

# PortCalls

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## Clark Freeport to adopt Unified Logistics Pass

- Clark Development Corp and Anti-Red Tape Authority recently inked a memorandum of agreement and joint circular for pilot implementation of the Unified Logistics Pass in Clark Freeport Zone
- The ULP is designed to eliminate separate permits, licenses, and pass-through stickers required by various economic zones, ports, and local government units
- The pass is seen to facilitate movement and ease port entry of cargo trucks

CLARK Freeport Zone will adopt the Unified Logistics Pass (ULP) to facilitate movement and ease port entry of cargo trucks.

Clark Development Corp. (CDC) and Anti-Red Tape Authority (ARTA) recently inked a memorandum of agreement and a joint memorandum circular for the pilot implementation of ULP, a single pass in the form of a quick response code designed to eliminate separate permits, licenses, and pass-through stickers required by various economic zones, ports, and local government units.

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## Chelsea Logistics net loss jumps 92% in Q1

- Chelsea Logistics net loss jumps 92% in Q1
- Net loss hit P416 million from P217 million year-on-year
- Revenue increased by 13% as both freight and passage revenues rose
- Bunkering cost grew due to fuel prices affected by the Ukraine conflict, consequently escalating cost of sales and services

CHELSEA Logistics and Infrastructure Holdings Corp.'s (CLC) net loss jumped 92% in the first quarter to P416 million from P217 million year-on-year.

For the first quarter of the year, CLC and its subsidiaries generated consolidated revenue of P1.3 billion, up 13% compared with P1.15 billion recorded in the same period in 2021.

Revenue from the freight segment increased 23% to P762 million, while passage revenue surged 124% to P160 million due to the easing of travel restrictions.

Fuel prices continued to rise with the Ukraine conflict, pushing the group's bunkering cost to P486 million, a 43% jump year-on-year. Consequently, cost of sales and services escalated by 7% to P1.22 billion, tempered by 25% lower depreciation and amortization cost to P287 million in 2022 due to the disposal of certain vessels in prior year and extended drydocking of some vessels.

Finance costs were up 22% to P333 million due to the finance lease take-up of MV Trans-Asia 21, delivered in May 2021.

CLC achieved a significant reduction in operating loss to P83 million, 47% down from P156 million in 2021 on account of improved consolidated top line and continuous cost containment measures.

CLC president and chief executive officer Chryss Alfonsus Damuy said: "We believe that we have truly turned a corner in our operations with the strong year-on-year growth in our passenger segment. The strong 8.3% GDP growth rate in 1Q2022 supports our assertion. We remain cautiously optimistic as we try to maintain our cost structure despite significant increases in our fuel costs."

In a related development, three shipping lines under CLC are now providing passengers with contactless payment options as part of the group's digitalization efforts.

The contactless payment for Starlite Ferries, Inc., The SuperCat Fast Ferry Corp., and Trans-Asia Shipping Lines Inc. bookings can be made through GCash, ShopeePay, and PayMaya, CLC said in a statement.

"The move to incorporate the use of digital payment systems started in March 2020 and back then we only had PayMaya.

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During the height of the pandemic, the need for cashless payments became a necessity to follow safety protocols," Trans-Asia general manager Sheila Sy said.

Sy added the move helps increase sales and provide payment flexibility.

Trans-Asia inked a partnership with GCash in July 2021 and with Shopee recently.

Customers can also use their e-wallets for cashless transactions at main ticketing booths nationwide. In order to make the payment, passengers have to open their app of choice, scan the QR code displayed at the counter, enter the amount to pay, and confirm payment.

CLC said the landscape has shifted since the pandemic started, causing consumers to resort to electronic payment with cashless transactions emerging as the preferred mode of payment for consumers under the new normal.

"Chelsea Logistics aims to further expand its digital footprint and explore new systems that will give our customers seamless and hassle-free booking experiences. These contactless payments facilitate faster transactions and improve passenger experience while reducing the cost inefficiencies of cash for merchants," said Starlite Ferries general manager Shane Arante.

