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PortCalls

The Philippines' only shipping and transport guide

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New ASEAN customs transit system to simplify intra-regional goods movement

- The ASEAN Customs Transit System (ACTS) is an online system that allows businesses to lodge e-transit declarations directly with ASEAN Customs authorities
 - Under ACTS, the private sector can make a single Customs transit declaration that covers transport of goods across multiple ASEAN countries
 - System was created to realize the ASEAN economic ministers' twin goals set in 2017 to reduce trade transaction costs by 10% by 2020 and double intra-ASEAN trade between 2017 and 2025
 - Special arrangements allow reliable traders to load their goods at their own premises in the country of departure and to deliver goods to their own premises at destination
 - System has been pilot-tested in Cambodia, Laos, Malaysia, Singapore, Thailand, and Vietnam, and will soon be available in Myanmar, and may later be expanded to Brunei, Indonesia and the Philippines
- The Association of Southeast Asian Nations (ASEAN) launched on November 30 an online system that aims to reduce intra-ASEAN trading challenges,
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BOC November collection surpasses target by 5.85%

- BOC revenues reached P44.691 billion in November, 5.85% higher than its monthly target
- From January to date, BOC collected P493.324 billion, 97.47% of its 2020 goal of P506.150 billion


THE Bureau of Customs (BOC) collected P44.691 billion of revenues in November, 5.85% more than the P42.221 target for the month, the sixth consecutive month the goal was surpassed.

Based on preliminary report from the agency's Financial Service, 12 of 17 collection districts hit their November 2020 targets: Port of Manila, Ninoy Aquino International Airport, Batangas, Cebu, Tacloban, Surigao, Cagayan De Oro, Zamboanga, Davao, Subic, Clark, and Aparri.

From January to date, BOC has already collected P493.324 billion, 97.47% of its 2020 target of P506.150 billion.

For the last month of the year, BOC only has to collect P12.826 billion to meet the full-year goal.

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



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MANILA TO [OSAKA • KOBE] via ONE						MANILA TO SHANGHAI				
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CALLAO BRIDGE	185N	12/09	12/12	12/18	12/24	SEATTLE C	0QA7EN	12/04	12/09	12/12
MOL SUCCESS	115N	12/16	12/19	12/25	12/31	CMA CGM EIFFEL	0QA7GN	12/11	12/16	12/19
AS SERAFINA	006N	12/23	12/26	01/01	01/07	CMA CGM AMBER	0QA7IN	12/18	12/23	12/26

MANILA TO SINGAPORE via CEL					MANILA TO BUSAN (4)				
VESSEL	VOY.	LCT@12PM	ETD	ETA SIN	VESSEL	VOY.	LCT@12PM	ETD	ETA BUS
SEASPAN NEW YORK	010S	12/07	12/10	12/15	HYUNDAI GRACE	103N	12/01	12/05	12/08
ALS FAUNA	089S	12/17	12/19	12/23	HYUNDAI VOYAGER	100N	12/04	12/08	12/15
SEASPAN NEW YORK	011S	12/21	12/23	12/28	HYUNDAI DYNASTY	085N	12/11	12/15	12/18
ALS FAUNA	090S	12/28	01/01	01/06	HYUNDAI GRACE	104N	12/18	12/22	12/29

MANILA TO [KAOHSIUNG (2) • KEELUNG (7)] via YML						MANILA TO HONGKONG				
VESSEL	VOY.	LCT@12PM	ETD	ETA KHH	ETA KEE	VESSEL	VOY.	LCT@12PM	ETD	ETA HKG
JEJU ISLAND	121N	12/04	12/07	12/09	12/14	VENUS C	2054W	12/05	12/09	12/11
JEJU ISLAND	122N	12/11	12/13	12/15	12/19	PACIFIC GRACE	2052W	12/12	12/16	12/18
JEJU ISLAND	123N	12/18	12/20	12/22	12/27	VENUS C	2056W	12/19	12/23	12/25
JEJU ISLAND	124N	12/23	12/27	12/29	01/03	PACIFIC GRACE	2054W	12/26	12/30	01/01

MANILA TO [TOKYO • YOKOHAMA • NAGOYA] via ONE						
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AS SERAFINA	005N	12/02	12/05	12/14	12/15	12/12
CALLAO BRIDGE	185N	12/09	12/12	12/21	12/22	12/19
MOL SUCCESS	115N	12/16	12/19	12/29	12/29	12/26
AS SERAFINA	006N	12/23	12/26	01/04	01/05	01/02

CEBU TO SINGAPORE					CEBU TO TOKYO • YOKOHAMA [via KHH] via EMC				
VESSEL	VOY.	LCT	ETD CEB	ETA SIN	VESSEL	VOY.	ETD	ETA TYO	ETA YOK
RATHA BHUM	717N	11/28	12/01	12/14	UNI-POPULAR	0464-378N	12/05	12/19	12/23
PIRA BHUM	504N	12/07	12/08	12/21	UNI-POPULAR	0465-379N	12/12	12/26	12/30
RATHA BHUM	718N	12/14	12/15	12/28	UNI-POPULAR	0466-380N	12/19	01/02	01/06
PIRA BHUM	505N	12/28	12/29	01/04	UNI-POPULAR	0467-381N	12/26	01/09	01/13

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SMC seeks moving cashless toll collection deadline to Feb

- San Miguel Corp. is requesting for a February extension of the December 1 deadline for mandatory cashless transaction on expressways
- There has been a surge in last-minute applications for RFID stickers, SMC president Ramon Ang said
- SMC eyes retaining a few cash lanes until February to accommodate last-minute applicants and non-regular expressway users

SAN Miguel Corp. (SMC) president Ramon Ang is requesting the Department of Transportation (DOTr) to extend until February next year the deadline for the mandatory cashless transaction on expressways.

This, Ang said in a statement, will provide motorists more time to get their radio frequency identification (RFID) stickers.

"Given the surge in last-minute applications we're seeing, we don't think we will be able to serve everyone. A large

number of motorists will not make it to the December 1 deadline," Ang, who is also SMC chief operating officer, said.

Mandatory cashless toll collection is set to be implemented by December 1 pursuant to DOTr Department Order 2020-012, which was issued to contain the coronavirus pandemic and facilitate passage on expressways.

Under the order, DOTr-attached agency Toll Regulatory Board should ensure toll operators have installed electronic tags or other cashless systems for all motorists and motor vehicles using the expressways, and transact only through cashless payment.

Ang said that despite the company rolling out additional measures to fast-track installation of RFID stickers, the volume of applications was "too much."

The company has earlier opened 100 additional sticker installation sites and implemented 24-hour installation at major locations to address the situation.

He said non-regular users of expressways trying to beat the December deadline, along with strict distancing protocols,

are one of the main reasons for the long lines at installation sites.

He said this "huge number of motorists that have still not secured their RFID stickers" should be given due consideration.

"My honest opinion is we will really need at least until February. And that is what we are asking government: To allow us to retain even just a few cash lanes until February," he added.

Ang said majority of lanes at toll plazas can do electronic toll collection "because anyway, the tollway operators have complied and equipped all lanes for cashless transactions."

"We can then assign some lanes for continued stickering, and at least one lane for cash payments. This is in case traffic builds up due to long lines at stickering lanes," he said.

With this, Ang said some motorists can still opt to pay in cash and just have their stickers installed on their next trip.

"As the DOTr itself said, there really is no need to panic if you are a non-regular user of expressways. Even with the

scheduled implementation on December 1, motorists with no stickers will not be apprehended. Also, stickering will continue at the toll plazas and installation sites. In fact, these will continue even after January," he assured.

The DOTr earlier said motorists without RFID stickers will not be apprehended until January 11 of next year.

"But given that many motorists still want to get their stickers as soon as possible, I think we can still accommodate them," Ang noted.

"For those unable to get theirs, I think we won't lose anything by providing them some consideration. We hope government will study this option carefully. At the end of the day, we will abide by what they say," Ang said.

He noted all toll plazas on SMC's expressways—Southern Tagalog Arterial Road, Southern Luzon Expressway, the Skyway System, Ninoy Aquino International Airport Expressway, and Tarlac-Pangasinan-La Union Expressway—are ready and fully equipped to shift to 100% electronic toll collection.

PH, Indonesia to ink Halal trade agreement

- The Philippines and Indonesia are set to sign a memorandum of understanding (MOU) on Halal cooperation that will facilitate trade of Halal-certified goods between the two markets
- After the MOU signing, work will start on a mutual recognition arrangement (MRA) on Halal certification and accreditation
- The MRA will provide mechanisms for Philippine Halal certification bodies to be recognized by Indonesia, a requirement for products imported into the Indonesian market

TRADE in Halal-certified goods between the Philippines and Indonesia is expected to improve as the two countries have agreed to strengthen their cooperation in Halal product quality assurance.

The two nations are set to sign a memorandum of understanding (MOU)

to explore cooperation, including on trade facilitation and Halal goods certification, the Department of Trade and Industry (DTI) said in a statement.

The proposed MOU was one of the key initiatives of the Philippines at the 7th Meeting of the Joint Working Group of Senior Officials for the Implementation of the Philippines-Indonesia MOU on Trade, Investment, Handicrafts and Shipping held in August last year.

DTI said this means the MOU will serve as a framework to facilitate trading of Halal-certified goods between the two markets through a government-to-government arrangement.

The term *halal* is particularly associated with Islamic dietary laws and especially meat processed and prepared in accordance with those requirements.

Trade undersecretary Abdulgani Macatoman said they hope that once the MOU is signed, "trade of Halal certified goods between the two countries will

be easier and many of our local Halal certification bodies will be recognized by Indonesia."

This is provided these Halal certification bodies secure accreditation from DTI's Philippine Accreditation Bureau (PAB), Macatoman said.

DTI Export Marketing Bureau assistant director Agnes Legaspi said they look forward to the MOU signing "the soonest possible time and commence a Mutual Recognition Arrangement (MRA) for Halal Certification and Accreditation thereafter."

Once the MOU is sealed, DTI's PAB will enter into an MRA on Halal certification and accreditation with its counterpart in Indonesia. The MRA will provide mechanisms for PAB-accredited local Halal

certification bodies to be recognized by Indonesia, a requirement of Indonesia for products imported into its market.

Said PAB director James Empeño: "PAB fully supports the establishment of the MOU on Halal Cooperation with

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Industry expert pushes multimodal transport in ASEAN for cost savings

- Multimodal transportation offers reduced costs, saves time and improves shipment monitoring during transit
- Dealing with customs transit/transshipment procedures of countries a multimodal transport challenge

MULTIMODAL transportation's value proposition of reduced cost and time savings was stressed by an industry expert at a recent webinar hosted by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) and the Philippine Multimodal Transport and Logistics Association, Inc. (PMTLAI).

Association of Southeast Asian Nations (ASEAN) Federation of Freight Forwarders Associations (AFFA) Logistics Institute chairman Somsak Wisetruangrot said multimodal transport offers cost advantages since only one operator is in charge of all stages of transportation, allowing increased monitoring of shipments at each stage.

Under the ASEAN Framework Agreement on Multimodal Transport (AFAMT), international multimodal transport means the carriage of goods by at least two different modes of transport, on the basis of a multimodal transport contract, from a place in one country at which the goods are taken by the multimodal transport operator in charge, to a place designated for delivery situated in a different country.

"There is only one company in charge of meeting the shipment deadline; therefore, there is better control on management and less risk of merchandise theft or loss while responsibility lies with just one entity," Somsak said.

