 121 (Teng Yun He 286), OCL
 12/06/12/19, Wan Hai 211 458 (Teng Yun He 286), OCL
 12/13/12/26, Jeju Island 122 (Qing Yun He 498), OCL
 12/13/12/26, Wan Hai 211 459 (Qing Yun He 498), OCL
 12/20/01/02, Jeju Island 123 (Teng Yun He 287), OCL
 12/20/01/02, Wan Hai 211 460 (Teng Yun He 287), OCL
 12/27/01/09, Jeju Island 124 (Qing Yun He 499), OCL
 12/27/01/09, Wan Hai 211 461 (Qing Yun He 499), OCL
 01/03/01/16, Jeju Island 125 (Teng Yun He 288), OCL
 01/03/01/16, Wan Hai 211 462 (Teng Yun He 288), OCL

DALLAS, Texas, USA
 11/08/11/30, Jeju Island 117 (Cosco Portugal 040), OCL
 11/15/11/28, Jeju Island 118 (OCL Jakarta 126), OCL
 11/15/11/28, Wan Hai 211 455 (OCL Jakarta 126), OCL
 11/19/12/05, Ludvig Schulte 003 (OCL Nagoya 143), OCL
 11/22/12/05, Jeju Island 119 (OCL New Zealand 095), OCL
 11/22/12/05, Wan Hai 211 456 (OCL New Zealand 095), OCL
 11/22/12/07, Jeju Island 118 (Cosco Spain 016), OCL
 11/29/12/12, Jeju Island 120 (OCL Savannah 398), OCL
 11/29/12/12, Wan Hai 211 457 (OCL Savannah 398), OCL
 12/06/12/19, Ela 012 (OCL Le Havre 024), OCL
 11/22/12/14, Jeju Island 119 (Cosco Netherlands 043), OCL
 12/06/12/19, Wan Hai 211 458 (OCL Australia 203), OCL
 11/22/12/14, Wan Hai 211 459 (OCL Australia 203), OCL
 12/13/12/26, Jeju Island 122 (OCL Jakarta 127), OCL
 12/13/12/26, Wan Hai 211 459 (OCL Jakarta 127), OCL
 12/13/12/26, Jeju Island 122 (OCL Jakarta 127), OCL
 12/13/12/26, Wan Hai 211 459 (OCL Jakarta 127), OCL
 11/29/12/21, Jeju Island 120 (OCL Charleston 193), OCL
 12/06/12/19, Jeju Island 123 (OCL New Zealand 096), OCL
 12/06/12/19, Wan Hai 211 460 (OCL New Zealand 096), OCL
 11/29/12/21, Wan Hai 211 457 (Cosco Shipping Denali 042), OCL
 12/06/12/18, Jeju Island 121 (Cosco Italy 043), OCL
 12/06/12/18, Wan Hai 211 458 (OCL Charleston 193), OCL
 12/06/12/18, Jeju Island 123 (OCL New Zealand 096), OCL
 12/06/12/18, Wan Hai 211 460 (OCL New Zealand 096), OCL
 11/29/12/21, Jeju Island 124 (OCL Savannah 399), OCL
 12/06/12/18, Jeju Island 125 (OCL Australia 204), OCL
 01/03/01/16, Wan Hai 211 462 (OCL Australia 204), OCL

HAMBURG, Germany
 11/08/12/10, ALS Fauna 087 (Cosco Shipping Leo 013), OCL

How to read this schedule:

Destination | **Shipping Line**

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

ETD | **ETA** | **Mother Vessel + Voyage #**

Feeder Vessel + Voyage #

342), OCL
 12/13/01/03, Seaspan New York 011 (Cosco Shipping Aquarius 010), OCL
 12/17/01/14, Ludvig Schulte 004 (OCL Egypt 033), OCL
 12/20/01/10, ALS Fauna 090 (CSL Sotom 067), OCL
 12/27/01/17, Seaspan New York 012 (Cosco Shipping Solar 013), OCL

DUNKIRK, France
 11/15/12/22, Seaspan New York 009 (CMA CGM Jules Verne 424), OCL
 11/22/12/29, ALS Fauna 088 (APL Raffles 237), OCL
 11/29/01/05, Seaspan New York 010 (CMA CGM Zheng He 425), OCL
 12/06/01/12, ALS Fauna 089 (CMA CGM Louis Blériot 407), OCL
 12/13/01/19, Seaspan New York 011 (CMA CGM Tenare 002), OCL
 12/20/01/26, ALS Fauna 090 (CMA CGM Jacques Saade 002), OCL
 12/27/02/02, Seaspan New York 012 (CMA CGM Bougainville 414), OCL

FELIXSTOWE, Britain
 11/08/12/09, ALS Fauna 087 (OCL Jagan 015), OCL
 11/15/12/16, Seaspan New York 009 (Cosco Shipping Star 007), OCL
 11/22/12/23, ALS Fauna 088 (OCL Germany 016), OCL
 11/29/12/30, Seaspan New York 010 (Cosco Shipping Galaxy 008), OCL
 12/06/01/06, ALS Fauna 089 (OCL United Kingdom 010), OCL
 12/13/01/13, Seaspan New York 011 (OCL Hongkong 017), OCL
 12/20/01/20, ALS Fauna 090 (OCL Indonesia 014), OCL
 12/27/01/27, Seaspan New York 012 (Cosco Shipping Pises 011), OCL