CLC's passenger fleet, composed of 22 roll-on/roll-off passenger vessels and nine fastcrafts, has a total gross revenue tonnage of 357,433 tons and a carrying capacity of 15,188 passengers.

CLC subsidiaries include Chelsea

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ShippingCorp.; Trans-Asia, Udena Investments B.V.; Starlite Ferries, Worklink Services, Inc.; TASLI Services, Inc.; and The Supercat Fast Ferry Corp.

## Lorenzo Shipping loss widens in 2021

- Lorenzo Shipping loss widens in 2021
- net loss posted in 2020
- Freight revenue for 2021 grew 8% due to higher volume
- The domestic carrier posted a net loss of P84.58 million in 2021, 24% more than P68.25 million

DOMESTIC carrier Lorenzo Shipping Corp.'s (LSC) loss widened to P84.58 million in 2021, up 24% from the P68.25 million net loss posted in 2020. While

freight revenue for 2021 grew 8% to P2.87 billion from P2.66 billion revenues in 2020, total operating expense grew faster at 10% to P2.82 billion from 2020's P2.56 billion.

The growth in freight revenue and direct cost was due to higher volume from increased economic activities with the easing of quarantine restrictions, LSC said in a regulatory disclosure.

The domestic carrier ended with a gross profit of P51.5 million, down 48% from P98.2 million in 2020.

LSC said it experienced full recovery in the first quarter of 2021 as evidenced by a substantial net income. The company said this meant programs implemented during the start of the pandemic in 2020 bore



fruit. But a second major COVID-19 surge during the second quarter again limited domestic movement and consumption for an extended period compared to the previous year.

LSC owns a fleet of five vessels and four vessels under a transport service contract deployed to key ports in Manila, Visayas and Mindanao. The carrier's vessels have a capacity ranging from 300 twenty-foot equivalent units (TEUs) to 797 TEUs with speeds of 11 knots to 15 knots. It also owns various types of equipment as well as facilities for handling cargoes, including land-based forklifts, top lifts, trucks, container yards, and warehouses at its branches and agencies.

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- How Ports and Terminal Operators in Southeast Asia Respond to the Changing Global Market Trends
- Future Container Freight Demand in BIMP-EAGA Region
- The Maritime Agenda for the Philippines and the BIMP-EAGA Countries
- Outlook on Container Activities in BIMP-EAGA Region and the Impact on Ports Activities
- Global Trade Patterns in Asia and the Impact on Container Shipping Lines
- Shippers' Perspectives: How Ports and Terminal Operators Can Improve Efficiency
- Opportunities and Challenges in Financing Infrastructure Development Projects in the Philippines and the BIMP-EAGA Region
- The Role of Technology and Solutions in Improving the Dynamic of Ports and Container Terminals Operation
- Avoiding bottlenecks by forecasting the coming terminal operation become pro-active
- Sustainable Port Initiatives and the Impact on Container Shipping Operations
- Improving Connectivity and Competition among BIMP-EAGA's Ports
- Opportunities for New Ports Development in the Philippines and BIMP-EAGA Region

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## Mactan-Cebu Airport cargo volume rises 8.7% in Q1

- International cargo increased 27% while domestic cargo volume dropped 4.3%
- Flights and passenger traffic improved 101.7% and 217%, respectively

MACTAN-Cebu International Airport's (MCIA) cargo volume rose 8.7% in the first quarter of 2022 from a year ago, data from Mactan-Cebu International Airport Authority (MCIAA) showed.

For the first three months of the year, MCIA recorded 14.174 million kilograms (kg) of cargo, up from 13.034 million kg year-on-year.

Of the total, the airport handled slightly more domestic cargo (51%) than international cargo.

Domestic cargo throughput dropped

4.3% to 7.287 million kg from 7.613 million kg while international cargo increased 27% to 6.888 million kg from 5.421 million kg.

Cargo handled by one of the country's busiest gateways declined sharply in April and May 2020 after community quarantines were imposed nationwide starting mid-March that year due to the COVID-19

pandemic. Volumes began to pick up by June last year when quarantines were eased and more flights allowed.

