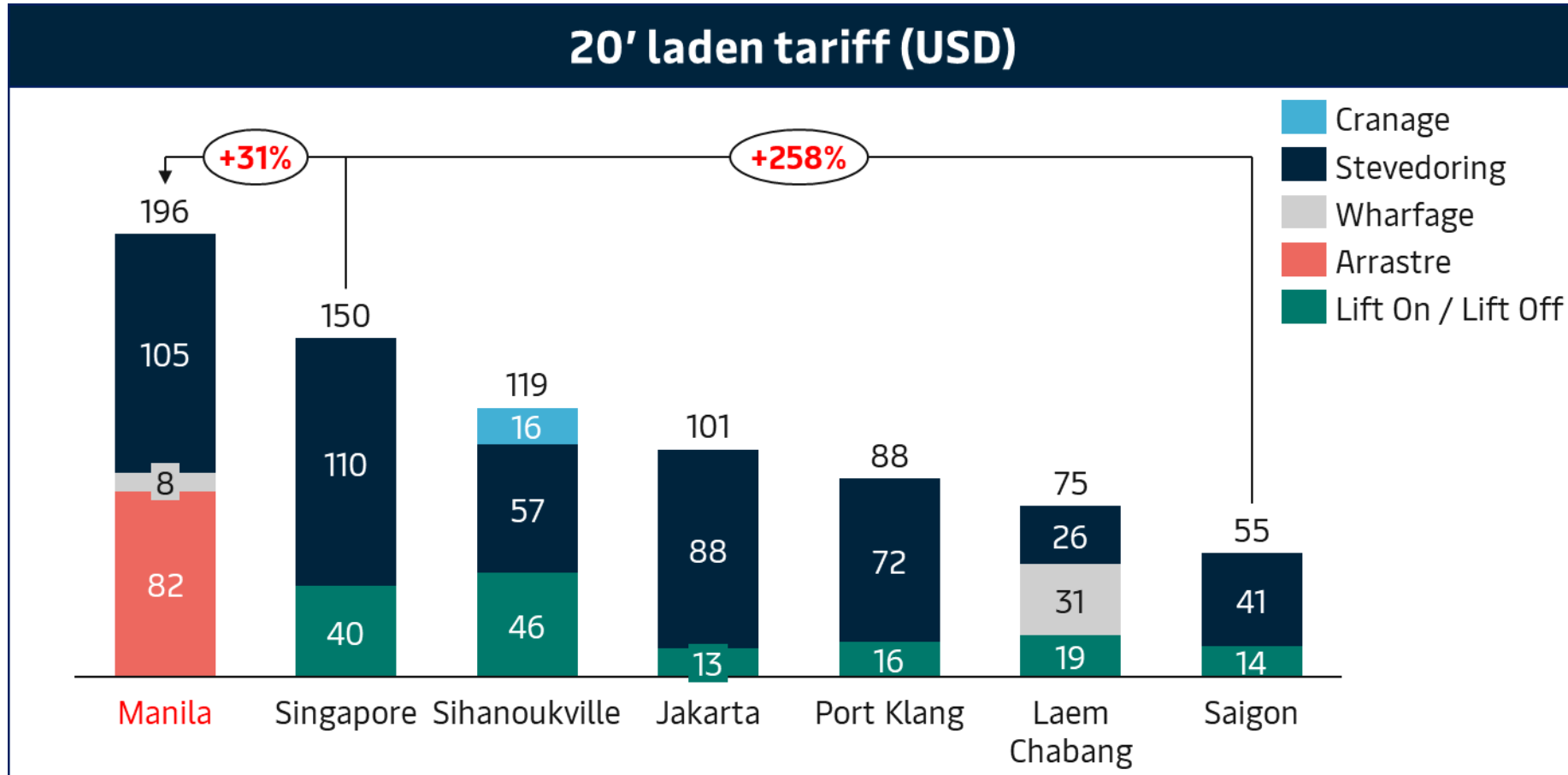
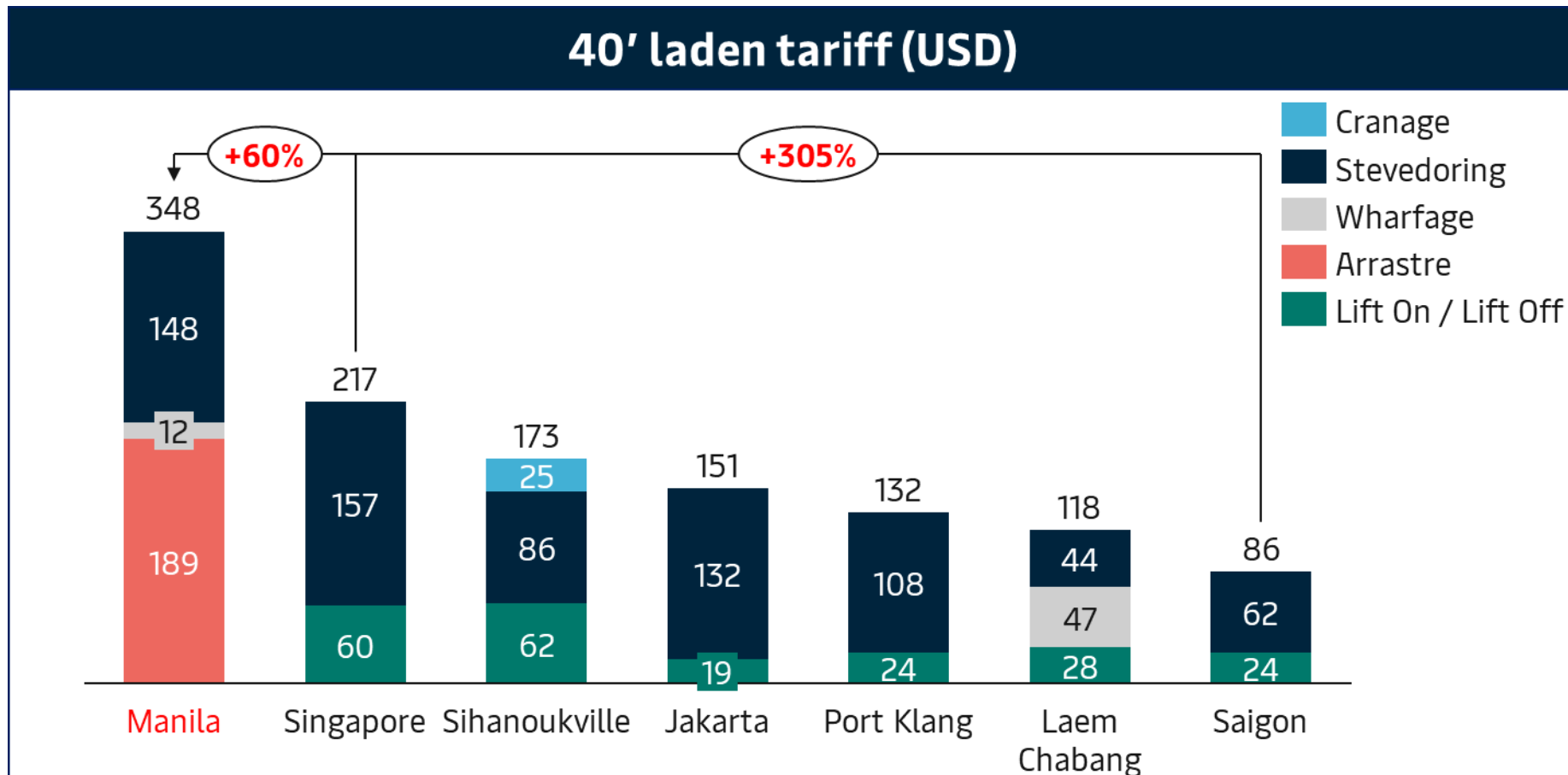


Public Hearing Preparation – OOG &