FOS SUR MER, France
 11/08/12/09, ALS Fauna 087 (Cosco Harmony 055), OCL
 11/08/12/11, ALS Fauna 087 (CMA CGM Cassiopeia 406), OCL
 11/15/12/16, Seaspan New York 009 (Cosco Denmark 038), OCL
 11/15/12/18, Seaspan New York 009 (CMA CGM Vela 361), OCL
 11/22/12/23, ALS Fauna 088 (Triton 021), OCL
 11/29/01/01, ALS Fauna 088 (OCL Malaysia 029), OCL
 11/29/12/30, Seaspan New York 010 (TBA 002), OCL
 12/06/01/08, ALS Fauna 089 (Thalassa Paris 037), OCL
 12/06/01/08, Wan Hai 211 455 (Cosco Spain 016), OCL
 12/13/01/13, Seaspan New York 011 (CSL Venus 057), OCL
 12/13/01/13, Wan Hai 211 456 (Cosco Centaurus 413), OCL
 12/20/01/22, ALS Fauna 090 (CMA CGM Gemini 415), OCL
 12/27/01/27, Seaspan New York 012 (Cosco Glory 058), OCL
 12/27/01/29, Seaspan New York 012 (CMA CGM Titan 419), OCL

FREMANTLE, Australia
 11/08/11/23, ALS Fauna 087 (OCL Texas 176), OCL
 11/15/12/06, Seaspan New York 009 (OCL Dubai 129), OCL
 11/22/12/06, ALS Fauna 088 (OCL Dubai 129), OCL
 11/29/12/16, Seaspan New York 010 (Cosco Singapore 149), OCL
 12/06/12/23, ALS Fauna 089 (OCL Texas 177), OCL
 12/13/12/30, Seaspan New York 011 (Cosco Antwerp 166), OCL
 12/20/01/06, ALS Fauna 090 (OCL Dubai 130), OCL
 12/27/01/13, Seaspan New York 012 (Kato Lambi 041), OCL

GDANSK, Poland
 11/08/12/15, ALS Fauna 087 (OCL Jagan 015), OCL
 11/15/12/22, Seaspan New York 009 (Cosco Shipping Star 007), OCL
 11/22/12/29, ALS Fauna 088 (OCL Germany 016), OCL
 11/29/01/05, Seaspan New York 010 (Cosco Shipping Galaxy 008), OCL
 12/06/01/12, ALS Fauna 089 (OCL United Kingdom 010), OCL
 12/13/01/19, Seaspan New York 011 (OCL Hongkong 017), OCL
 12/20/01/26, ALS Fauna 090 (OCL Indonesia 014), OCL
 12/27/02/02, Seaspan New York 012 (Cosco Shipping Pises 011), OCL

GENOA, Italy
 11/08/12/06, ALS Fauna 087 (Cosco Harmony 055), OCL
 11/08/12/14, ALS Fauna 087 (CMA CGM Cassiopeia 406), OCL
 11/15/12/13, Seaspan New York 009 (Cosco Denmark 038), OCL
 11/15/12/21, Seaspan New York 009 (CMA CGM Vela 361), OCL
 11/22/12/20, ALS Fauna 088 (Triton 021), OCL
 11/29/12/28, Seaspan New

11/08/12/14, ALS Fauna 087 (Tokyo Triumph 018), OOC
 11/15/12/17, Seaspan New York 009 (Cosa Shipping Capricorn 012), OOC
 11/15/12/21, Seaspan New York 009 (Toledo Triumph 018), OOC
 11/15/12/24, Seaspan New York 009 (CMA CGM Jules Verne 424), OOC
 11/22/12/24, ALS Fauna 088 (Cosa Shipping Libra 013), OOC
 11/22/12/28, ALS Fauna 088 (Thesusus 022), OOC
 11/22/12/31, ALS Fauna 088 (APL Raffles 237), OOC
 11/29/01/04, Seaspan New York 010 (Taipei Triumph 017), OOC
 11/29/01/07, Seaspan New York 010 (CMA CGM Zheng He 425), OOC
 12/06/01/07, ALS Fauna 089 (Cosa Shipping Nebula 011), OOC
 12/06/01/11, ALS Fauna 089 (Taurus 020), OOC
 12/06/01/14, ALS Fauna 089 (CMA CGM Louis Blériot 407), OOC
 12/13/01/14, Seaspan New York 011 (Cosa Shipping Vingo 013), OOC
 12/13/01/18, Seaspan New York 011 (TBA 003), OOC
 12/13/01/21, Seaspan New York 011 (CMA CGM Tenere 002), OOC
 12/20/01/21, ALS Fauna 090 (Cosa Shipping Scapio 012), OOC
 12/20/01/25, ALS Fauna 090 (Thalassa Helios 039), OOC
 12/20/01/28, ALS Fauna 090 (CMA CGM Jacques Saade 002), OOC
 12/27/01/28, Seaspan New York 012 (Cosa Shipping Universe 013), OOC
 12/27/02/01, Seaspan New York 012 (Thalassa Tyhi 033), OOC
 12/27/02/04, Seaspan New York 012 (CMA CGM Bougainville 414), OOC