Scheduling routes, costs, staff, and logistics is also easier, he added.

Edge of ASEAN MTOs

Somsak said multimodal transport operators (MTO) operating under AFAMT are required to register with their respective competent national bodies and comply with minimum asset requirements, offering greater assurance to clients that they are dealing with reputable entities capable of compensating claims.

He pointed out that ASEAN MTOs' liability is clearly defined in AFAMT, which means operators use the same rules, while MTOs in other regions can select any of the international conventions for their operation.

AFAMT, signed in 2005, aims to facilitate the movement of goods using different modes of transport to encourage international trade among ASEAN member states and with third-party countries. In November last year, ASEAN transport ministers

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New Subic facility boosts Pilipinas Shell's northern supply chain

- Pilipinas Shell opened a new import facility in Subic, Zambales to strengthen supply chain to northern parts of the country
- Subic facility is the company's third import terminal, capable of receiving 54 million liters of finished products in one shipment
- It completes the company's supply triangle with the Tabangao import terminal in Batangas and the Cagayan de Oro City import facility in Mindanao

This allows the company to maximize efficiency and minimize transshipment costs, Pilipinas Shell said in a statement.

The Subic facility completes the supply triangle created by Pilipinas Shell across the nation. The others are the Tabangao refinery-turned-import terminal in Batangas and the North Mindanao Import Facility in Cagayan de Oro City in Mindanao.

Last May, Pilipinas Shell started to transform the Tabangao refinery from petroleum processing plant to an import facility. The company will be reinvesting at least P1 billion in the next few years in this endeavor.

The company said it shifted from manufacturing to full import because it was "no longer economically viable to run a refinery" due to the impact of the COVID-19 pandemic on the global economy as well as the oil supply-demand

PILIPINAS Shell Petroleum Corp. has opened an import facility in Subic, Zambales to strengthen its supply chain to the northern parts of the Philippines.

The Subic facility—Pilipinas Shell's third medium-range vessel-capable import terminal—can receive 54 million liters of finished products in one shipment.

New ASEAN customs transit system to simplify... *Continued from page 1*

enable companies to benefit fully from the ASEAN Economic Community (AEC), and promote free movement of goods across the region.

The ASEAN Customs Transit System (ACTS) allows businesses to lodge electronic-transit (e-transit) declarations directly with ASEAN Customs authorities and track movement of goods from loading at departure to delivery at the final destination.

The system was created to realize the ASEAN economic ministers' twin goals set in 2017 to reduce trade transaction costs by 10% by 2020 and double intra-ASEAN trade between 2017 and 2025.

ASEAN secretary-general Dato Lim Jock Hoi in a statement said the implementation of ACTS will facilitate seamless movement of goods in the region, enhance ASEAN's trade and production networks, and establish a more unified market for firms and consumers.

"The ACTS could also support post COVID recovery to accelerate the transit movement of medical supplies, vaccines and Personal Protective Equipment within the Member States," he added.

ACTS is seen to simplify the movement of goods across the region, making their transport more efficient and cost-effective.

Under ACTS, the private sector can make a single Customs transit declaration that covers the transport of goods across multiple ASEAN countries, without needing to make repeated Customs declarations or change vehicles at each border.

Special arrangements allow reliable traders to load their goods at their own premises in the country of departure, and deliver the goods to their own premises at destination.

Faster Customs clearance at borders helps accelerate transit movements, and reduces the time and expense of carrying

imbalance in the region.

With a capacity of 263 million liters, the Tabangao facility can more than meet the demand not just in Metro Manila but also in Southern Luzon and Northern Visayas, Pilipinas Shell said.

Meanwhile, the Mindanao facility, which has a capacity of 90 million liters of finished petroleum products, serves the rest of the Visayas and Mindanao. Since 2016, this facility has helped reduce costs and overall maritime risks by eliminating the need for short-range vessels to trans-

port fuel from Tabangao to Mindanao.

With the Subic facility now operational, Pilipinas Shell said it has strengthened its supply chain resilience and improved its capability to respond to disruptions.

Aside from expanding the company's fuel supply network, the new facility also underpins its thrust to raise the number of its retail stations.

Shell distributes refined and imported petroleum products through 27 fuel distribution terminals, 10 lubricants warehouses, and two bitumen import facilities located across the Philippines.

Thailand, and Vietnam, the system has now been formally launched for general use.

The first successful ACTS transit movement occurred on October 23 and 24 with a truck travelling from Singapore via Malaysia to Thailand.

The system will soon be available in Myanmar, and may later be expanded to Brunei, Indonesia and the Philippines.

ASEAN Federation of Forwarders Associations (AFFA) chairman Yukki Nugrahawan said the freight forwarding community will be one of the main beneficiaries of this system with its simplified Customs and transport control procedures between different ASEAN member states.

ACTS will also provide predictability on door-to-door delivery times and reduced transport costs, as well as significantly accelerate transit movements across the region to reduce time and expenses of carrying out cross border trade in ASEAN, he added. — **Roumina Pablo**



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Norman H. Adriano
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Uconnect Worldwide Network family stays connected with digital conference

STAY resilient, stay safe, stay connected. That was the message of Mr. Stephen Sim, chairman of Uconnect Worldwide Network (UCN), during the group's first Digital Alliance Conference on Nov. 10, 2020 attended by more than 100 NVOCC members worldwide.

During the event, Mr. Sim introduced Andrew Smithurst as the network's International Network Development Director.

With no opportunity to hold the usual annual conference due to the pandemic, the group instead organized an online fellowship to remain connected amid the global economic uncertainty. Key UCN people extended their wish for members to stay safe and healthy.

The UCN team also arranged one-on-one digital meetings for each member to discuss business opportunities in niche industry markets.

Spearheaded by its ambassador Mr. Chris Coching, the UCN Team spiced up the fellowship with exciting activities such as a lucky draw, Q&A, and even an online band entertainment.

Chairman Sim promised to call a face-to-face UCN conference in 2021, assuming a return to normalcy, a promise met by online cheers from members.



PH economy to contract by up to 9.5% in 2020

THE Development Budget Coordination Committee (DBCC) foresees a steeper 8.5% to 9.5% contraction for the Philippine economy in 2020 from the 5.5% decline projected in July

The economy is seen to bounce back to a 6.5% to 7.5% growth in 2021 and 8% to 10% growth in 2022

DBCC expects exports and imports

to contract this year by 16% and 18%, respectively

Revenue collections of the Bureau of Internal Revenue and Bureau of Customs for this year are expected to increase to P2.85 trillion following above-target performance

The Development Budget Coordination Committee (DBCC) foresees a

steeper 8.5% to 9.5% contraction for the Philippine economy in 2020 from the 5.5% decline projected in July, following the prolonged community quarantines in various regions of the country.

Despite a lower projection, the DBCC maintained that the economy will be "on the right track towards full recovery" with further relaxation of restrictions and

improvement in the healthcare system's capacity.

DBCC noted that the 11.5% contraction of the country's gross domestic product (GDP) in the third quarter is slower than the 16.9% decline in the second quarter, which had sent the country into technical recession as the months-long

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Industry expert pushes multimodal transport in ASEAN...

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adopted the implementation framework of AFAMT.

Multimodal transport issues

But engaging in multimodal transport still comes with challenges, particularly

when it comes to customs transit/transshipment procedures of countries that could cause delays in deliveries.

He recommended that MTOs request the Customs Procedures and Trade Facilitation Working Group to consider

harmonizing and simplifying customs procedures for transit/transshipment to facilitate multimodal transport.

The issue of customs transit was recently addressed with the launch on Nov 30 of the ASEAN Customs Transit System (ACTS), an online system that allows businesses to lodge e-transit declarations directly with ASEAN Customs authorities.

Under ACTS, the private sector can make a single Customs transit declaration that covers transport of goods across multiple ASEAN countries.

Special arrangements allow reliable traders to load their goods at their own premises in the country of departure and to deliver goods to their own premises at destination.

ACTS has been pilot-tested in Cambodia, Laos, Malaysia, Singapore, Thailand, and Vietnam, and will soon be available in Myanmar, and may later be expanded to Brunei, Indonesia and the Philippines.

Somsak said once customs procedures in all ASEAN member states are harmonized, the duration of transit/

transshipment procedure within ASEAN member states will be standard, enabling MTOs to predict the time of end-to-end transportation, he said.

This, in turn, will allow MTOs to assure traders consistency and efficiency in the process.

Another challenge is dealing with regulations and restrictions imposed by countries to prevent the spread of COVID-19. Somsak noted, for example, that cross-border transportation by road may have to be operated in controlled areas, limiting options for a suitable place to do transit/transshipment.

Unforeseen risks during the operations such as port strikes or congestion may also obstruct the operation of MTOs.

Last October, Thailand and Vietnam joined the pilot implementation of AFAMT. AFAMT pilot teams have been established in both countries. The teams consist of government transport officials, MTOs and the freight forwarder associations Thai International Freight Forwarders Association and Vietnam Logistics Business Association. — **Roumina Pablo**

PH, Indonesia to ink Halal...

Continued from page 2

Indonesia. We are looking forward to the next step, which is to have an MRA on Halal Accreditation and Certification with our counterpart agency in Indonesia," he said.

The MOU and the eventual MRA "will pave the way for a strong cooperation between Indonesia and the Philippines in terms of developing Halal products

based on International Standards," Empeño said.

Indonesia is home to more than 200 million Muslim consumers while the Philippines, has more than 10 million domestic Muslim population. The Philippines has put Halal policies in place as it envisions playing a bigger role in the global Halal market.

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Tick-Tock, Tick-Tock

By HENRIK BATALLONES
SCMAP Marketing and Communications Executive



SCMAP PERSPECTIVE

WE have been talking a great deal about digitalization in the supply chain over the past few years. Many conferences, webinars and reports have been devoted to the issue, more so in the past few months, when the need for digitalization was really driven home by the pandemic. These include a whitepaper recently developed by consultancy firm YCP Solidiance, alongside SCMAP, with the inputs of key players in logistics. (You can download the paper at ycp-solidiance.com.)

At times it may seem like we're all just repeating ourselves when it comes to this topic. Yes, we need to digitalize both to improve efficiencies and supply levels, and in response to changing customer demands. That has been reiterated over and over again. But we seem to be missing the fact that as time goes by, we have a lot more catching up to do. This is not to say that there have been absolutely no efforts on this front: there are, but these have taken longer than desired, and have been scattered for the most part.

Still, these delays mean the Philippines may not have much of an advantage as the global economy in general moves forward in a post-pandemic scenario, and as our neighbors in the ASEAN prepare for the Regional Comprehensive Economic Partnership (RCEP), a massive free trade deal between the region and its major trading partners.

The YCP Solidiance whitepaper notes that other regional efforts to digitalize logistics—notably Singapore, Indonesia and Thailand adopting the blockchain-powered trading platform TradeLens—does not just improve coordination among various stakeholders, but also decreases costs and can even increase the amount of trade.

Here, however, our logistics systems have mostly remained analog. Warehouse management and demand planning are more digital now than other aspects, but this is because these are handled almost exclusively by the private sector. In aspects where policy plays a bigger role, like transport and customer service, progress has been slower. I imagine that while stakeholders would want to get a leg up, the regulatory hurdles to initiatives to further enable, say, digital payments or paperless requirements are holding us back.