Empty Arrastre in Manila / Manila-South
/ Batangas

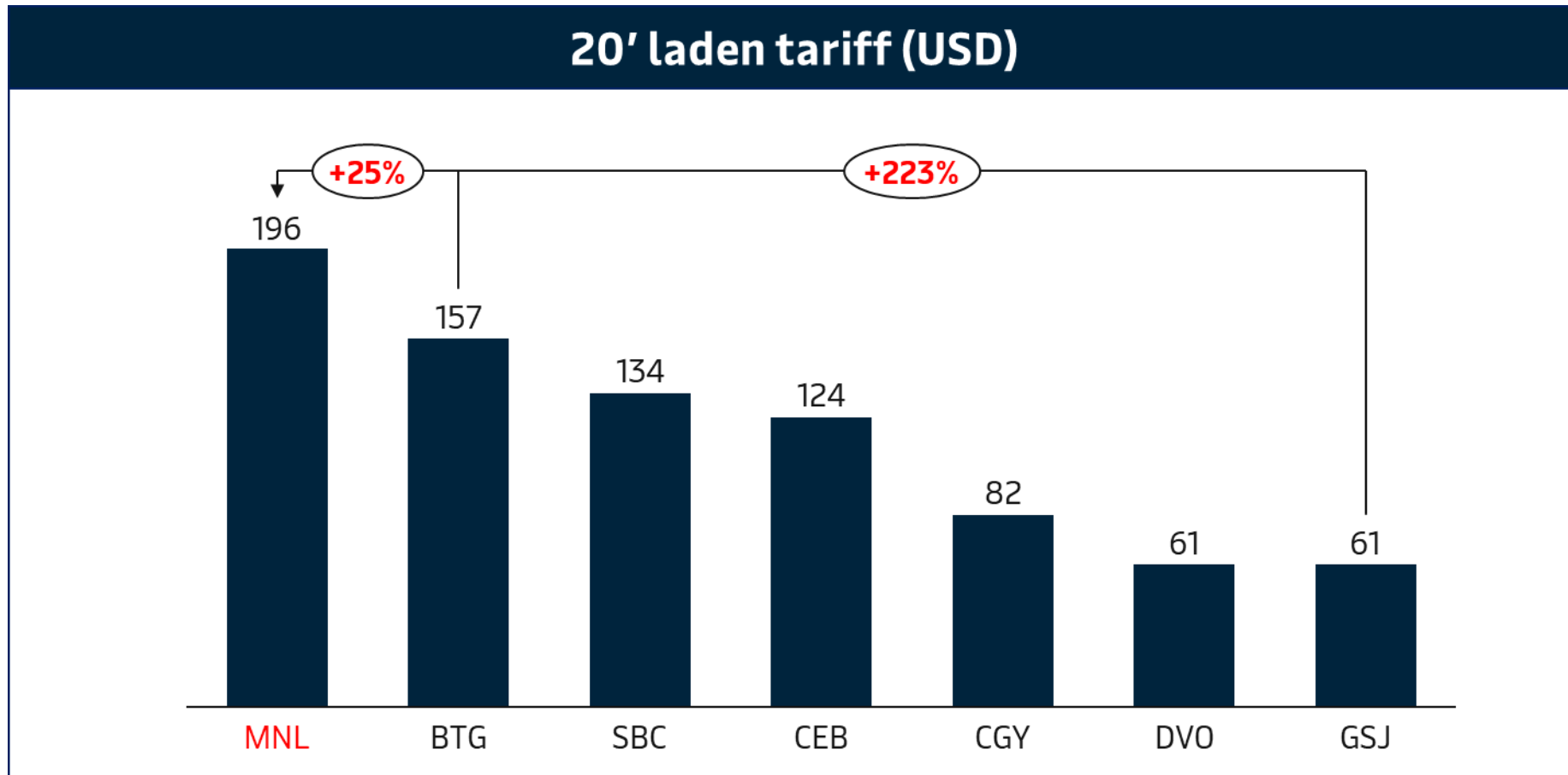
1.1 Cost comparison of CY/stevedoring