HITACHINAKA, Japan

11/08/11/20, Jēju Island 117 (OOC Australia 202), OOC
 11/08/11/20, Wan Hai 211 454 (OOC Australia 202), OOC
 11/15/11/27, Jēju Island 118 (OOC Jakarta 126), OOC
 11/15/11/27, Wan Hai 211 455 (OOC Jakarta 126), OOC
 11/22/12/04, Jēju Island 119 (OOC New Zealand 095), OOC
 11/22/12/04, Wan Hai 211 456 (OOC New Zealand 095), OOC
 11/29/12/11, Jēju Island 120 (OOC Savannah 398), OOC
 11/29/12/11, Wan Hai 211 457 (OOC Savannah 398), OOC
 12/06/12/18, Jēju Island 121 (OOC Australia 203), OOC
 12/06/12/18, Wan Hai 211 458 (OOC Australia 203), OOC
 12/13/12/25, Jēju Island 122 (OOC Jakarta 127), OOC
 12/13/12/25, Wan Hai 211 459 (OOC Jakarta 127), OOC
 12/20/01/01, Jēju Island 123 (OOC New Zealand 096), OOC
 12/20/01/01, Wan Hai 211 460 (OOC New Zealand 096), OOC
 12/27/01/08, Jēju Island 124 (OOC Savannah 399), OOC
 12/27/01/08, Wan Hai 211 461 (OOC Savannah 399), OOC
 01/03/01/15, Jēju Island 125 (OOC Australia 204), OOC
 01/03/01/15, Wan Hai 211 462 (OOC Australia 204), OOC

HO CHI MINH, Vietnam

11/08/11/16, Jēju Island 117 (Balears 024), OOC
 11/08/11/16, Wan Hai 211 454 (Balears 024), OOC
 11/15/11/23, Jēju Island 118 (TBA 1), OOC
 11/15/11/23, Wan Hai 211 455 (TBA 1), OOC
 11/22/11/30, Jēju Island 119 (Spectrum N 008), OOC
 11/22/11/30, Wan Hai 211 456 (Spectrum N 008), OOC
 11/29/12/07, Jēju Island 120 (GSL Keto 029), OOC
 11/29/12/07, Wan Hai 211 457 (GSL Keto 029), OOC
 12/06/12/14, Jēju Island 121 (Balears 025), OOC
 12/06/12/14, Wan Hai 211 458 (Balears 025), OOC
 12/13/12/25, Jēju Island 122 (Spectrum N 009), OOC
 12/13/12/25, Wan Hai 211 460 (Spectrum N 009), OOC
 12/20/01/01, Jēju Island 123 (Spectrum N 042), OOC
 12/20/01/01, Wan Hai 211 461 (GSL Keto 030), OOC
 01/03/01/11, Jēju Island 125 (Balears 026), OOC
 01/03/01/11, Wan Hai 211 462 (Balears 026), OOC

HONG KONG, China

11/12/11/14, RHL Aqua 016, OOC
 11/19/11/21, Ludwig Schulte 003 (OOC)
 11/26/11/28, William 003 (OOC)
 12/03/12/05, Eto 012 (OOC)
 12/10/12/12, RHL Aqua 017, OOC
 12/17/12/19, Ludwig Schulte 004, OOC

JEBEL ALI, UAE

11/08/11/25, ALS Fauna 087 (Cosa Shipping Solar 012), OOC
 11/08/11/25, Wan Hai 211 454 (CMA CGM Nevada 434), OOC
 11/12/12/09, RHL Aqua 016 (CMA CGM Nevada 434), OOC
 11/15/12/02, Seaspan New York 009 (CMA CGM Andromeda 002), OOC
 11/15/12/02, Seaspan New York 009 (CSL Pacific Ocean 041), OOC
 11/19/12/16, Ludwig Schulte 003 (TBA 1), OOC
 11/22/12/09, ALS Fauna 088 (CSL Globe 042), OOC
 11/26/12/23, William 003 (TBA 1), OOC
 11/29/12/16, Seaspan New York 010 (Cosa Shipping Planet 010), OOC
 11/29/12/16, Seaspan New York 010 (TBA 1), OOC
 12/03/12/30, Eto 012 (TBA 1), OOC
 12/06/12/23, ALS Fauna 089 (APL Le Havre 029), OOC
 12/06/12/23, ALS Fauna 089 (CSL Indian Ocean 040), OOC
 12/10/01/06, RHL Aqua 017 (CMA CGM Butterfly 342), OOC
 12/13/12/30, Seaspan New York 011 (CMA CGM Calcutta 011), OOC
 12/13/12/30, Seaspan New York 011 (Cosa Shipping Aquarius 010), OOC
 12/17/01/13, Ludwig Schulte 004 (OOC Egypt 033), OOC
 12/20/01/06, ALS Fauna 090 (CMA CGM Congo 425), OOC
 12/20/01/06, ALS Fauna 090 (CSL Saturn 067), OOC
 12/27/01/13, Seaspan New York 012 (Cosa Shipping Solar 013), OOC
 12/27/01/13, Seaspan New York 012 (TBA 1), OOC