While flights to MCIA surged 101.7% from 3,543 in the first quarter of 2021 to 7,146 in the same quarter this year, the latest figure is still way below pre-pandemic levels'. In the first quarter of 2019, MCIA registered 26,335 flights.

Domestic flights, which accounted for 85% of the total flights, soared 102% to 6,059 from 3,006 last year. International flights also increased 102% to 1,087 from just 537 last year. Passenger traffic, while still below pre-pandemic levels, improved in the first quarter of 2022 by 217% year-on-year to 656,130 passengers from 207,045 passengers.

Domestic passenger traffic jumped 215% to 595,037 from 188,686. International passengers also climbed 233% to 61,093 passengers from 18,359 passengers.

A second runway for the airport is being constructed and is eyed for partial operability in the second quarter of 2022.

In May last year, the airport's new taxiway and apron, which increased its aircraft parking capacity from 40 slots to 50 and maximized aircraft movement capacity, was also inaugurated.



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TS Osaka	22006N	18-May	OMIT	ONW / 25-May	SKU / 26-May	27-May
TBN 2		25-May	26-May	31-May	1-Jun	2-Jun

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FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA SKU	ETA NAN	ETA HKG
Siri Bhumi	22008S	OMIT	21-May	OMIT	OMIT	OMIT
Xin Long Yun 89	22006N	21-May	23-May	27-May	28-May	29-May

**BMX - Manila - Qingdao - Dalian**

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Qingdao Tower	OKRP2N	27-May	28-May	4-Jun

**SPX1 - Manila - Xiamen - Hong Kong - Shekou**

FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA XMN	ETA HKG	ETA SKU
Asiatic Pride	18N	19-May	20-May	25-May	29-May	30-May
Xin Long Yun 89	22005N	27-May	28-May	OMIT	SKU / 1-Jun	HIT / 2-Jun

**SPX2 - Manila - Shanghai - Ningbo - Xiamen**

FEEDER VESSEL	VOY.	ETD MNL (NTH)	ETD MNL (STH)	ETA SHA	ETA NBO	ETA XMN
Lucky Dragon	OJV90E	21-May	22-May	25-May	26-May	28-May
Asiatic Pride	18E	2-Jun	3-Jun	7-Jun	8-Jun	9-Jun

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INTELLIGENT PURSUIT	013N	MAY 23	MAY 25	013S	JUN 28	MAY 29	MAY 29	MAY 31	JUN 3
RITA	009N	MAY 27	MAY 29	009S	JUN 3	JUN 6	JUN 3	JUN 5	JUN 10
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KOTA HAPAS	0345E	MAY 22	MAY 23	0345W	MAY 27	MAY 28	MAY 29	MAY 31	JUN 5
DANU BHUM	487E	MAY 28	MAY 29	487W	JUN 2	JUN 3	JUN 4	JUN 6	JUN 11
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# NCR, 80+ areas nationwide remain under Alert Level 1

- NCR, 80+ areas nationwide remain under Alert Level 1 from May 16-31
- 42 areas will be under Alert Level 2 status

METRO MANILA and more than 80 other areas will remain under COVID-19 Alert Level 1 status while 42 areas will be under Alert Level 2 status from May 16 to 31.

The Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF) approved the placement of the following areas under Alert Level 1 during this period:

- Cordillera Administrative Region (CAR): Abra, Apayao, Kalinga, Mountain Province, Baguio City
- Region I: Ilocos Norte, Ilocos Sur, La Union, Pangasinan, Dagupan City
- Region II: Batanes, Cagayan, Isabela, Nueva Vizcaya, Quirino, City of Santiago
- Region III: Aurora, Bataan, Bulacan, Nueva Ecija, Pampanga, Tarlac, Zambales, Angeles City, Olongapo City
- Region IV-A: Batangas, Cavite, Laguna, Rizal, Lucena City
- Region IV-B: Marinduque, Oriental Mindoro, Romblon, and Puerto Princesa City
- Region V: Albay, Catanduanes, Naga City
- Region VI: Aklan, Capiz, Guimaras, Iloilo, Bacolod City, Iloilo City
- Region VII: Siquijor, Cebu City, Lapu-Lapu City, Mandaue City
- Region VIII: Biliran, Eastern Samar, Southern Leyte, Ormoc City, Tacloban City
- Region IX: Zamboanga City
- Region X: Bukidnon, Camiguin, Misamis Occidental, Misamis Oriental, Cagayan de Oro City, Iligan City
- Region XI: Davao City
- CARAGA: Surigao del Sur, Butuan City