Again, there are many efforts ongoing, which have been accelerated by the COVID-19 crisis. The Bureau of Customs, for one, is full steam ahead on its modernization program, even recently being granted a loan by the World Bank to ensure this. The government is also reconfiguring its industry roadmaps in response to the faster pace of digitalization, especially with e-commerce and online wallets becoming palatable to more Filipinos. But more has to be done if we're to be able to just keep up with our neighbors; even more, if we want to gain an advantage.

Over the past few years we've also talked a lot about the need for further collaboration between the public and private sectors, if we're to truly unlock the potential of our economy, with the supply chain sector acting as its backbone and lifeblood. Apart from regular industry consultations, there are more tangible results: take how PayMaya is providing its expertise to allow government agencies to accept cashless payments.

Pathways toward digitalization

YCP Solidiance suggests three possible paths to accelerate digitalization. One is participation, arguably the easiest way in. Another is partnerships, leveraging on the increase of tech-savvy logistics companies; this is picking up pace in the private sector, as acquisitions and investments become the name of the game (at least until the pandemic).

The last is procurement, which means hiring expertise and investing in systems and processes. This is something the government is best positioned to do, especially as it is obligated to cover the whole country, as opposed to the private sector which will still have profitability as its main motive. Of course, the pace of bureaucracy and never-ending perceptions of corruption get in the way. The government can also be pretty rigid and slow to respond, as evidenced by how it hasn't fully addressed the economic impact of the pandemic. It's not exactly encouraging to have these qualities in an arena where "agile" and "resilient" are buzzwords.

Here's something I'm sure you've also heard over and over again: we have a lot of work to do if we're to keep up with the pace of change in the global economy, with what our customers want, and with what our neighbors are able to do. If we're to stay competitive, we should not be left behind, and it feels more urgent now that the RCEP is in play. The clock never stops. Tick-tock, tick-tock...

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 smap.org.

The Hidden Costs of Using Legacy Freight Forwarding Systems

By AMIT MAHESHWARI, CEO, Softlink Global



IT IN LOGISTICS

IN recent years, the logistics and freight forwarding industry has confronted tremendous change, driven by tech innovations, dynamic consumer expectations, and stringent regulations. The situation is being made worse and more demanding by the Covid-19 crisis, which is impacting the revenue margin of freight forwarders.

The buzzword 'hidden costs' is pushing freight forwarders to rethink and redesign their modus operandi. But often neglected when they analyze the reasons for their hidden costs is the use of the legacy freight forwarding system. Apparently, using a legacy system entails many costs that go unnoticed, impacting already limited revenue margin and business profitability.

Let me explain a few hidden costs that cost you dearly when using a legacy system.

The costs of overdue and overpayment: To date, a lot of freight forwarders rely on a spreadsheet to keep records of debit and credit payments from the clients, pay invoices, track and maintain shipment status,

and many more. Managing the multiple accounts of multiple carriers requires dealing with tons of invoices and ensuring balance between the debit/credit notes and invoices.

Using a spreadsheet for this is a humongous task for your team and may cause error in data entry and overdue and overpayment to customers. In contrast, the modern cloud-based freight management system is able to integrate the entire operations with the accounting system and automate the process of sending notifications for bills receivables and payment on email or phone.

The cost of delayed deliveries: Same-day deliveries are becoming the new normal, with customers even willing to pay extra for faster deliveries. Traditional methods of managing the last-mile delivery have some limitations when you're planning efficient and cost-effective route optimization in real time. This can cost you heavily in terms of unpredictable transportation costs and customer satisfaction.

These hidden costs can easily be nullified using a cloud-based freight forwarding system which provides online route planning and optimization as per the diverse shipping patterns.

The costs of maintaining documentation archive: The traditional

freight forwarding business involves a lot of documentation that is printed, faxed, and mailed. Having to deal with such huge documents and records from various stakeholders and keep these in hard copies and stored in archives is not only a tough job but is costly and risky too.

Given the current situation, it is important to have all the documents centrally stored with comprehensive backup on a cloud ERP freight forwarding system so stakeholders involved can access the documents anywhere anytime. Moreover, the world is going eco-friendly and paperless, while customs regulations now make it mandatory to process all documents online.

The cost of lack of collaboration between stakeholders: In the Covid-19 work-from-home situation, we realized the importance of collaboration in remote working. Collaborating dispersed operations, workflow, and accounting reports has cost freight forwarders dearly in terms of manual work and human errors, time lost on fixing errors, and neglected accounting notes. Organizing the accounting reports properly and bridging the communication gap between internal and external stakeholders might eventually accumulate to a huge amount of loss that it could impact the financial stability of your company.

Installing a cloud-based freight forwarding system will not only help centralize all accounting reports from multiple branch offices into one portal, without the hassle of manual work and human errors, but will also provide a proper employee workflow mechanism.

The costs of lack of data security and data utility: Current business challenges pressure freight forwarders to provide visibility, analytics, speed, reliability, and transparency within the entire operations, which requires huge data mining to utilize it correctly. Moreover, cybersecurity is a major challenge that requires massive domain expertise to make sure your systems are reliable.

A modern cloud-based freight forwarding system with an in-built control tower helps provide freight forwarders with detailed information and action plans. The freight forwarding ERP also enables you to leverage the reliability of the cloud infrastructure, freeing yourself from maintaining IT security infrastructure.

Clearly, legacy freight forwarding systems have some inherent limitations which come as hidden costs, such as lost productivity, thefts, excess fuel consumption, unhappy customers, poor compliance, and more. Undeniably, these systems were appropriate for the market's requirements when they first came, but over time they have ceased to serve current business demands.

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.

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 11/22/12/13, ALS Fauna 088 (OEL Badrinh 729), OOCL
 11/29/12/20, Seaspan New York 010 (Maine Trader 023), OOCL
 12/06/12/27, ALS Fauna 089 (Tanjung Bridge 147), OOCL
 12/13/01/03, Seaspan New York 011 (Kota Lembah 187), OOCL
 12/20/01/10, ALS Fauna 090 (CSL Atlantic 191), OOCL

12/27/01/17, Seaspan New York 012 (Seacore 036), OOCL

BAHRAIN
 11/29/12/19, Seaspan New York 010 (TBA), OOCL
 12/06/12/26, ALS Fauna 089 (APL Le Havre 029), OOCL
 12/13/01/02, Seaspan New York 011 (CMA CGM Calcutta 011), OOCL
 12/20/01/09, ALS Fauna 090 (CMA CGM Congo 425), OOCL
 12/27/01/16, Seaspan New York 012 (TBA), OOCL

BALTIMORE, Maryland, USA
 11/22/01/05, Jeju Island 119 (Ever Lyric 036), OOCL
 11/22/01/05, Wan Hai 211 456 (Ever Lyric 036), OOCL
 11/29/01/12, Jeju Island 120 (Ever Forward 002), OOCL
 11/29/01/12, Wan Hai 211 457 (Ever Forward 002), OOCL
 12/06/01/19, Jeju Island 121 (Thalassa Patris 038), OOCL
 12/06/01/19, Wan Hai 211 458 (Thalassa Patris 038), OOCL
 12/13/01/26, Jeju Island 122 (Triton 026), OOCL
 12/13/01/26, Wan Hai 211 459 (Triton 026), OOCL
 12/20/02/02, Jeju Island 123 (Texas Triumph 017), OOCL
 12/20/02/02, Wan Hai 211 460 (Texas Triumph 017), OOCL
 12/27/02/09, Jeju Island 124 (Ever Front 003), OOCL
 12/27/02/09, Wan Hai 211 461 (Ever Front 003), OOCL
 01/03/02/16, Jeju Island 125 (Ever Focus 004), OOCL
 01/03/02/16, Wan Hai 211 462 (Ever Focus 004), OOCL

BARCELONA, Spain
 11/22/12/23, ALS Fauna 088 (OOCL Malaysia 029), OOCL
 11/29/12/30, Seaspan New York 010 (CMA CGM Lyr 391), OOCL
 12/06/01/06, ALS Fauna 089 (CMA CGM Columbia 369), OOCL
 12/13/01/13, Seaspan New York 011 (CMA CGM Centaurus 413), OOCL
 12/20/01/20, ALS Fauna 090 (CMA CGM Gemini 415), OOCL
 12/27/01/27, Seaspan New York 012 (CMA CGM Titan 419), OOCL

BRISBANE, Australia
 11/22/12/14, ALS Fauna 088 (Seaspan New Delhi 051), OOCL
 11/29/12/19, ALS Fauna 088 (OOCL Yokohama 158), OOCL
 11/29/12/21, Seaspan New York 010 (Al Kawala 010), OOCL
 11/29/12/23, Seaspan New York 010 (Kota Louis 048), OOCL
 12/06/12/28, ALS Fauna 089 (Jazon 010), OOCL
 12/06/01/08, ALS Fauna 089 (Kota Lambai 135), OOCL
 12/13/01/04, Seaspan New York 011 (OOCL Panama 282), OOCL
 12/13/01/08, Seaspan New York 011 (Kota Lambai 135), OOCL
 12/20/01/11, ALS Fauna 090 (OOCL Norfolk 233), OOCL
 12/20/01/13, ALS Fauna 090 (OOCL Houston 165), OOCL

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 11/22/12/26, Suez Canal 016 , OOCL
 11/29/12/03, Zante 082 , OOCL
 12/06/12/10, APL England 033 , OOCL
 12/13/12/17, KMT Colombo 002 , OOCL
 12/20/12/24, Xin Chwan 055 , OOCL
 12/27/12/31, Tobao 014 , OOCL
 01/03/01/07, Suez Canal 017 , OOCL
 01/03/01/14, Zante 083 , OOCL
 01/17/01/21, APL England 034 , OOCL
 01/24/01/28, KMT Colombo 003 , OOCL
 01/31/02/04, Xin Chwan 056 , OOCL

CALLAO, Peru
 11/22/12/27, Zante 082 (CMA CGM Ohio 023), OOCL
 11/22/01/02, Zante 082 (Lloyd Dan Pascaud 017), OOCL
 11/29/01/03, APL England 033 (CMA CGM Mumbai 017), OOCL

CASABLANCA, Morocco
 11/22/01/04, ALS Fauna 088 (OOCL Malaysia 029), OOCL
 11/29/01/11, Seaspan New York 010 (CMA CGM Lyr 391), OOCL
 12/06/01/18, ALS Fauna 089 (CMA CGM Columbia 369), OOCL
 12/13/01/25, Seaspan New York 011 (CMA CGM Centaurus 413), OOCL
 12/20/02/01, ALS Fauna 090 (CMA CGM Gemini 415), OOCL
 12/27/02/08, Seaspan New York 012 (CMA CGM Titan 419), OOCL

CHARLESTON, South Carolina, USA
 11/19/01/05, Ludwig Schulte 003 (Cosco Shipping Carmella 008), OOCL
 11/26/01/12, William 003 (OOCL Korea 032), OOCL
 12/03/01/19, Ela 012 (OOCL Poland 024), OOCL

12/10/01/26, RHL Aqua 017 (OOCL Brussels 042), OOCL
 12/17/02/02, Ludwig Schulte 004 (Cosco Shipping Rose 018), OOCL

CHIBA, Japan
 11/19/12/05, Ludwig Schulte 003 (Baleares 024), OOCL
 11/26/12/12, William 003 (TBA), OOCL
 12/03/12/19, Ela 012 (Spectrum N 008), OOCL
 12/10/12/26, RHL Aqua 017 (GSL Keto 029), OOCL
 12/17/01/02, Ludwig Schulte 004 (Baleares 025), OOCL