KAOSHUNG, Taiwan

11/08/11/10, Jēju Island 117, OOC
 11/08/11/12, Wan Hai 211 454, OOC
 11/15/11/17, Jēju Island 118, OOC
 11/15/11/19, Wan Hai 211 455, OOC
 11/22/11/24, Jēju Island 119, OOC
 11/22/11/26, Wan Hai 211 456, OOC
 11/29/12/01, Jēju Island 120, OOC
 11/29/12/03, Wan Hai 211 457, OOC
 12/06/12/08, Jēju Island 121, OOC
 12/06/12/10, Wan Hai 211 458, OOC
 12/13/12/15, Jēju Island 122, OOC
 12/13/12/17, Wan Hai 211 459, OOC
 12/20/12/22, Jēju Island 123, OOC
 12/20/12/24, Wan Hai 211 460, OOC
 12/27/12/29, Jēju Island 124, OOC
 12/27/12/31, Wan Hai 211 461, OOC
 01/03/01/05, Jēju Island 125, OOC
 01/03/01/07, Wan Hai 211 462, OOC

KARACHI, Pakistan

11/08/11/27, ALS Fauna 087 (CMA CGM Ofree 462), OOC
 11/15/12/04, Seaspan New York 009 (Baltic Bridge 425), OOC

KEELUNG, Taiwan

11/08/11/11, Jēju Island 117, OOC
 11/08/11/13, Wan Hai 211 454, OOC
 11/15/11/18, Jēju Island 118, OOC
 11/15/11/20, Wan Hai 211 455, OOC
 11/22/11/24, Jēju Island 119, OOC
 11/22/11/26, Wan Hai 211 456, OOC
 11/29/12/01, Jēju Island 120, OOC
 11/29/12/03, Wan Hai 211 457, OOC
 12/06/12/08, Jēju Island 121, OOC
 12/06/12/10, Wan Hai 211 458, OOC
 12/13/12/15, Jēju Island 122, OOC
 12/13/12/17, Wan Hai 211 459, OOC
 12/20/12/22, Jēju Island 123, OOC
 12/20/12/24, Wan Hai 211 460, OOC
 12/27/12/29, Jēju Island 124, OOC
 12/27/12/31, Wan Hai 211 461, OOC
 01/03/01/05, Jēju Island 125, OOC
 01/03/01/07, Wan Hai 211 462, OOC

KOBE, Japan

11/08/11/19, Jēju Island 117 (OOC Australia 202), OOC
 11/08/11/19, Wan Hai 211 454 (OOC Australia 202), OOC
 11/12/11/25, RHL Aqua 016 (OOC Le Havre 135), OOC
 11/12/11/25, RHL Aqua 016 (GSL Keto 028), OOC
 11/15/11/26, Jēju Island 118 (OOC Jakarta 126), OOC
 11/15/11/26, Wan Hai 211 455 (OOC Jakarta 126), OOC
 11/19/12/02, Ludwig Schulte 003 (OOC Nagoya 143), OOC
 11/19/12/02, Wan Hai 211 456 (OOC Nagoya 143), OOC
 11/22/12/03, Jēju Island 119 (OOC New Zealand 095), OOC
 11/22/12/03, Wan Hai 211 456 (OOC New Zealand 095), OOC
 11/26/12/09, William 003 (OOC Charleston 192), OOC
 11/26/12/12, William 003 (TBA 1), OOC
 11/29/12/10, Jēju Island 120 (OOC Savannah 398), OOC
 11/29/12/10, Wan Hai 211 457 (OOC Savannah 398), OOC
 12/03/12/16, Eto 012 (OOC Le Havre 136), OOC
 12/03/12/19, Eto 012 (OOC Le Havre 136), OOC
 12/06/12/17, RHL Aqua 017 (OOC Nagoya 144), OOC
 12/06/12/17, RHL Aqua 017 (GSL Keto 029), OOC
 12/13/12/24, Jēju Island 122 (OOC Jakarta 127), OOC
 12/13/12/24, Wan Hai 211 459 (OOC Jakarta 127), OOC
 12/17/01/02, Ludwig Schulte 004 (OOC Charleston 193), OOC
 12/20/12/31, Jēju Island 123 (OOC New Zealand 096), OOC
 12/20/12/31, Wan Hai 211 460 (OOC New Zealand 096), OOC
 12/27/01/07, Jēju Island 124 (OOC Savannah 399), OOC
 12/27/01/07, Wan Hai 211 461 (OOC Savannah 399), OOC
 01/03/01/14, Jēju Island 125 (OOC Australia 204), OOC
 01/03/01/14, Wan Hai 211 462 (OOC Australia 204), OOC

LAEM CHABANG, Thailand

11/12/11/21, RHL Aqua 016 (OOC Nagoya 143), OOC
 11/19/11/28, Ludwig Schulte 003 (OOC Charleston 192), OOC
 11/26/12/05, William 003 (OOC Le Havre 136), OOC
 12/03/12/12, Eto 012 (OOC Nagoya 144), OOC
 12/10/12/19, RHL Aqua 017 (OOC Charleston 193), OOC
 12/17/12/26, Ludwig Schulte 004 (OOC Le Havre 137), OOC

LAZARO CARDENAS, Mexico

11/08/12/03, Taboa 013 (CMA CGM Jacques Joseph 015), OOC
 11/15/12/10, Suez Canal 016 (CMA CGM Tige 442), OOC
 11/22/12/17, Zante 082 (CMA CGM Ohio 023), OOC
 11/29/12/24, APL England 033 (CMA CGM Mumbai 017), OOC