In addition, the following cities and municipalities were likewise placed under

Alert Level 1 effective May 16-31:

- CAR: Kangan, Ifugao
- Region V: Balud, Masbate; Irosin, Sorsogon
- Region VII: Calape, Bohol; Garcia Hernandez, Bohol; San Isidro, Bohol; San Miguel, Bohol; Alcoy, Cebu; Borbon, Cebu; Oslob, Cebu; Pilar, Cebu; Santander, Cebu; Tudela, Cebu; Bacong, Negros Oriental; Dauin, Negros Oriental; Valencia (Luzonriaga), Negros Oriental; Zamboanguita, Negros Oriental
- Region VIII: Tarangnan, Samar; and Zumarraga, Samar
- Region IX: Mahayag, Zamboanga del Sur; Diplahan, Zamboanga Sibugay
- Region XII: Kalamansig, Sultan Kudarat;
- Bangsamoro Autonomous Region in Muslim Mindanao (BARMM): Upi, Maguindanao

Placed under Alert Level 2 for the rest of May are the following:

- CAR: Benguet, Ifugao
- Region IV-A: Quezon Province
- Region IV-B: Occidental Mindoro, Palawan
- Region V: Camarines Norte, Camarines Sur, Masbate, Sorsogon
- Region VI: Antique, Negros Occidental
- Region VII: Bohol, Cebu Province, Negros Oriental
- Region VIII: Leyte, Northern Samar, Western Samar
- Region IX: City of Isabela, Zamboanga del Sur, Zamboanga del Norte, Zamboanga Sibugay
- Region X: Lanao del Norte
- Region XI: Davao del Norte, Davao del Sur, Davao Ori-

ental, Davao de Oro, Davao Occidental

- Region XII: General Santos City, North Cotabato, Sarangani, Sultan Kudarat, South Cotabato
- CARAGA: Agusan del Norte, Agusan del Sur, Dinagat Islands, Surigao del Norte
- BARMM: Basilan, Cotabato City, Lanao del Sur, Maguindanao, Sulu, Tawi-Tawi

Alert level classifications of other component cities and municipalities under IATF Resolution Nos. 165-G, 166-A, 167-A, and 167-C (s. 2022) will remain in effect until May 31.

Alert Level 1 refers to areas where

case transmission is low and decreasing, total bed utilization rate, and intensive care unit utilization rate is low.

Alert Level 2 refers to areas where case transmission is low and decreasing, healthcare utilization is low, or case counts are low but increasing, or case counts are low and decreasing but total bed utilization rate and intensive care unit utilization rate is increasing.



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FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	ETA LAX	ETA OAK
rita	0008S	05/24	05/28	TBA		06/01	06/23	06/29
INTELLIGENT PURSUIT	0013S	05/29	06/03	TBA		06/08	06/30	07/06

LCT DOCS: FRI 1700HRS / LCT CNTR: SAT 0700HRS

**PACIFIC NORTHWEST 3 (PN3) via BUSAN**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KRPUS	MOTHER VESSEL	VOY. NO.	ETD KRPUS	ETA VAN	ETA SEA
INGENUITY	0017N	05/23	06/01	YM TIPTOP	0006E	06/08	06/14	SKIP
HAIAN WEST	0013N	05/30	06/08	SEASPA THAMES	0026E	06/17	06/30	07/04
AS SUSANNA	0002N	06/06	06/15	SEASPA THAMES	0026E	06/17	06/30	07/04