in other SEA countries (20' laden)



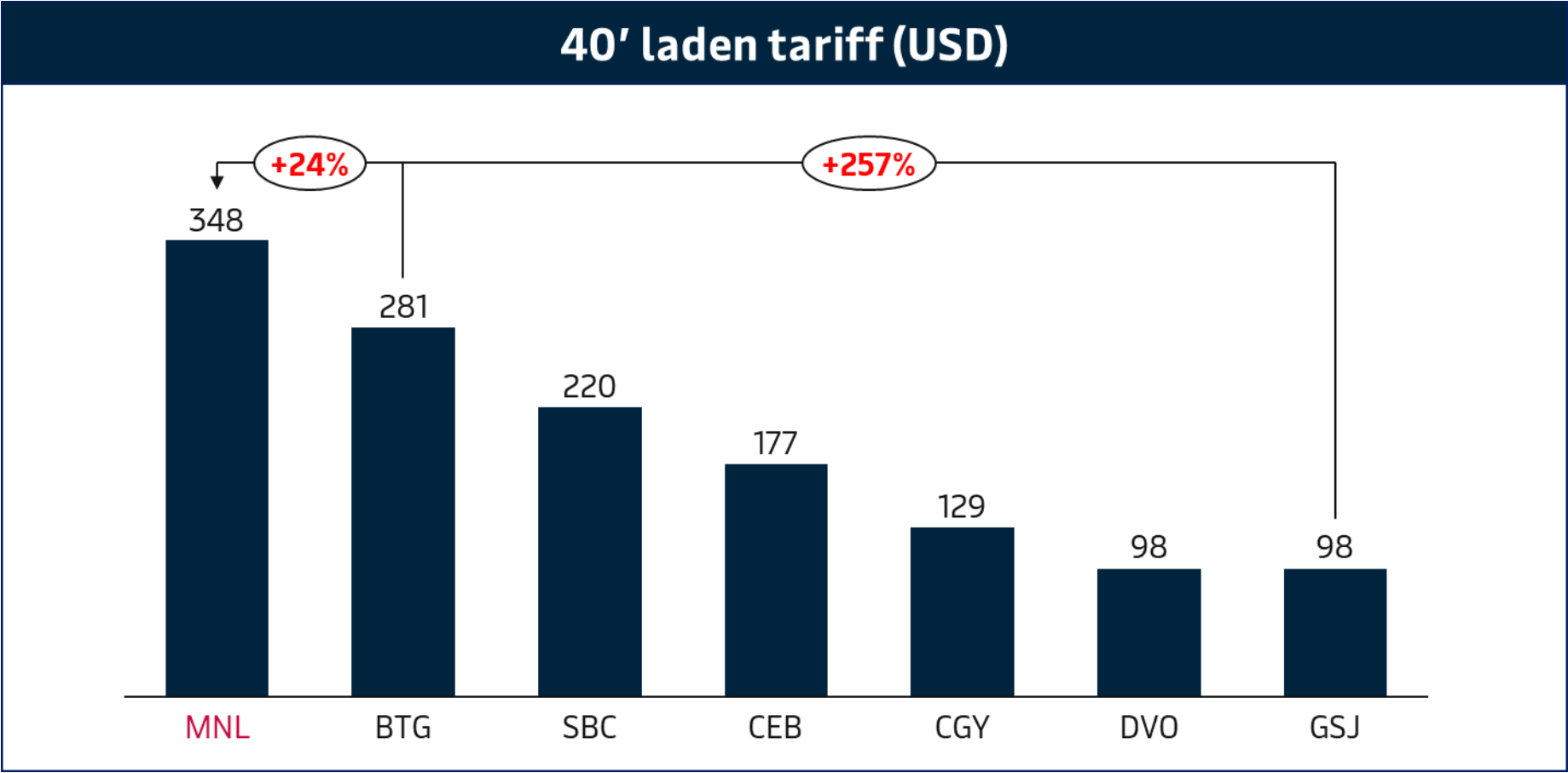
1.2 Cost comparison of CY/stevedoring