LE HAVRE, France

11/08/12/13, ALS Fauna 087 (APL Singapore 165), OOC

11/15/12/20, Seaspan New York 009 (CMA CGM Vasco De Gama 408), OOC
 11/22/12/27, ALS Fauna 088 (APL Fullerton 211), OOC
 11/29/01/03, Seaspan New York 010 (CMA CGM Argentina 007), OOC
 12/06/12/10, ALS Fauna 089 (CMA CGM Georg Forster 213), OOC
 12/13/01/17, Seaspan New York 011 (APL Merlion 416), OOC
 12/20/01/24, ALS Fauna 090 (CMA CGM Benjamin Franklin 418), OOC
 12/27/01/31, Seaspan New York 012 (TBA 1), OOC

LIANYUNGANG, China

11/08/11/25, Jēju Island 117 (Teng Yun He 284), OOC
 11/08/11/25, Wan Hai 211 454 (Teng Yun He 284), OOC
 11/15/12/02, Jēju Island 118 (Qing Yun He 496), OOC
 11/15/12/02, Wan Hai 211 455 (Qing Yun He 496), OOC
 11/22/12/09, Jēju Island 119 (Teng Yun He 285), OOC
 11/22/12/09, Wan Hai 211 456 (Teng Yun He 285), OOC
 11/29/12/16, Jēju Island 120 (Qing Yun He 497), OOC
 11/29/12/16, Wan Hai 211 457 (Qing Yun He 497), OOC
 12/06/12/23, Jēju Island 121 (Teng Yun He 286), OOC
 12/06/12/23, Wan Hai 211 458 (Teng Yun He 286), OOC
 12/13/12/30, Jēju Island 122 (Qing Yun He 498), OOC
 12/13/12/30, Wan Hai 211 459 (Qing Yun He 498), OOC
 12/20/01/06, Jēju Island 123 (Teng Yun He 287), OOC
 12/20/01/06, Wan Hai 211 460 (Teng Yun He 287), OOC
 12/27/01/13, Jēju Island 124 (Qing Yun He 499), OOC
 12/27/01/13, Wan Hai 211 461 (Qing Yun He 499), OOC
 01/03/01/20, Jēju Island 125 (Teng Yun He 288), OOC
 01/03/01/20, Wan Hai 211 462 (Teng Yun He 288), OOC

LONG BEACH, California, USA

11/08/11/25, Jēju Island 117 (Cosa Portugal 040), OOC
 11/08/11/25, Wan Hai 211 454 (Cosa Portugal 040), OOC
 11/15/12/02, Jēju Island 118 (Cosa Spain 016), OOC
 11/15/12/02, Wan Hai 211 455 (Cosa Spain 016), OOC
 11/22/12/09, Jēju Island 119 (Cosa Netherlands 043), OOC
 11/22/12/09, Wan Hai 211 456 (Cosa Netherlands 043), OOC
 11/29/12/16, Jēju Island 120 (Cosa Shipping Denali 042), OOC
 11/29/12/16, Wan Hai 211 457 (Cosa Shipping Denali 042), OOC
 12/06/12/23, Jēju Island 121 (Cosa Italy 043), OOC
 12/06/12/23, Wan Hai 211 458 (Cosa Italy 043), OOC
 12/13/12/30, Jēju Island 122 (Cosa England 042), OOC
 12/13/12/30, Wan Hai 211 459 (Cosa England 042), OOC
 12/20/01/06, Jēju Island 123 (Cosa Shipping Andes 014), OOC
 12/20/01/06, Wan Hai 211 460 (Cosa Shipping Andes 014), OOC
 12/27/01/13, Jēju Island 124 (Cosa Portugal 041), OOC
 12/27/01/13, Wan Hai 211 461 (Cosa Portugal 041), OOC
 01/03/01/20, Jēju Island 125 (Cosa Spain 041), OOC
 01/03/01/20, Wan Hai 211 462 (Cosa Spain 041), OOC

LOS ANGELES, California, USA

11/08/11/27, Jēju Island 117 (Cosa Portugal 040), OOC
 11/08/11/27, Wan Hai 211 454 (Cosa Portugal 040), OOC
 11/15/12/04, Jēju Island 118 (Cosa Spain 016), OOC
 11/15/12/04, Wan Hai 211 455 (Cosa Spain 016), OOC
 11/22/12/11, Jēju Island 119 (Cosa Netherlands 043), OOC
 11/22/12/11, Wan Hai 211 456 (Cosa Netherlands 043), OOC
 11/29/12/18, Jēju Island 120 (Cosa Shipping Denali 042), OOC
 11/29/12/18, Wan Hai 211 457 (Cosa Shipping Denali 042), OOC
 12/06/12/25, Jēju Island 121 (Cosa Italy 043), OOC
 12/06/12/25, Wan Hai 211 458 (Cosa Italy 043), OOC
 12/13/01/01, Jēju Island 122 (Cosa England 042), OOC
 12/13/01/01, Wan Hai 211 459 (Cosa England 042), OOC
 12/20/01/08, Jēju Island 123 (Cosa Shipping Andes 014), OOC
 12/20/01/08, Wan Hai 211 460 (Cosa Shipping Andes 014), OOC
 12/27/01/15, Jēju Island 124 (Cosa Portugal 041), OOC
 12/27/01/15, Wan Hai 211 461 (Cosa Portugal 041), OOC
 01/03/01/22, Jēju Island 125 (Cosa Spain 041), OOC
 01/03/01/22, Wan Hai 211 462 (Cosa Spain 041), OOC