LCT DOCS: WED 1700HRS / LCT CNTR: THU 0100HRS

**PACIFIC SOUTHWEST 4 SERVICE via KAOHSIUNG**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA KAO	MOTHER VESSEL	VOY. NO.	ETD KAO	ETA LAX	ETA OAK
SPIR NIRMALA	0032N	05/17	05/19	YM UNICORN	0057E	05/28	06/09	SKIP
SPIR NIRMALA	0033N	05/24	05/26	YM UNICORN	0057E	05/28	06/09	SKIP
SPIR NIRMALA	0034N	06/01	06/03	YM UNANIMITY	0061E	06/11	06/22	SKIP

LCT DOCS: FRI 0800H / LCT CNTR: THU 0100HRS

**EAST COAST SERVICE 4 (EC4) SERVICE via SINGAPORE**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	NYC	ORF	SAV	CST
rita	0008S	05/24	05/28	YM WARMTH	0031E	06/14	07/09	07/12	07/15	07/17
INTELLIGENT PURSUIT0013S	05/29	06/03	YM WARMTH	0031E	06/14	07/09	07/12	07/15	07/17	

LCT DOCS: FRI 0800HRS / LCT CNTR: FRI 0800HRS

**EAST COAST SERVICE 5 (EC5) SERVICE via SINGAPORE**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	USNYC	SAV	JAX	ORF
rita	0008S	05/24	05/28	HYUNDAI FORCE	0094E	06/14	07/10	SKIP	07/16	07/19
INTELLIGENT PURSUIT0013S	05/29	06/03	HYUNDAI FORCE	0094E	06/14	07/10	SKIP	07/16	07/19	

LCT DOCS: FRI 0800H \* LCT CNTR: FRI 0800H

**FAR EAST PENDULUM 1 (FP1) VIA SGSSIN**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	LEH
rita	0008S	05/24	05/28	ONE HAMERSMITH	0076W	06/03	06/27	06/30	07/05
INTELLIGENT PURSUIT0013S	05/29	06/03	ONE HANNOVER	0088W	06/09	06/29	07/02	07/05	

LCT DOCS: FRI 0800H \* LCT CNTR: FRI 0800H \* DELIVERY: MICP

**FAR EAST PENDULUM 2 (FP2) VIA SGSSIN**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	ANR	LGP
rita	0008S	05/24	05/28	YM WREATH	0020W	06/03	06/25	06/28	07/01	07/04
INTELLIGENT PURSUIT0013S	05/29	06/03	ONE IBIS	0024W	06/11	07/03	07/06	07/10	07/12	07/16

LCT DOCS: FRI 0800H \* LCT CNTR: FRI 0800H \* DELIVERY: MICP

**FAR EAST EUROPE 2 (FE2) via KAOHSIUNG**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	GBSOU	FRLEH	DEHAM	NLTMR
rita	0008S	05/24	05/28	BARZAN	0018W	06/01	06/23	06/26	06/28	07/02
INTELLIGENT PURSUIT0013S	05/29	06/03	MOL TRADITION	0017W	06/15	07/07	07/10	07/12	07/16	07/16

LCT DOCS/FSI: TUE 1200H / CARGO: TUE 1900H

**MIDDLE EAST VIA SHEKOU**

FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SH















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Manila/Cebu	→ Shanghai
Manila/Cebu	→ Tokyo



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Nagoya	→ Manila
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Ningbo	→ Manila
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## 2GO cuts net loss by 38% in 2021

- Revenue fell 11% due to decline in shipping revenue
- Logistics revenue rose 4%

THE 2GO Group cut its net loss by 38% to P1.14 billion in 2021 from the P1.84 billion net loss in 2020.

2GO and its subsidiaries trimmed their losses in 2021 from the previous year by focusing on profitable customers and services and through stringent cost controls, the integrated transportation and logistics service provider said in a regulatory disclosure.

2GO said it intends to address the 2021 loss by modernizing its fleet and investing in IT systems.

Revenue slipped 11% to P15.41 billion in 2021 from P17.41 billion in 2020.

Shipping revenue, comprising sea freight and passenger travel revenues,

eased 1%. Seafreight revenue grew 12%.