COLOMBO, Sri Lanka
 11/19/12/10, Ludwig Schulte 003 (OOCL Hamburg 124), OOCL
 11/22/12/03, ALS Fauna 088 (TBA), OOCL
 11/26/12/17, William 003 (APL Columbus 015), OOCL
 11/29/12/11, Seaspan New York 010 (OOCL Hamburg 124), OOCL
 12/03/12/24, Ela 012 (OOCL Washington 061), OOCL
 12/06/12/17, ALS Fauna 089 (APL Columbus 015), OOCL
 12/10/12/31, RHL Aqua 017 (OS Lotus 007), OOCL
 12/13/12/24, Seaspan New York 011 (OOCL Washington 061), OOCL
 12/17/01/07, Ludwig Schulte 004 (OOCL Seoul 070), OOCL
 12/20/12/31, ALS Fauna 090 (OS Lotus 007), OOCL
 12/27/01/07, Seaspan New York 012 (OOCL Seoul 070), OOCL

COLUMBUS, Ohio, USA
 11/22/12/04, Jeju Island 119 (Cosco Netherlands 043), OOCL
 11/22/12/04, Wan Hai 211 456 (Cosco Netherlands 043), OOCL
 11/22/01/08, Jeju Island 119 (Ever Lyric 036), OOCL
 11/22/01/08, Wan Hai 211 456 (Ever Lyric 036), OOCL
 11/29/12/11, Jeju Island 120 (Cosco Shipping Denshi 042), OOCL
 11/29/12/11, Wan Hai 211 457 (Cosco Shipping Denshi 042), OOCL
 11/29/01/15, Jeju Island 120 (Ever Forward 002), OOCL
 11/29/01/15, Wan Hai 211 457 (Ever Forward 002), OOCL
 12/06/12/18, Jeju Island 121 (Cosco Italy 043), OOCL
 12/06/12/18, Wan Hai 211 458 (Cosco Italy 043), OOCL
 12/06/01/22, Jeju Island 121 (Thalassa Patris 038), OOCL
 12/06/01/22, Wan Hai 211 458 (Thalassa Patris 038), OOCL
 12/13/12/25, Jeju Island 122 (Cosco England 042), OOCL
 12/13/12/25, Wan Hai 211 459 (Cosco England 042), OOCL
 12/13/01/29, Jeju Island 122 (Triton 026), OOCL
 12/13/01/29, Wan Hai 211 459 (Triton 026), OOCL
 12/20/01/01, Jeju Island 123 (Cosco Shipping Andes 014), OOCL
 12/20/01/01, Wan Hai 211 460 (Cosco Shipping Andes 014), OOCL
 12/20/02/05, Jeju Island 123 (Texas Triumph 017), OOCL
 12/20/02/05, Wan Hai 211 460 (Texas Triumph 017), OOCL
 12/27/01/08, Jeju Island 124 (Cosco Portugal 041), OOCL
 12/27/01/08, Wan Hai 211 461 (Cosco Portugal 041), OOCL
 12/27/02/12, Jeju Island 124 (Ever Front 003), OOCL
 12/27/02/12, Wan Hai 211 461 (Ever Front 003), OOCL
 01/03/01/15, Jeju Island 125 (Cosco Spain 041), OOCL
 01/03/01/15, Wan Hai 211 462 (Cosco Spain 041), OOCL
 01/03/02/19, Jeju Island 125 (Ever Focus 004), OOCL
 01/03/02/19, Wan Hai 211 462 (Ever Focus 004), OOCL

DALIAN, China
 11/22/12/05, Jeju Island 119 (Teng Yun He 285), OOCL
 11/22/12/05, Wan Hai 211 456 (Teng Yun He 285), OOCL
 11/29/12/12, Jeju Island 120 (Qing Yun He 497), OOCL
 11/29/12/12, Wan Hai 211 457 (Qing Yun He 497), OOCL
 12/06/12/19, Jeju Island 121 (Teng Yun He 286), OOCL
 12/06/12/19, Wan Hai 211 458 (Teng Yun He 286), OOCL
 12/13/12/26, Jeju Island 122 (Qing Yun He 498), OOCL
 12/13/12/26, Wan Hai 211 459 (Qing Yun He 498), OOCL
 12/20/01/02, Jeju Island 123 (Teng Yun He 287), OOCL
 12/20/01/02, Wan Hai 211 460 (Teng Yun He 287), OOCL
 12/27/01/09, Jeju Island 124 (Qing Yun He 499), OOCL
 12/27/01/09, Wan Hai 211 461 (Qing Yun He 499), OOCL
 01/03/01/16, Jeju Island 125 (Teng Yun He 288), OOCL
 01/03/01/16, Wan Hai 211 462 (Teng Yun He 288), OOCL

DALLAS, Texas, USA
 11/22/12/14, Jeju Island 119 (Cosco Netherlands 043), OOCL
 11/22/12/14, Wan Hai 211 456 (Cosco Netherlands 043), OOCL
 11/29/12/21, Jeju Island 120 (Cosco Shipping Denshi 042), OOCL
 11/29/12/21, Wan Hai 211 457 (Cosco Shipping Denshi 042), OOCL
 12/06/12/28, Jeju Island 121 (Cosco Italy 043), OOCL
 12/06/12/28, Wan Hai 211 458 (Cosco Italy 043), OOCL
 12/13/01/04, Jeju Island 122 (Cosco England 042), OOCL
 12/13/01/04, Wan Hai 211 459 (Cosco England 042), OOCL
 12/20/01/11, Jeju Island 123 (Cosco Shipping Andes 014), OOCL
 12/20/01/11, Wan Hai 211 460 (Cosco Shipping Andes 014), OOCL
 12/27/01/18, Jeju Island 124 (Cosco Portugal 041), OOCL
 12/27/01/18, Wan Hai 211 461 (Cosco Portugal 041), OOCL
 01/03/01/25, Jeju Island 125 (Cosco Spain 041), OOCL
 01/03/01/25, Wan Hai 211 462 (Cosco Spain 041), OOCL

DAMMAM, Saudi Arabia
 11/19/12/17, Ludwig Schulte 003 (TBA), OOCL
 11/22/12/13, ALS Fauna 088 (CSL Globe 042), OOCL
 11/26/12/24, William 003 (TBA), OOCL
 11/29/12/20, Seaspan New York 010 (Cosco Shipping Planet 010), OOCL
 12/03/12/31, Ela 012 (TBA), OOCL
 12/06/12/27, ALS Fauna 089 (CSL Indian Ocean 040), OOCL
 12/10/01/07, RHL Aqua 017 (CMA CGM Butterfly 342), OOCL
 12/13/01/03, Seaspan New York 011 (Cosco Shipping Aquarius 010), OOCL
 12/17/01/14, Ludwig Schulte 004 (OOCL Egypt 033), OOCL
 12/20/01/10, ALS Fauna 090 (CSL Saturn 067), OOCL
 12/27/01/17, Seaspan New York 012 (Cosco Shipping Saker 013), OOCL

DUNKIRK, France
 11/22/12/29, ALS Fauna 088 (APL Raffles 237), OOCL
 11/29/01/05, Seaspan New York 010 (CMA CGM Zheng He 425), OOCL
 12/06/01/12, ALS Fauna 089 (CMA CGM Louis Blériot 407), OOCL
 12/13/01/19, Seaspan New York 011 (CMA CGM Tenere 002), OOCL
 12/20/01/16, Seaspan New York 011 (CMA CGM Argentina 007), OOCL
 01/03/01/15, Wan Hai 211 462 (OOCL Australia 204), OOCL

HO CHI MINH, Vietnam
 11/22/12/04, Jeju Island 119 (Spectrum N 008), OOCL
 11/22/12/04, Wan Hai 211 456 (OOCL New Zealand 095), OOCL
 11/29/12/11, Jeju Island 120 (OOCL Savannah 398), OOCL
 11/29/12/11, Wan Hai 211 457 (OOCL Savannah 398), OOCL
 12/06/12/18, Jeju Island 121 (OOCL Australia 203), OOCL
 12/06/12/18, Wan Hai 211 458 (OOCL Australia 203), OOCL
 12/13/12/25, Jeju Island 122 (OOCL Jakarta 127), OOCL
 12/13/12/25, Wan Hai 211 459 (OOCL Jakarta 127), OOCL
 12/20/01/01, Jeju Island 123 (OOCL New Zealand 096), OOCL
 12/20/01/01, Wan Hai 211 460 (OOCL New Zealand 096), OOCL
 12/27/01/08, Jeju Island 124 (OOCL Savannah 399), OOCL
 12/27/01/08, Wan Hai 211 461 (OOCL Savannah 399), OOCL
 01/03/01/15, Jeju Island 125 (OOCL Australia 204), OOCL
 01/03/01/15, Wan Hai 211 462 (OOCL Australia 204), OOCL

HAMBURG, Germany
 11/22/12/24, ALS Fauna 088 (Cosco Shipping Libra 013), OOCL
 11/22/12/28, ALS Fauna 088 (Thesaur 022), OOCL
 11/22/12/31, ALS Fauna 088 (APL Raffles 237), OOCL
 11/29/01/04, Seaspan New York 010 (CMA CGM Lyr 391), OOCL
 11/29/01/07, Seaspan New York 010 (CMA CGM Zheng He 425), OOCL
 12/06/01/12, ALS Fauna 089 (CMA CGM Shipping Nebula 011), OOCL
 12/06/01/12, ALS Fauna 089 (Cosco Shipping Nebula 011), OOCL
 12/06/01/11, ALS Fauna 089 (Taurus 020), OOCL
 12/06/01/14, ALS Fauna 089 (CMA CGM Louis Blériot 407), OOCL
 12/13/01/14, Seaspan New York 011 (Cosco Shipping Vigo 013), OOCL
 12/13/01/18, Seaspan New York 011 (CMA CGM Centaurus 413), OOCL
 12/20/01/21, Seaspan New York 011 (CMA CGM Tenere 002), OOCL
 12/20/01/21, ALS Fauna 090 (Cosco Shipping Scopia 012), OOCL
 12/20/01/25, ALS Fauna 090 (Thalassa Hellos 039), OOCL
 12/27/01/28, Seaspan New York 012 (Cosco Shipping Union 013), OOCL
 12/27/02/04, Seaspan New York 012 (CMA CGM Bougainville 414), OOCL

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

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KMTC Osaka	2025N	12/17	12/20	12/25	12/24	12/26	12/27	12/26	12/27	12/26	12/27
Hansa Falkenberg	2041N	12/22	12/29	01/03	01/02	01/04	01/05	01/04	01/05	01/04	01/05
KMTC Osaka	2026N	12/27	01/04	01/09	01/08	01/10	01/11	01/10	01/11	01/10	01/11

TTP SERVICE											
(DIRECT) MANILA - QINGDAO - PUSAN						T/S VIA (PUSAN) - JAPAN MAIN PORT (JPM)					
	ETD MIP	QINGDAO	PUSAN	TOKYO	OSAKA	NAGOYA	YOKOHAMA	MAIN PORTS	SENDAI	AKITA	OUTPORTS
Hyundai Dynasty	085N	12/16	12/20	12/23	12/30	12/31	01/02	01/03	01/04	01/03	01/03
Hyundai Grace	104N	12/22	12/27	12/30	01/07	01/08	01/10	01/11	01/12	01/11	01/11
Hyundai Voyager	101N	12/29	01/03	01/06	01/13	01/14	01/16	01/17	01/18	01/17	01/17