LYTTELTON, New Zealand

11/15/12/09, Seaspan New York 009 (Sesamile 035), OOC
 11/22/12/16, ALS Fauna 088 (OEL Badinrhin 729), OOC
 11/29/12/23, Seaspan New York 010 (Maine Trader 023), OOC
 12/06/12/30, ALS Fauna 089 (Tianjin Bridge 147), OOC
 12/13/01/06, Seaspan New York 011 (Kota Lambah 187), OOC
 12/20/01/13, ALS Fauna 090 (CSL Atlantic 191), OOC
 12/27/01/20, Seaspan New York 012 (Sesamile 036), OOC

MANZANILLO, Mexico

11/15/12/06, Suez Canal 016 (APL Barcelona 199), OOC
 11/15/12/09, Suez Canal 016 (CMA CGM Tige 442), OOC
 11/15/12/12, Suez Canal 016 (Xin Fu Zhou 063), OOC
 11/22/12/13, Zante 082 (CSL Long Beach 040), OOC
 11/22/12/16, Zante 082 (CMA CGM Ohio 023), OOC
 11/22/12/19, Zante 082 (Lloyd Don Giovanni 032), OOC
 11/29/12/20, APL England 033 (CMA CGM Cochin 013), OOC
 11/29/12/23, APL England 033 (CMA CGM Mumbai 017), OOC
 11/29/12/26, APL England 033 (Lloyd Don Pascuete 017), OOC
 12/06/12/27, KMTC Mundra 044 (CMA CGM Musca 029), OOC
 12/13/01/03, Xin Chwan 055 (CSAN Trancara 034), OOC

MELBOURNE, Australia

11/15/12/04, Seaspan New York 009 (OOC Houston 164), OOC
 11/15/12/12, Seaspan New York 009 (OOC Dubai 129), OOC
 11/15/12/13, Seaspan New York 009 (OOC Norfolk 233), OOC
 11/22/12/12, ALS Fauna 088 (OOC Dubai 129), OOC
 11/22/12/14, ALS Fauna 088 (OOC Yokohama 158), OOC
 11/22/12/20, ALS Fauna 088 (Seaspan New Delhi 051), OOC
 11/29/12/18, Seaspan New York 010 (Kota Lains 048), OOC
 11/29/12/26, Seaspan New York 010 (Cosa Singapore 149), OOC
 11/29/12/27, Seaspan New York 010 (Al Rowadh 010), OOC
 12/06/01/02, ALS Fauna 089 (OOC Texas 177), OOC
 12/06/01/03, ALS Fauna 089 (Jazan 010), OOC
 12/06/01/03, ALS Fauna 089 (Kota Lambah 135), OOC
 12/13/01/03, Seaspan New York 011 (Kota Lambah 135), OOC
 12/13/01/07, Seaspan New York 011 (Cosa Panama 162), OOC
 12/13/01/10, Seaspan New York 011 (OOC Panama 286), OOC
 12/20/01/08, ALS Fauna 090 (OOC Houston 165), OOC
 12/20/01/16, ALS Fauna 090 (OOC Dubai 130), OOC
 12/20/01/17, ALS Fauna 090 (OOC Norfolk 233), OOC
 12/27/01/18, Seaspan New York 012 (OOC Yakohama 159), OOC
 12/27/01/23, Seaspan New York 012 (Kota Legit 041), OOC
 12/27/01/24, Seaspan New York 012 (Seaspan New Delhi 052), OOC

MEMPHIS, Tennessee, USA

11/08/12/02, Jēju Island 117 (Cosa Portugal 040), OOC
 11/08/12/02, Wan Hai 211 454 (Cosa Portugal 040), OOC
 11/15/12/09, Jēju Island 118 (Cosa Spain 016), OOC
 11/15/12/09, Wan Hai 211 455 (Cosa Spain 016), OOC
 11/22/12/16, Jēju Island 119 (Cosa Netherlands 043), OOC
 11/22/12/16, Wan Hai 211 456 (Cosa Netherlands 043), OOC
 11/29/12/23, Jēju Island 120 (Cosa Shipping Denali 042), OOC
 11/29/12/23, Wan Hai 211 457 (Cosa Shipping Denali 042), OOC
 12/06/12/30, Jēju Island 121 (Cosa Italy 043), OOC
 12/06/12/30, Wan Hai 211 458 (Cosa Italy 043), OOC
 12/13/01/06, Jēju Island 122 (Cosa England 042), OOC
 12/13/01/06, Wan Hai 211 459 (Cosa England 042), OOC
 12/20/01/13, Jēju Island 123 (Cosa Shipping Andes 014), OOC
 12/20/01/13, Wan Hai 211 460 (Cosa Shipping Andes 014), OOC
 12/27/01/20, Jēju Island 124 (Cosa Portugal 041), OOC
 12/27/01/20, Wan Hai 211 461 (Cosa Portugal 041), OOC
 01/03/01/27, Jēju Island 125 (Cosa Spain 041), OOC
 01/03/01/27, Wan Hai 211 462 (Cosa Spain 041), OOC