The group said revenue growth was offset by a 48% drop in passenger travel revenue resulting from quarantine-related travel restrictions in 2021, compared with 2020, when January and February enjoyed unrestricted pre-pandemic travel.

Last year, 2GO acquired two large roll-on/roll-off passenger (RoPax) vessels, MV 2GOMaligaya and MV 2GOMasagan, as part of the group's fleet modernization plan. These replaced two retiring RoPax vessels.

Revenue from logistics and other services went up 4% due to growth in 2GO's coldchain reefers and ISO tank containers, e-commerce fulfillment, and international courier businesses.

Distribution revenue, meanwhile, slumped 29% due to weaker consumer spending and changes to product mix.

For the year 2021, shipping accounted

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for 25% of total revenue while non-shipping made up 75%.

Cost of services and goods sold decreased 15% due to lower volumes from the distribution business and 2GO's efforts to improve efficiencies and control costs, mainly transport and delivery expenses.

General and administrative expenses increased mainly due to provisions for doubtful accounts and computer charges

for new IT systems. As of 2021, 2GO and its subsidiaries owned and operated a fleet of nine vessels, consisting of eight RoPax vessels and one freighter, with a combined gross registered tonnage of 126,695 tons and total annual passenger capacity of around 2 million passengers and aggregate annual cargo capacity of about 300,000 twenty-foot equivalent units.

the company's first-quarter results announcement last Thursday that many ports are still congested, including Shanghai, and hinterland infrastructures are strained, resulting in longer turnaround times for ships and containers.

"Global supply chains continue to be under significant pressure – not least because of the recent measures taken in China in response to COVID-19 outbreaks," Habben Jansen said.

Analysts were reported by Shipping Watch as saying the logistics chaos at Shanghai port appeared to be spreading, although the problem that had led liners like Mediterranean Shipping Co and Maersk to omit sailings were not directly linked to the port terminals but to logistics to and from the ports.

Reports from Shanghai said many international manufacturers were already in extreme distress and pessimism at how local authorities have handled the Shanghai outbreak.

## Shanghai targets June shift to 'normal virus mode'

- Daily new infections fall below 1,000 for the first time since March 24, leading Shanghai officials to announce a shift to 'normal virus mode' from June 1
- More than 100 containerships reported waiting outside Shanghai port for turn to load and unload cargo

which led most drivers to shun the port, reports said.

China has denied there was any port congestion. Global shipping companies said Shanghai port has been running normally but that the longer wait times for loading and unloading cargo was due to the COVID restrictions relating to trucks.

Chinese media quoted Vice Mayor Zhong Ming as saying in a press conference on Monday the city "will switch to a 'normal virus control' mode from June 1 to mid-June or late June," by which time daily life and production will have returned fully to normal.

Data released on Monday showed new infections dropped 31.5% in the previous 24 hours to 938 cases with symptomatic cases falling 58.4% to 69 while four patients died. The fatality rate stayed at 0.09%. There were 575 deaths out of 620,000 cases.

On Sunday, another Shanghai vice

mayor, Chen Tong, announced a gradual reopening of businesses on May 16, but with stricter measures to control the flow of people. He said at shopping malls, department stores, supermarkets and convenience stores will be allowed to reopen "in an orderly manner".

As of last week, more than 100 containerships were reported as still waiting to dock at Shanghai ports as container and other cargo truck drivers found it difficult to navigate their way to and from the ports without COVID vaccination and the latest test certificates to present at checkpoints.

Shipping Watch quoted Rolf Habben Jansen, chief executive of the German container line Hapag-Lloyd, as saying only half of the cargo coming from the Shanghai region is being loaded onto the vessels. He said it normally takes 48 hours for vessels to unload and load cargoes.

Habben Jansen acknowledged during

SHANGHAI, home of the world's largest container port, will shift from a lockdown to "normal virus mode" on June 1 to return China's commercial hub to normality as the number of new COVID-19 cases fell below 1,000, city authorities said on May 16.

But on Sunday (May 15) and today (May 16), the city's vice mayors did not mention ways to ease a reported congestion at the port that outsiders blamed on COVID-related restrictions on cargo trucks entering and leaving the terminals,

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