KPX SERVICE											
(DIRECT) MANILA - HO CHI MINH - HONGKONG - SHEKOU - INCHON - DAESAN - PUSAN						T/S VIA (HOCHIMINH) - THAILAND - INDONESIA - INDIA (T/S SHEKOU)					
	ETD MIP	HOCHIMINH	HONGKONG	SHEKOU	INCHON	KWANGYANG	PUSAN	BANGKOK	JAKARTA	NHAVA SHEVA	MUNDRA
KMTC Pusan	2016S	12/18	12/20	12/23	12/24	12/28	12/29	12/31	12/25	01/07	01/10
KMTC Shanghai	2016S	12/21	12/25	12/28	12/29	12/28	12/30	01/01	01/03	01/13	01/17
KMTC Gwangyang	2016S	12/26	12/29	01/02	01/09	01/04	01/06	01/08	01/04	01/22	01/25

JPX SERVICE											
(DIRECT) MANILA - YOKOHAMA - TOKYO - NAGOYA - KOBE											
	ETD SOUTH										

11/26-11/28, William 003 , OOC
12/03-12/05, Eto 012 , OOC
12/10-12/12, RHL Aquo 017 , OOC
12/17-12/19, Ludwig Schulte 004 , OOC
JEBEL ALI, UAE
11/19-12/16, Ludwig Schulte 003 (TBA) , OOC
11/22-12/09, ALS Fauna 088 (CSCL Globe 042), OOC
11/26-12/23, William 003 (TBA) , OOC
11/29-12/16, Seaspan New York 010 (Cosco Shipping Planet 010), OOC
11/29-12/16, Seaspan New York 010 (TBA) , OOC
12/03-12/30, Eto 012 (TBA) , OOC
12/06-12/23, ALS Fauna 089 (APL Le Havre 029), OOC
12/06-12/23, ALS Fauna 089 (CSCL Indian Ocean 040), OOC
12/10-12/06, RHL Aquo 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 (Cosco Shipping Aquasist 010), OOC
12/17-01/13, Ludwig Schulte 004 (OOCL Egypt 033), OOC
12/20-01/06, ALS Fauna 090 (CMA CGM Congo 425), OOC
12/20-01/06, ALS Fauna 090 (CSCL Saturn 067), OOC
12/27-01/13, Seaspan New York 012 (Cosco Shipping Solar 013), OOC
12/27-01/13, Seaspan New York 012 (TBA) , OOC

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

KEELUNG, Taiwan
11/22-11/25, Jeju Island 119 , OOC
11/22-11/27, Wan Hai 211 456 , OOC
11/29-12/02, Jeju Island 120 , OOC
11/29-12/04, Wan Hai 211 457 , OOC
12/06-12/09, Jeju Island 121 , OOC
12/06-12/11, Wan Hai 211 458 , OOC
12/13-12/16, Jeju Island 122 , OOC
12/13-12/18, Wan Hai 211 459 , OOC
12/20-12/23, Jeju Island 123 , OOC
12/20-12/25, Wan Hai 211 460 , OOC
12/27-12/30, Jeju Island 124 , OOC
12/27-01/01, Wan Hai 211 461 , OOC
01/03-01/06, Jeju Island 125 , OOC
01/03-01/08, Wan Hai 211 462 , OOC

KOBE, Japan
11/19-12/02, Ludwig Schulte 003 (OOCL Nagoya 143), OOC
11/19-12/05, Ludwig Schulte 003 (Baleares 024), OOC
11/22-12/03, Jeju Island 119 (OOCL New Zealand 095), OOC
11/22-12/03, Wan Hai 211 456 (OOCL New Zealand 095), OOC
11/26-12/09, William 003 (OOCL Charleston 192), OOC
11/26-12/12, William 003 (TBA) , OOC
11/29-12/10, Jeju Island 120 (OOCL Savannah 398), OOC
11/29-12/10, Wan Hai 211 457 (OOCL Savannah 398), OOC
12/03-12/16, Eto 012 (OOCL Le Havre 136), OOC
12/03-12/19, Eto 012 (Spectrum N 008), OOC
12/06-12/17, Jeju Island 121 (OOCL Australia 203), OOC
12/06-12/17, Wan Hai 211 458 (OOCL Australia 203), OOC
12/10-12/23, RHL Aquo 017 (OOCL Nagoya 144), OOC
12/10-12/26, RHL Aquo 017 (GSL Keta 029), OOC
12/13-12/24, Jeju Island 122 (OOCL Jakarta 127), OOC
12/13-12/24, Wan Hai 211 459 (OOCL Jakarta 127), OOC
12/17-12/30, Ludwig Schulte 004 (OOCL Charleston 193), OOC
12/17-01/02, Ludwig Schulte 004 (Baleares 025), OOC
12/20-12/31, Jeju Island 123 (OOCL New Zealand 096), OOC
12/20-12/31, Wan Hai 211 460 (OOCL New Zealand 096), OOC
12/27-01/07, Jeju Island 124 (OOCL Savannah 399), OOC
12/27-01/07, Wan Hai 211 461 (OOCL Savannah 399), OOC
01/03-01/14, Jeju Island 125 (OOCL Australia 204), OOC
01/03-01/14, Wan Hai 211 462 (OOCL Australia 204), OOC

LAEM CHABANG, Thailand
11/19-11/28, Ludwig Schulte 003 (OOCL Charleston 192), OOC
11/26-12/05, William 003 (OOCL Le Havre 136), OOC
12/03-12/12, Eto 012 (OOCL Nagoya 144), OOC
12/10-12/19, RHL Aquo 017 (OOCL Charleston 193), OOC
12/17-12/26, Ludwig Schulte 004 (OOCL Le Havre 137), OOC

LAZARO CARDENAS, Mexico
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
11/22-12/27, ALS Fauna 088 (APL Fullerton 211), OOC
11/29-01/03, Seaspan New York 010 (CMA CGM Argentina 007), OOC
12/06-01/10, ALS Fauna 089 (CMA CGM Georg Forster 213), OOC
12/13-01/17, Seaspan New York 011 (APL Merlion 162), OOC
12/20-01/24, ALS Fauna 090 (CMA CGM Benjamin Franklin 418), OOC
12/27-01/31, Seaspan New York 012 (TBA) , OOC

LIANYUNGANG, China
11/22-12/09, Jeju Island 119 (Teng Yun He 285), OOC
11/22-12/09, Wan Hai 211 456 (Teng Yun He 285), OOC
11/29-12/16, Jeju Island 120 (Qing Yun He 497), OOC
11/29-12/16, Wan Hai 211 457 (Qing Yun He 497), OOC
12/06-12/23, Jeju Island 121 (Teng Yun He 286), OOC
12/06-12/23, Wan Hai 211 458 (Teng Yun He 286), OOC
12/13-12/30, Jeju Island 122 (Qing Yun He 498), OOC
12/13-12/30, Wan Hai 211 459 (Qing Yun He 498), OOC
12/20-01/06, Jeju Island 123 (Teng Yun He 287), OOC
12/20-01/06, Wan Hai 211 460 (Teng Yun He 287), OOC
12/27-01/13, Jeju Island 124 (Qing Yun He 499), OOC
12/27-01/13, Wan Hai 211 461 (Qing Yun He 499), OOC
01/03-01/10, Jeju Island 125 (Teng Yun He 288), OOC
01/03-01/10, Wan Hai 211 462 (Teng Yun He 288), OOC

LONG BEACH, California, USA
11/22-12/09, Jeju Island 119 (Cosco Netherlands 043), OOC
11/22-12/09, Wan Hai 211 456 (Cosco Netherlands 043), OOC
11/29-12/16, Jeju Island 120 (Cosco Shipping Denali 042), OOC
11/29-12/16, Wan Hai 211 457 (Cosco Shipping Denali 042), OOC
12/06-12/23, Jeju Island 121 (Cosco Italy 043), OOC
12/06-12/23, Wan Hai 211 458 (Cosco Italy 043), OOC
12/13-12/30, Jeju Island 122 (Cosco England 042), OOC
12/13-12/30, Wan Hai 211 459 (Cosco England 042), OOC
12/20-01/06, Jeju Island 123 (Cosco Shipping Andes 014), OOC
12/20-01/06, Wan Hai 211 460 (Cosco Shipping Andes 014), OOC
12/27-01/13, Jeju Island 124 (Cosco Portugal 041), OOC
12/27-01/13, Wan Hai 211 461 (Cosco Portugal 041), OOC
01/03-01/10, Jeju Island 125 (Cosco Spain 041), OOC
01/03-01/10, Wan Hai 211 462 (Cosco Spain 041), OOC

LOS ANGELES, California, USA
11/22-12/11, Jeju Island 119 (Cosco Netherlands 043), OOC
11/22-12/11, Wan Hai 211 456 (Cosco Netherlands 043), OOC
11/29-12/18, Jeju Island 120 (Cosco Shipping Denali 042), OOC
11/29-12/18, Wan Hai 211 457 (Cosco Shipping Denali 042), OOC
12/06-12/23, Jeju Island 121 (Cosco Italy 043), OOC
12/06-12/23, Wan Hai 211 458 (Cosco Italy 043), OOC
12/13-01/01, Jeju Island 122 (Cosco England 042), OOC
12/13-01/01, Wan Hai 211 459 (Cosco England 042), OOC
12/20-01/08, Jeju Island 123 (Cosco Shipping Andes 014), OOC
12/20-01/08, Wan Hai 211 460 (Cosco Shipping Andes 014), OOC
12/27-01/15, Jeju Island 124 (Cosco Portugal 041), OOC
12/27-01/15, Wan Hai 211 461 (Cosco Portugal 041), OOC
01/03-01/10, Jeju Island 125 (Cosco Spain 041), OOC
01/03-01/10, Wan Hai 211 462 (Teng Yun He 288), OOC

LYTTELTON, New Zealand
11/22-12/16, ALS Fauna 088 (OEL Badninth 729), OOC
11/29-12/23, Seaspan New York 010 (Maine Trader 023), OOC
12/06-12/30, ALS Fauna 089 (Tanjung Bridge 147), OOC
12/13-01/06, Seaspan New York 011 (Kota Lambai 187), OOC
12/20-01/13, ALS Fauna 090 (CSL Atlantic 191), OOC
12/27-01/20, Seaspan New York 012 (Seasmile 036), OOC

MANZANILLO, Mexico
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 Cochín 013), OOC
11/29-12/23, APL England 033 (CMA CGM Mumbai 017), OOC
11/29-12/26, APL England 033 (Lloyd Don Pussuole 017), OOC
12/06-12/27, KMTC Mundra 044 (CMA CGM Mscu 029), OOC
12/13-01/03, Xin Chivan 055 (CSAV Transcra 034), OOC

MELBOURNE, Australia
11/22-12/12, ALS Fauna 088 (OOCL Dubai 129), OOC
11/22-12/14, ALS Fauna 088 (OOCL Yokohama 158), OOC
11/22-12/20, ALS Fauna 088 (Seaspan New Delhi 051), OOC
11/29-12/18, Seaspan New York 010 (Kota Lais 048), OOC
11/29-12/26, Seaspan New York 010 (Cosco Singapore 149), OOC