MIZUSHIMA, Japan

11/12/11/28, RHL Aqua 016 (OOC Le Havre 135), OOC
 11/19/12/05, Ludwig Schulte 003 (OOC Nagoya 143), OOC
 11/26/12/12, William 003 (OOC Charleston 192), OOC
 12/03/12/19, Eto 012 (OOC Le Havre 136), OOC
 12/10/12/26, RHL Aqua 017 (OOC Nagoya 144), OOC
 12/17/01/02, Ludwig Schulte 004 (OOC Charleston 193), OOC

MOJI, Japan

11/12/11/28, RHL Aqua 016 (OOC Le Havre 135), OOC
 11/19/12/05, Ludwig Schulte 003 (OOC Nagoya 143), OOC
 11/26/12/12, William 003 (OOC Charleston 192), OOC
 12/03/12/19, Eto 012 (OOC Le Havre 136), OOC
 12/10/12/26, RHL Aqua 017 (OOC Nagoya 144), OOC
 12/17/01/02, Ludwig Schulte 004 (OOC Charleston 193), OOC

NAGOYA, Japan

11/05/11/17, Eto 011 (OOC Australia 202), OOC
 11/05/11/21, Eto 011 (Spectrum N 007), OOC
 11/05/11/21, Eto 011 (OOC Charleston 191), OOC
 11/08/11/17, Jēju Island 117 (OOC Australia 202), OOC
 11/08/11/17, Wan Hai 211 454 (OOC Australia 202), OOC
 11/12/11/24, RHL Aqua 016 (OOC Jakarta 126), OOC
 11/12/11/27, RHL Aqua 016 (GSL Keto 028), OOC
 11/12/11/28, RHL Aqua 016 (OOC Le Havre 135), OOC
 11/15/11/24, Jēju Island 118 (OOC Jakarta 126), OOC
 11/15/11/24, Wan Hai



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

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

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

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

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

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

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

CPX1 SERVICE (MNL SH - BATANGAS - CEBU - CAGAYAN - DAVAO - DALIAN - TIANJIN - QINGDAO - SHANGHAI) table with columns for MOTHER VESSEL, VOY, NO., ETD, MNL SH, ETD, MNL NH, ETD, BTG, ETD, CEB, ETD, CDO, ETD, DICT, ETA, SHA, ETA, DILG, ETA, TNG, ETA, TAO, ETA, SHA and dates.

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

NEW SERVICE CPV SERVICE (MNL NH-HONGKONG-NANSHA-SHEKOU-HAIPHONG-QINZHOU) table with columns for MOTHER VESSEL, VOY, NO., ETD, MNL(NH), ETD, MNL (SH), ETA, BIN, ETA, HNG, ETA, NAN, ETA, SHK, ETA, HAI, ETA, QZU and dates.

NEW SERVICE CPX6 SERVICE (MNL NH-MNL SH-DAVAO (SASA)-DAVAO (DICT)-GEN SAN-SHANGHAI-QINGDAO) table with columns for MOTHER VESSEL, VOY, NO., ETD, SUBIC, ETD, MNL(NH), ETD, MNL SH, ETD, GEN, ETD, DVO, ETD, SHA, ETD, QIN and dates.

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

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10/16-10/18, Cape Nabil 5070, OOCL 10/20-10/24, Jeju Island 1155, OOCL 10/23-10/25, Cape Nabil 5071, OOCL 10/27-10/31, Jeju Island 1165, OOCL 10/30-11/01, Cape Nabil 5072, OOCL 11/03-11/07, Jeju Island 1175, OOCL 11/10-11/14, Jeju Island 1185, OOCL LAEM CHABANG, Thailand 10/12-10/21, OOCL Nagoya 141N (Jack London 0015), OOCL 10/19-10/28, OOCL Charleston 190N (Jonathan Swift 0035), OOCL 10/26-11/04, OOCL Le Havre 134N (Derby D 0035), OOCL 11/02-11/11, OOCL Nagoya 142N (Navios Dedication 0365), OOCL 11/09-11/18, OOCL Charleston 191N (Navios Delight 0035), OOCL 11/16-11/25, OOCL Le Havre 135N (Margana 3135), OOCL 11/23-12/02, OOCL Nagoya 143N (ALS Juvenius 0035), OOCL 11/30-12/09, OOCL Charleston 192N (Jack London 0035), OOCL SINGAPORE 10/15-10/19, Zante 081E, OOCL 10/24-10/28, APL England OFD16E1M, OOCL 10/29-11/02, KMTC Colombo 2001E, OOCL 11/01-11/05, Xin Chivan 054E, OOCL 11/10-11/14, Tabao 891E, OOCL 11/17-11/21, Suez Canal 20007E, OOCL 11/24-11/28, Zante 082E, OOCL 12/01-12/05, APL England OFD16E1M, OOCL 12/08-12/12, KMTC Colombo 2002E, OOCL 12/15-12/19, Xin Chivan 005E, OOCL 12/22-12/26, Tabao 892E, OOCL