11/29-12/27, Seaspan New York 010 (Al Rowdah 010), OOC
12/06-01/02, ALS Fauna 089 (OOCL Texas 177), OOC
12/06-01/03, ALS Fauna 089 (Ozcan 010), OOC
12/06-01/03, ALS Fauna 089 (Kota Lambai 135), OOC
12/13-01/03, Seaspan New York 011 (Kota Lambai 135), OOC
12/13-01/09, Seaspan New York 011 (Cosco Antwerp 166), OOC
12/13-01/10, Seaspan New York 011 (OOCL Panama 282), OOC
12/20-01/08, ALS Fauna 090 (OOCL Houston 165), OOC
12/20-01/16, ALS Fauna 090 (OOCL Dubai 130), OOC
12/20-01/17, ALS Fauna 090 (OOCL Norfolk 233), OOC
12/27-01/18, Seaspan New York 012 (OOCL Yakohama 159), OOC
12/27-01/23, Seaspan New York 012 (Kota Ligit 041), OOC
12/27-01/24, Seaspan New York 012 (Seaspan New Delhi 052), OOC

MEMPHIS, Tennessee, USA
11/22-12/16, Jeju Island 119 (Cosco Netherlands 043), OOC
11/22-12/16, Wan Hai 211 456 (Cosco Netherlands 043), OOC
11/29-12/23, Jeju Island 120 (Cosco Shipping Denali 042), OOC
11/29-12/23, Wan Hai 211 457 (Cosco Shipping Denali 042), OOC
12/06-12/30, Jeju Island 121 (Cosco Italy 043), OOC
12/06-12/30, Wan Hai 211 458 (Cosco Italy 043), OOC
12/13-01/06, Jeju Island 122 (Cosco England 042), OOC
12/13-01/06, Wan Hai 211 459 (Cosco England 042), OOC
12/20-01/13, Jeju Island 123 (Cosco Shipping Andes 014), OOC
12/20-01/13, Wan Hai 211 460 (Cosco Shipping Andes 014), OOC
12/27-01/20, Jeju Island 124 (Cosco Portugal 041), OOC
12/27-01/20, Wan Hai 211 461 (Cosco Portugal 041), OOC
01/03-01/07, Jeju Island 125 (Cosco Spain 041), OOC
01/03-01/07, Wan Hai 211 462 (Cosco Spain 041), OOC

MIZUSHIMA, Japan
11/19-12/05, Ludwig Schulte 003 (OOCL Nagoya 143), OOC
11/26-12/12, William 003 (OOCL Charleston 192), OOC
12/03-12/19, Eto 012 (OOCL Le Havre 136), OOC
12/10-12/26, RHL Aquo 017 (OOCL Nagoya 144), OOC
12/17-01/02, Ludwig Schulte 004 (OOCL Charleston 193), OOC

MOJI, Japan
11/19-12/05, Ludwig Schulte 003 (OOCL Nagoya 143), OOC
11/26-12/12, William 003 (OOCL Charleston 192), OOC
12/03-12/19, Eto 012 (OOCL Le Havre 136), OOC
12/10-12/26, RHL Aquo 017 (OOCL Nagoya 144), OOC
12/17-01/02, Ludwig Schulte 004 (OOCL Charleston 193), OOC

NAGOYA, Japan
11/19-12/01, Ludwig Schulte 003 (OOCL New Zealand 095), OOC
11/19-12/04, Ludwig Schulte 003 (Baleares 024), OOC
11/19-12/05, Ludwig Schulte 003 (OOCL Nagoya 143), OOC
11/22-12/01, Jeju Island 119 (OOCL New Zealand 095), OOC
11/22-12/01, Wan Hai 211 456 (OOCL New Zealand 095), OOC
11/26-12/08, William 003 (OOCL Savannah 398), OOC
11/26-12/11, William 003 (TBA) , OOC
11/26-12/12, William 003 (OOCL Charleston 192), OOC
11/29-12/08, Jeju Island 120 (OOCL Savannah 398), OOC
11/29-12/08, Wan Hai 211 457 (OOCL Savannah 398), OOC
12/03-12/15, Eto 012 (OOCL Australia 203), OOC
12/03-12/18, Eto 012 (Spectrum N 008), OOC
12/06-12/15, Wan Hai 211 458 (OOCL Australia 203), OOC
12/06-12/15, Wan Hai 211 458 (OOCL Australia 203), OOC
12/10-12/22, RHL Aquo 017 (OOCL Jakarta 127), OOC
12/10-12/25, RHL Aquo 017 (GSL Keta 029), OOC
12/10-12/26, RHL Aquo 017 (OOCL Nagoya 144), OOC
12/13-12/22, Jeju Island 122 (OOCL Jakarta 127), OOC
12/13-12/22, Wan Hai 211 459 (OOCL Jakarta 127), OOC
12/17-12/29, Ludwig Schulte 004 (OOCL New Zealand 096), OOC
12/17-01/01, Ludwig Schulte 004 (Baleares 025), OOC
12/17-01/02, Ludwig Schulte 004 (OOCL Charleston 193), OOC
12/20-12/29, Jeju Island 123 (OOCL New Zealand 096), OOC
12/20-12/29, Wan Hai 211 460 (OOCL New Zealand 096), OOC
12/27-01/05, Jeju Island 124 (OOCL Savannah 399), OOC
12/27-01/05, Wan Hai 211 461 (OOCL Savannah 399), OOC
01/03-01/12, Jeju Island 125 (OOCL Australia 204), OOC
01/03-01/12, Wan Hai 211 462 (OOCL Australia 204), OOC

NEW YORK, New York, USA
11/19-12/29, Ludwig Schulte 003 (Cosco Shipping Camello 008), OOC
11/22-01/01, Jeju Island 119 (Ever Lyric 036), OOC
11/22-01/01, Wan Hai 211 456 (Ever Lyric 036), OOC
11/26-01/05, William 003 (OOCL Korea 032), OOC
11/29-01/08, Jeju Island 120 (Ever Forward 002), OOC
11/29-01/08, Wan Hai 211 457 (Ever Forward 002), OOC
12/03-01/12, Eto 012 (OOCL Poland 024), OOC
12/06-01/15, Jeju Island 121 (Thalassa Patris 038), OOC
12/06-01/15, Wan Hai 211 458 (Thalassa Patris 038), OOC
12/10-01/19, RHL Aquo 017 (OOCL Brussels 042), OOC
12/13-01/22, Jeju Island 122 (Triton 026), OOC
12/13-01/22, Wan Hai 211 459 (Triton 026), OOC
12/17-01/26, Ludwig Schulte 004 (Cosco Shipping Rose 018), OOC
12/20-01/29, Jeju Island 123 (Texas Triumph 017), OOC
12/20-01/29, Wan Hai 211 460 (Texas Triumph 017), OOC
12/27-02/05, Jeju Island 124 (Ever Front 003), OOC
12/27-02/05, Wan Hai 211 461 (Ever Front 003), OOC
01/03-02/12, Jeju Island 125 (Ever Focus 004), OOC
01/03-02/12, Wan Hai 211 462 (Ever Focus 004), OOC

OHAEZAKI, Japan
11/19-12/08, Ludwig Schulte 003 (OOCL Nagoya 143), OOC
11/26-12/15, William 003 (OOCL Charleston 192), OOC
12/03-12/22, Eto 012 (OOCL Le Havre 136), OOC
12/10-12/29, RHL Aquo 017 (OOCL Nagoya 144), OOC

OSAKA, Japan
11/19-12/01, Ludwig Schulte 003 (OOCL Nagoya 143), OOC
11/19-12/06, Ludwig Schulte 003 (Baleares 024), OOC
11/26-12/08, William 003 (OOCL Charleston 192), OOC
11/26-12/13, William 003 (TBA) , OOC
12/03-12/15, Eto 012 (OOCL Le Havre 136), OOC
12/10-12/22, RHL Aquo 017 (OOCL Nagoya 144), OOC
12/10-12/27, RHL Aquo 017 (GSL Keta 029), OOC
12/17-12/29, Ludwig Schulte 004 (OOCL Charleston 193), OOC
12/17-01/03, Ludwig Schulte 004 (Baleares 025), OOC

PENANG, Malaysia
11/22-12/15, ALS Fauna 088 (Sinar Sebang 627), OOC
12/19-12/12, Seaspan New York 010 (Sinar Sebang 628), OOC
12/06-12/19, ALS Fauna 089 (Sinar Sebang 629), OOC

PIRAEUS, Greece
11/22-12/15, ALS Fauna 088 (Titan 021), OOC
11/29-12/22, Seaspan New York 010 (TBA 002), OOC
12/06-12/29, ALS Fauna 089 (Thalassa Patris 037), OOC
12/19-12/15, Seaspan New York 011 (CSCL Venus 057), OOC
12/20-01/12, ALS Fauna 090 (Cosco Pide 059), OOC
12/27-01/19, Seaspan New York 012 (Cosco Glory 058), OOC

PITTSBURG, California, USA
11/22-01/07, Jeju Island 119 (Ever Lyric 036), OOC
11/22-01/07, Wan Hai 211 456 (Ever Lyric 036), OOC
11/29-01/14, Jeju Island 120 (Ever Forward 002), OOC
11/29-01/14, Wan Hai 211 457 (Ever Forward 002), OOC
12/06-01/21, Jeju Island 121 (Thalassa Patris 038), OOC
12/06-01/21, Wan Hai 211 458 (Thalassa Patris 038), OOC
12/13-01/28, Jeju Island 122 (Triton 026), OOC
12/13-01/28, Wan Hai 211 459 (Triton 026), OOC
12/20-02/04, Jeju Island 123 (Texas Triumph 017), OOC
12/20-02/04, Wan Hai 211 460 (Texas Triumph 017), OOC
12/27-02/11, Jeju Island 124 (Ever Front 003), OOC
12/27-02/11, Wan Hai 211 461 (Ever Front 003), OOC
01/03-02/18, Jeju Island 125 (Ever Focus 004), OOC
01/03-02/18, Wan Hai 211 462 (Ever Focus 004), OOC

NINGBO, China
11/22-12/02, Jeju Island 119 (Teng Yun He 285), OOC
11/22-12/02, Wan Hai 211 456 (Teng Yun He 285), OOC
11/29-12/09, Jeju Island 120 (Qing Yun He 497), OOC
11/29-12/09, Wan Hai 211 457 (Qing Yun He 497), OOC
12/06-12/16, Jeju Island 121 (Teng Yun He 286), OOC
12/06-12/16, Wan Hai 211 458 (Teng Yun He 286), OOC
12/13-12/23, Jeju Island 122 (Qing Yun He 498), OOC
12/13-12/23, Wan Hai 211 459 (Qing Yun He 498), OOC
12/20-12/30, Jeju Island 123 (Teng Yun He 287), OOC
12/20-12/30, Wan Hai 211 460 (Teng Yun He 287), OOC
12/27-01/06, Jeju Island 124 (Qing Yun He 499), OOC
12/27-01/06, Wan Hai 211 461 (Qing Yun He 499), OOC
01/03-01/13, Jeju Island 125 (Teng Yun He 288), OOC
01/03-01/13, Wan Hai 211 462 (Teng Yun He 288), OOC

NORFOLK, Virginia, USA
11/22-01/03, Jeju Island 119 (Ever Lyric 036), OOC
11/22-01/03, Wan Hai 211 456 (Ever Lyric 036), OOC
11/29-01/10, Jeju Island 120 (Ever Forward 002), OOC
11/29-01/10, Wan Hai 211 457 (Ever Forward 002), OOC
12/06-01/17, Jeju Island 121 (Thalassa Patris 038), OOC
12/06-01/17, Wan Hai 211 458 (Thalassa Patris 038), OOC
12/13-01/24, Jeju Island 122 (Triton 026), OOC
12/13-01/24, Wan Hai 211 459 (Triton 026), OOC
12/20-01/31, Jeju Island 123 (Texas Triumph 017), OOC
12/20-01/31, Wan Hai 211 460 (Texas Triumph 017), OOC
12/27-02/07, Jeju Island 124 (Ever Front 003), OOC
12/27-02/07, Wan Hai 211 461 (Ever Front 003), OOC
01/03-02/14, Jeju Island 125 (Ever Focus 004), OOC
01/03-02/14, Wan Hai 211 462 (Ever Focus 004), OOC

PORT KLANG, Malaysia
11/19-12/28, Ludwig Schulte 003 (MOL Ernest 058), OOC
11/26-12/05, William 003 (Seaspan Emerald 247), OOC
12/03-12/12, Eto 012 (Bear Mountain Bridge 094), OOC
12/10-12/19, RHL Aquo 017 (NPK Diana 091), OOC
12/17-12/26, Ludwig Schulte 004 (MOL Ernest 059), OOC

PORTLAND, Oregon, USA
11/22-12/15, Jeju Island 119 (OOCL Kaohsiung 113), OOC
11/22-12/15, Wan Hai 211 456 (OOCL San Francisco 154), OOC
11/29-12/29, Jeju Island 120 (OOCL New York 074), OOC
11/29-12/29, Wan Hai 211 457 (OOCL New York 074), OOC
12/06-12/29, Jeju Island 121 (OOCL Oakland 098), OOC
12/06-12/29, Wan Hai 211 458 (OOCL Oakland 098), OOC
12/13-01/05, Jeju Island 122 (OOCL Oakland 098), OOC
12/13-01/05, Wan Hai 211 459 (OOCL Antwerp 116), OOC
12/20-01/19, Jeju Island 123 (OOCL Antwerp 116), OOC
12/20-01/19, Wan Hai 211 460 (OOCL Vancouver 121), OOC
12/27-01/26, Jeju Island 124 (OOCL Kaohsiung 114), OOC
12/27-01/26, Wan Hai 211 461 (OOCL Kaohsiung 114), OOC
01/03-02/02, Wan Hai 211 462 (OOCL San Francisco 155), OOC

QINGDAO, China
11/22-11/28, Suez Canal 016 , OOC
11/29-12/05, Zante 082 , OOC
12/06-12/12, APL England 033 , OOC
12/13-12/19, KMTC Colombo 002 , OOC
12/20-12/26, Xin Chivan 055 , OOC
12/27-01/02, Taboa 014 , OOC
01/02-01/09, Suez Canal 017 , OOC

ROTTERDAM, Netherlands
11/22-12/22, ALS Fauna 088 (Cosco Shipping Libra 013), OOC
11/22-12/30, ALS Fauna 088 (APL Fullerton 211), OOC



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Table with columns: EXPORT SCHEDULE VESSEL, VOY NO., SUBIC, MANILANH, MANILASH, SHIHU, WEITOU, XIAMEN, ETA/ETD.

LCT MIP: MON 0900 HRS / SH: TUE 1700 HRS

Table with columns: IMPORT SCHEDULE VESSEL, VOY NO., XIAMEN, WEITOU, SHIHU, SUBIC, MANILANH, IMPORT SCHEDULE VESSEL, VOY NO., SHIHU, WEITOU, XIAMEN, MANILASH, ETA/ETD.

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Table with columns: VESSEL, VOY, ETD SOUTH, ETD NORTH, ETA HONGKONG.

LCT DOCS: FRI 1700H / Cargo: 1500H SUN (Above schedule is subject to change without

CMA CGM PHILIPPINES INC.



(CSECP2-EB) DIRECT SERVICE TO CHINA

Table with columns: MOTHER VESSEL, VOY. NO., BATANGAS, CEBU, CAGAYAN, DVO (DICT), SHEKOU (CCT), HKG (HIT), DALIAN, INCHEON, SHANGHAI, NINGBO. Lists ship names like CNC MARS, MOUNT NICHOLSON, and NORDLEOPARD.

(CP8 NB) DIRECT SERVICE TO KAOHSIUNG & CHINA

Table with columns: MOTHER VESSEL, VOY. NO., MNL (NH), MNL(SH), PHSFS, KAO, XIA, SHT, HKG, NANSHA, SHEKOU. Lists ship names like AS ROMINA, MOUNT BUTLER, and AS ROMINA.

(CSECP2 - WB) DIRECT SERVICE TO CHINA

Table with columns: MOTHER VESSEL, VOY. NO., MNL (NH), HONGKONG, SHEKOU. Lists ship names like NORD LEOPARD, CNC SATURN, and MOUNT BUTLER.

(JPX) DIRECT SERVICE TO JAPAN

Table with columns: MOTHER VESSEL, VOY. NO., BTG, MNL (SH), TOKYO, YOKOHAMA, OMAEZAKI, NAGOYA, KOBE. Lists ship names like NEWARK, EXPRESS BLACK SEA, and BOMAR RENAISSANCE.

(PHX) DIRECT SERVICE TO SINGAPORE

Table with columns: MOTHER VESSEL, VOY. NO., SUBIC, MNL (NH), SINGAPORE. Lists ship names like SEASPAN NEW YORK, ALS FAUNA, and SEASPAN NEW YORK.

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

Table with columns: MOTHER VESSEL, VOY. NO., MNL (NH), MNL (SH), LIANYUNGANG, QINGDAO, NANSHA. Lists ship names like JACK LONDON, JONATHAN SWIFT, and DERBY D.

Table with columns: MOTHER VESSEL, VOY. NO., SUBIC, MNL (NH), SINGAPORE. Lists ship names like SEASPAN NEW YORK, ALS FAUNA, and SEASPAN NEW YORK.

(CHINA 1 NB) DIRECT SERVICE TO CHINA

Table with columns: MOTHER VESSEL, VOY. NO., MNL (NH), MNL (SH), SHANGHAI, NINGBO, SHANTOU, SHEKOU. Lists ship names like SEATTLE C, CMA CGM EIFFEL, and CMA CGM AMBER.

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

Table with columns: MOTHER VESSEL, VOY. NO., MNL(SH), MNL(NH), LIANYUNGANG, QINGDAO, PUSAN(HYUT), PUSAN(HBTC), SHANGHAI. Lists ship names like HYUNDAI VOYAGER, HYUNDAI DYNASTY, and HYUNDAI GRACE.

Table with columns: MOTHER VESSEL, VOY. NO., SUBIC, MNL (NH), SINGAPORE. Lists ship names like SEASPAN NEW YORK, ALS FAUNA, and SEASPAN NEW YORK.

Table with columns: MOTHER VESSEL, VOY. NO., SUBIC, MNL (NH), SINGAPORE. Lists ship names like SEASPAN NEW YORK, ALS FAUNA, and SEASPAN NEW YORK.

FOR INQUIRIES, PLEASE CONTACT SALES & MARKETING: MANILA - mnl.marketing@cma-cgm.com or call +63 2 8479-5000. CEBU - ceb.marketing@cma-cgm.com or call +63 32 232-4197. DAVAO - dvo.marketing@cma-cgm.com or call +63 32 219-5503.

IMPORTANT ANNOUNCEMENT

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

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11/29-12/12, Seapan New York 010 (Qingdao Tower 037), OOCL. 12/06-12/19, ALS Fauna 089 (Rotterdam Bridge 060), OOCL. SYDNEY, Australia. 11/22-12/08, ALS Fauna 088 (OOCL Dubai 129), OOCL. 11/22-12/17, ALS Fauna 088 (OOCL Yokohama 158), OOCL. 11/22-12/17, ALS Fauna 088 (Seapan New Delhi 051), OOCL. 11/29-12/21, Seapan New York 010 (Kota Liris 048), OOCL. 11/29-12/22, Seapan New York 010 (Coco Singapore 149), OOCL. 11/29-12/24, Seapan New York 010 (Al Rowdah 010), OOCL. 12/06-12/29, ALS Fauna 089 (OOCL Texas 177), OOCL. 12/06-12/31, ALS Fauna 089 (Jazan 010), OOCL. 12/06-01/06, ALS Fauna 089 (Kota Liris 135), OOCL. 12/13-01/05, Seapan New York 011 (Coco Antwerp 166), OOCL. 12/13-01/06, Seapan New York 011 (Kota Liris 135), OOCL. 12/13-01/07, Seapan New York 011 (OOCL Panama 282), OOCL. 12/20-01/11, ALS Fauna 090 (OOCL Houston 165), OOCL. 12/20-01/12, ALS Fauna 090 (OOCL Dubai 130), OOCL. 12/20-01/14, ALS Fauna 090 (OOCL Norfolk 233), OOCL. 12/27-01/19, Seapan New York 012 (Kota Legit 041), OOCL. 12/27-01/21, Seapan New York 012 (OOCL Yokohama 159), OOCL. 12/27-01/21, Seapan New York 012 (Seapan New Delhi 052), OOCL. TAICHUNG, Taiwan. 11/22-11/25, Jeju Island 119, OOCL. 11/22-11/27, Wan Hai 211 456, OOCL. 11/29-12/02, Jeju Island 120, OOCL. 11/29-12/04, Wan Hai 211 457, OOCL.

12/06-12/09, Jeju Island 121, OOCL. 12/06-12/11, Wan Hai 211 458, OOCL. 12/13-12/16, Jeju Island 122, OOCL. 12/13-12/18, Wan Hai 211 459, OOCL. 12/20-12/23, Jeju Island 123, OOCL. 12/20-12/25, Wan Hai 211 460, OOCL. 12/27-12/30, Jeju Island 124, OOCL. 12/27-01/01, Wan Hai 211 461, OOCL. 01/03-01/06, Jeju Island 125, OOCL. 01/03-01/08, Wan Hai 211 462, OOCL. TAKAMATSU, Japan. 11/19-12/05, Ludwig Schulte 003 (OOCL Nagoya 143), OOCL. 11/26-12/12, William 003 (OOCL Charleston 192), OOCL. 12/03-12/19, Elio 012 (OOCL Le Havre 136), OOCL. 12/10-12/26, RHL Aqua 017 (OOCL Nagoya 144), OOCL. 12/17-01/02, Ludwig Schulte 004 (OOCL Charleston 193), OOCL. TAURANGA, New Zealand. 11/22-12/20, ALS Fauna 088 (OEL Badinath 729), OOCL. 11/29-12/27, Seapan New York 010 (Maine Trader 023), OOCL. 12/06-01/03, ALS Fauna 089 (Tanjung Bridge 147), OOCL. 12/13-01/10, Seapan New York 011 (Kota Liris 187), OOCL. 12/20-01/17, ALS Fauna 090 (CSL Atlantic 191), OOCL. 12/27-01/24, Seapan New York 012 (Seasmile 036), OOCL. TOKYO, Japan. 11/19-11/30, Ludwig Schulte 003 (OOCL New Zealand 095), OOCL.