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TO CEBU SHEKOU, China 09/23-10/02, Wan Hai 213, SITC 09/30-10/09, Wan Hai 225, SITC 10/07-10/16, Wan Hai 213, SITC 10/14-10/23, Wan Hai 225, SITC TIANJIN, China 09/22-10/06, SITC Makassar 2019N, SITC 09/29-10/13, SITC Cebu 2021N, SITC 10/06-10/29, SITC Batangas 2021N, SITC 10/13-10/27, SITC Cagayan 2021N, SITC 10/20-11/03, SITC Makassar 2021N, SITC HAIPHONG, Vietnam 10/09-10/17, Olivia 131N (Sinar Bangka 3195), OOCL 10/08-10/24, San Lorenzo 137N (Sinar Bangka 3205), OOCL 10/23-10/31, Filia T 012N (Sinar Bangka 3215), OOCL 10/30-11/07, Olivia 132N (Sinar Bangka 3225), OOCL HO CHI MINH, Vietnam 10/06-10/15, YM Credential 004B (Run Long), OOCL 10/08-10/22, Happy Lucky 015A (Run Long), OOCL 10/13-10/22, Amalia C 085N (Run Long), OOCL 10/15-10/29, YM Credential 005A (Run Long), OOCL 10/20-10/29, Leo Perdana 112B (Run Long), OOCL 10/22-11/05, Amalia C 086E (Run Long), OOCL 10/27-11/05, YM Credential 005B (Run Long), OOCL 10/29-11/12, Leo Perdana 113A (Run Long), OOCL

11/03-11/12, Amalia C 086N (Run Long), OOCL 11/05-11/19, YM Credential 006A (Run Long), OOCL 11/10-11/19, Leo Perdana 113B (Run Long), OOCL 11/12-11/26, Amalia C 087E (Run Long), OOCL 11/17-11/26, YM Credential 006B (Run Long), OOCL 11/19-12/03, Leo Perdana 114A (Run Long), OOCL 11/24-12/03, Amalia C 087N (Run Long), OOCL 11/26-12/10, YM Credential 007A (Run Long), OOCL 12/01-12/10, Leo Perdana 114B (Run Long), OOCL 12/03-12/17, Amalia C 088E (Run Long), OOCL 12/08-12/17, YM Credential 007B (Run Long), OOCL 12/10-12/24, Leo Perdana 115A (Run Long), OOCL 12/15-12/24, Amalia C 088N (Run Long), OOCL 12/17-12/31, YM Credential 008A (Run Long), OOCL 12/22-12/31, Leo Perdana 115B (Run Long), OOCL 12/24-01/07, Amalia C 089E (Run Long), OOCL 12/29-01/07, YM Credential 008B (Run Long), OOCL 12/31-01/14, TBA (Run Long), OOCL KAOHSIUNG, Taiwan 10/13-10/16, Run Long 3715, OOCL 10/20-10/23, Run Long 3725, OOCL 10/27-10/30, Run Long 3735, OOCL 11/03-11/06, Run Long 3745, OOCL 11/10-11/13, Run Long 3755, OOCL 11/17-11/20, Run Long 3765, OOCL 11/24-11/27, Run Long 3775, OOCL 12/01-12/04, Run Long 3785, OOCL 12/08-12/11, Run Long 3795, OOCL 12/15-12/18, Run Long 3805, OOCL

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LBC Express books P56.8M loss in first nine months

- LBC Express Holdings saw a net loss of P56.77 million in the first nine months of 2020 from a net income of P379.36 million year-on-year
- For the third quarter, service revenues grew 6% to P3.99 billion from P3.76 billion last year due to net increase in logistics revenue from higher retail sales
- Cost of services declined 13% to P7.35 billion in first nine months of the year from P8.43 billion in 2019 amid lower volumes accepted in second quarter
- Operating expenses grew 2% to P2.08 billion from P2.04 billion, caused by higher provision for expected credit losses considering impact of the pandemic on clients and the timing of collection

LBC Express Holdings, Inc. incurred a net loss of P56.77 million in the first nine months of 2020 from a net income of P379.36 million in the same period last year, as revenues shrank from the impact of the COVID-19 pandemic on the company's retail and corporate customers.

The logistics and remittance service provider's service revenues decreased 16% to P9.63 billion for the January-September 2020 period from P11.485 billion in the same period last year.

The downturn in revenue is attributable to the fall in demand during the worldwide lockdown in the second quarter of the year as a result of the COVID-19 pandemic, LBC said in a regulatory disclosure.

The group had kept selected branches opened and delivery remained operational during that period, but lead times lengthened due to security and travel restrictions.

For the third quarter alone, however, service revenues grew 6% to P3.99 billion from P3.76 billion in the same quarter last year, primarily due to the net increase in revenue from the logistics segment, attributable to higher retail sales, which

expanded 33%.

Cost of services was also reduced by 13% to P7.35 billion in the first nine months of the year from P8.43 billion in the same period in 2019 amid lower volumes accepted in the second quarter.

Operating expenses, however, grew 2% to P2.08 billion from P2.04 billion, caused by the rise in provision for expected credit losses considering the impact of

the pandemic on clients and the timing of collection.

LBC also incurred expenses for, among others, medical and sanitation supplies, testing kits, medical professional fees, shuttle bus rentals, and donations of face masks during the period in response to the pandemic.

LBC has a network of over 6,400 branches, hubs and warehouses, partners, and agents in over 20 countries.

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