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01/03-01/11, Jeju Island 125 (OOCL Australia 204), OOCL. 01/03-01/11, Wan Hai 211 462 (OOCL Australia 204), OOCL. TORONTO, Canada. 11/22-12/12, Jeju Island 119 (OOCL Kaohsiung 113), OOCL. 11/22-12/19, Wan Hai 211 456 (OOCL San Francisco 154), OOCL. 11/29-12/19, Jeju Island 120 (OOCL San Francisco 154), OOCL. 11/29-12/26, Wan Hai 211 457 (OOCL New York 074), OOCL. 12/06-12/26, Jeju Island 121 (OOCL New York 074), OOCL. 12/06-01/02, Wan Hai 211 458 (OOCL Oakland 098), OOCL. 12/13-01/02, Jeju Island 122 (OOCL Oakland 098), OOCL. 12/13-01/09, Wan Hai 211 459 (OOCL Antwerp 116), OOCL. 12/20-01/09, Jeju Island 123 (OOCL Antwerp 116), OOCL. 12/20-01/16, Wan Hai 211 460 (OOCL Vancouver 121), OOCL. 12/27-01/16, Jeju Island 124 (OOCL Vancouver 121), OOCL. 12/27-01/23, Wan Hai 211 461 (OOCL Kaohsiung 114), OOCL. 01/03-01/23, Jeju Island 125 (OOCL Kaohsiung 114), OOCL. 01/03-01/23, Wan Hai 211 462 (OOCL San Francisco 155), OOCL. VALENCIA, Spain. 11/22-12/22, ALS Fauna 088 (OOCL Malaysia 029), OOCL. 11/22-12/25, ALS Fauna 088 (Titan 021), OOCL. 11/29-12/29, Seapan New York 010 (CMA CGM Lyra 391), OOCL. 11/29-01/01, Seapan New York 010 (TBA 002), OOCL. 12/06-01/05, ALS Fauna 089 (CMA CGM Columbia 369), OOCL. 12/06-01/08, ALS Fauna 089 (Thalassa Pesis 037), OOCL. 12/13-01/12, Seapan New York 011 (CMA CGM Centaurus 413), OOCL. 12/13-01/15, Seapan New York 011 (CSCL Venus 057), OOCL.

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Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETD, MNL (STH), ETA XIA, ETA NAN, ETA SKU, ETA HKG. Lists ship names like Segara Mas.

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

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETD, MNL (STH), ETA XIA, ETA NAN, ETA HKG, ETA SKU. Lists ship names like Hansa Augsburg and Marcliff.

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

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETD, MNL (STH), ETA LYG, ETA TAO. Lists ship names like ALS Juventus and Jack London.

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

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (STH), ETD, MNL (NTH), ETA SHA WGQ4, ETA NBO. Lists ship names like Hammonia Berolina and Maersk Davao.

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

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETD, MNL (STH), ETA SHA (WGQ4). Lists ship names like CMA CGM Eiffel and CMA CGM Amber.

Ia3 - Manila North - Taichung LCT: CARGO: NH SUN 1700H

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETA TAICHUNG, ETA XIAMEN, ETA YANTIAN. Lists ship names like Navios Lapis and ALS Jupiter.

CPV - Manila North-HongKong LCT: CARGO: NH SUN 2359H JTS - Manila South-HongKong LCT: CARGO: NH MON 2400H

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETA HKG, FEEDER VESSEL, VOY., ETD, MNL (STH), ETA HKG. Lists ship names like Venus C and Pacific Grace.

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TO MANILA

HAIPHONG, Vietnam. 10/09-10/18, Olivia 131N (Singapore 0985), OOCL. 10/09-10/20, Olivia 131N (Singapore 0985), OOCL. 10/16-10/25, San Lorenzo 137N (Singapore 0995), OOCL. 10/16-10/27, San Lorenzo 137N (Singapore 0995), OOCL. 10/23-11/01, Fila T 012N (Singapore 1005), OOCL. 10/23-11/03, Fila T 012N (Singapore 1005), OOCL. 10/30-11/08, Olivia 132N (Singapore 1015), OOCL. 10/30-11/10, Olivia 132N (Singapore 1015), OOCL. HO CHI MINH, Vietnam. 10/06-10/16, YM Credentia 0048 (YM Centennial 0065), OOCL. 10/06-10/18, YM Credentia 0048 (Wan Hai 211 5450), OOCL. 10/08-10/16, Happy Lucky 015A (YM Centennial 0065), OOCL. 10/08-10/18, Happy Lucky 015A (Wan Hai 211 5450), OOCL. 10/13-10/25, Amalia C 085N (YM Centennial 0075), OOCL. 10/13-10/25, Amalia C 085N (Wan Hai 211 5451), OOCL. 10/15-10/23, YM Credentia 005A (YM Centennial 0075), OOCL. 10/15-10/23, YM Credentia 005A (Wan Hai 211 5451), OOCL. 10/20-10/30, Leo Perdana 112B (YM Centennial 0085), OOCL. 10/20-10/30, Leo Perdana 112B (Wan Hai 211 5452), OOCL. 10/22-10/30, Amalia C 086E (YM Centennial 0085), OOCL. 10/22-10/31, Amalia C 086E (Wan Hai 211 5452), OOCL. 11/22-12/18, ALS Fauna 088 (OEL Badinath 729), OOCL. 11/29-12/25, Seapan New York 010 (Maine Trader 023), OOCL. 12/06-01/01, ALS Fauna 089 (Tanjung Bridge 147), OOCL. 12/13-01/08, Seapan New York 011 (Kota Liris 187), OOCL. 12/20-01/15, ALS Fauna 089 (OOCL Australia 204), OOCL.



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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

- FROM CEBU DALIAN, China 09/22-10/05, SITC Makassar 2019N, SITC 09/29-10/12, SITC Cebu 2021N, SITC 10/06-10/19, SITC Batangas 2021N, SITC

- SHEKOU, China 09/23-10/02, Wan Hai 213, SITC 10/10-11/19, Wan Hai 225, SITC 10/07-10/16, Wan Hai 213, SITC 10/14-10/23, Wan Hai 225, SITC

- TO CEBU HAIPHONG, Vietnam 10/09-10/17, Olivia 131N (Sinar Bangka 319S), OOCL 10/16-10/24, San Lorenzo 137N (Sinar Bangka 320S), OOCL

- 11/03-11/12, Amalia C 086N (Run Long), OOCL 11/05-11/19, YM Credentia 006A (Run Long), OOCL 11/10-11/19, Leo Perdana 1138 (Run Long), OOCL

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PH manufacturing volume, value contractions deepen in Oct

THE Philippine manufacturing sector contracted in both volume and value for the eighth consecutive month in October 2020, the fall led by double-digit declines in petroleum products and printing.

The Volume of Production Index (VoPI) dropped 11.3% year-on-year in October 2020, faster than the 8.6% downturn in September 2020, according to the Philippine Statistics Authority's (PSA) latest Monthly Integrated Survey of Selected Industries.

Contributing to the faster decline of VoPI in October 2020 were reductions in the indices of 15 industry groups, led by petroleum products (-99.1%), printing (-53.4%), and tobacco products (-48.7%).

The Value of Production Index (VaPI) likewise declined at an annual rate of 14.2% in October 2020, faster than the 12.4% drop in September 2020.

Pushing down the VaPI in October 2020 were the decreases in the indices of 15 industry groups. The top three industry

groups with negative growth rates were petroleum products (-99.2%), printing (-52.8%), and footwear and wearing apparel (-49.2%).

Based on responding establishments, the average capacity utilization rate for the manufacturing sector in October 2020 was 67.2%, a decrease from 69.2% in the previous month.

Seven of the 20 industry groups had at least 80% average capacity utilization rate, led by machinery except electri-

cal (91.3%) and followed by electrical machinery (87.4%), and non-metallic mineral products (86.0%).

About one-fifth of responding establishments operated at full capacity, PSA noted.

The proportion of establishments that operated at full capacity (90% to 100%) was 21.6% of the total number of responding establishments. A total of 41.1% operated at 70% to 89% capacity, while 37.3% operated below 70% capacity.

BOC-NAIA seizes 28 kilos of rare agarwood worth P2.4M

THE Bureau of Customs (BOC) has intercepted three packages containing 28 kilograms (kg) of agarwood—a rare and expensive wood—with an estimated street value of P2.4 million in a warehouse in Pasay City.

BOC-Ninoy Aquino International Airport (NAIA), in coordination with BOC's Environment Protection Compliance Division, seized the packages which were misdeclared to contain "face masks and clothes," "shoes and hand bags," and "leather jackets, face masks, man pants."

All three packages were shipped by a resident from Davao and bound for the United Arab Emirates, BOC said in a

statement.

Upon x-ray inspection, the packages yielded images different from what was declared by the sender, which prompted a 100% physical examination and the discovery of the 28 kg of agarwood.

Additionally, the packages were being exported without the necessary permits from the Department of Environment and Natural Resources (DENR).

BOC said DENR stressed that selling of agarwood or lapnisan is illegal in the Philippines.

Agarwood is found only in the heart of the jungles of Mindanao and Visayas and is classified under the Convention

on International Trade in Endangered Species of Wild Flora and Fauna.

Agarwood produces a resin that is valued for its distinctive fragrance and is formed when the host tree becomes infected with a mold called *Phialophora parasitica*. The mold infection makes the tree produce a dark aromatic resin called aloes or aga in its heartwood. The fragrant resin is used to make incense, perfume, and medicinal products particularly in the Middle East and Asia.

BOC noted that foreigners are said to hike to remote villages in the country seeking help in finding the rare tree. According to reports, the rare wood is one

of the rarest and most expensive in the world, with a kilo fetching as much as P750,000.

BOC said the three packages will be subjected to seizure and forfeiture proceedings for violation of Section 117 (Regulated Shipments), Section 1400 (Misdeclaration) and Section 1113 (Property Subject to Seizure and Forfeiture), all of Republic Act (RA) No. 10863 (Customs Modernization and Tariff Act), in relation to Section 27 (i) [Illegal Transport] of RA 9147 (Wild Life Act).

The agarwood will be turned over to DENR.

PH economy to contract by up to 9.5%...

Continued from page 4

pandemic quarantines took their toll on the economy.

It expects further improvement in the country's GDP numbers in the fourth quarter, noting that "as we carefully and proactively manage the risks, a strong economic recovery and solid growth remains within our reach."

The committee also expects the economy to bounce back to reach 6.5% to 7.5% growth in 2021 and expand by 8% to 10% in 2022, figures that are higher

than the 6.5% to 7.5% growth forecast for 2021 to 2022 made last July.

"As the economy gradually moves towards full reopening, we expect significantly better economic outcomes next year," DBCC said in a statement.

The committee primarily reviews and approves the macroeconomic targets, revenue projections, borrowing level, aggregate budget level and expenditure priorities, and recommends to the Cabinet and the President the consolidated public

sector financial position and the national government fiscal program.

In line with recent trends in global trade, DBCC maintained that goods exports and imports will contract this year, declining by 16% and 18%, respectively.

These are expected to pick up by 2021 and 2022 with the growth of goods exports maintained at 5% and growth of goods imports pegged at 8%.

Meanwhile, following the above-target performance of the Bureau of Internal

Revenue and Bureau of Customs since July 2020, estimated revenue collections for this year have been increased from P2.52 trillion to P2.85 trillion, equivalent to 15.7% of GDP.

Revenue projections for 2021 and 2022 have also inched up to P2.88 trillion and P3.31 trillion, respectively. The adjustments already factor in the expected impact from the implementation of the Corporate Recovery and Tax Incentives Reform (CREATE) bill, which was passed by the Senate on third and final reading last month.

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