in other SEA countries (40' laden)



1.3 Cost comparison of CY/stevedoring/arrastre across PHI main ports (20' laden)



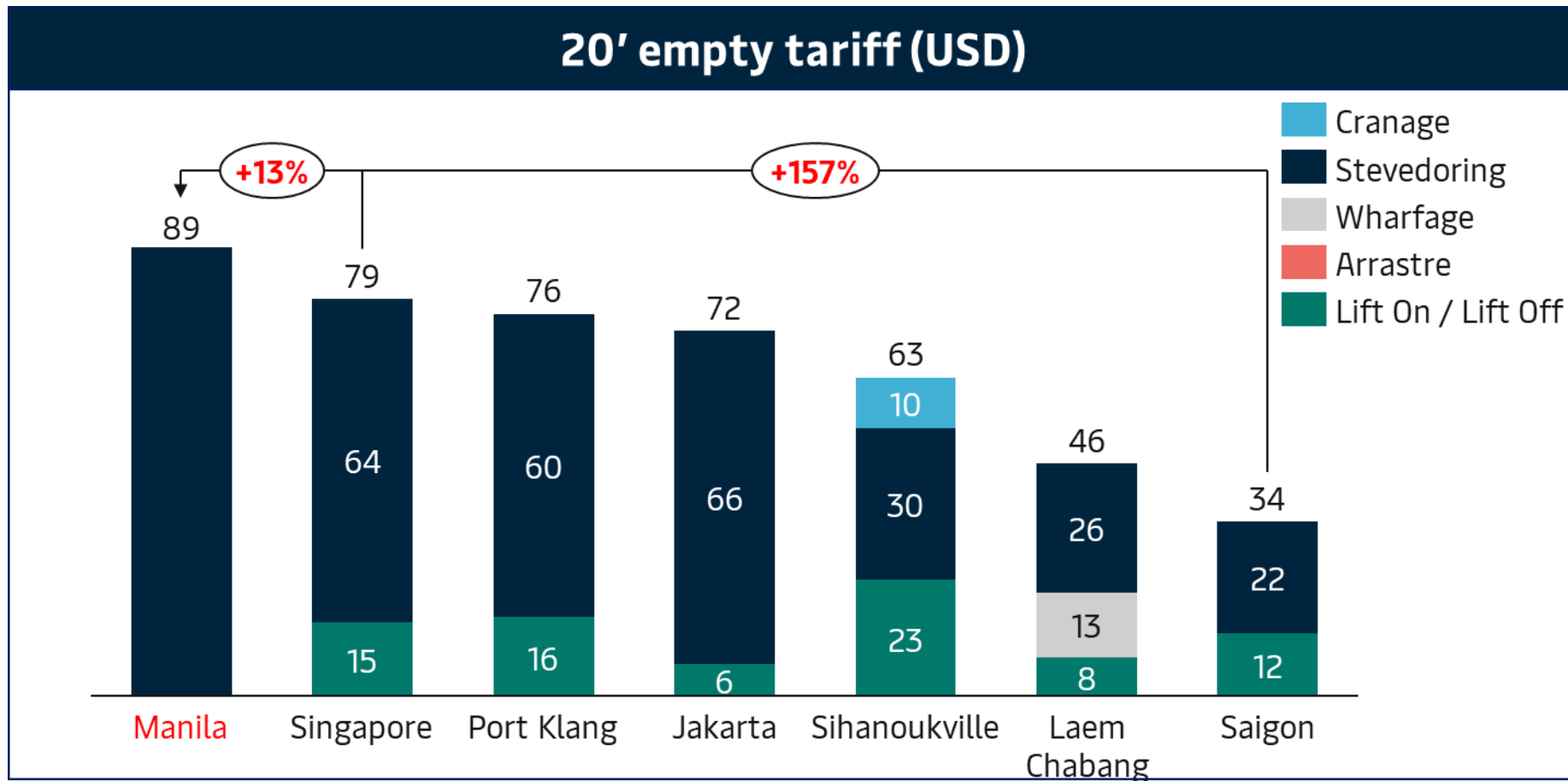
1.4 Cost comparison of CY/stevedoring/arrastre across PHI main ports (40' laden)



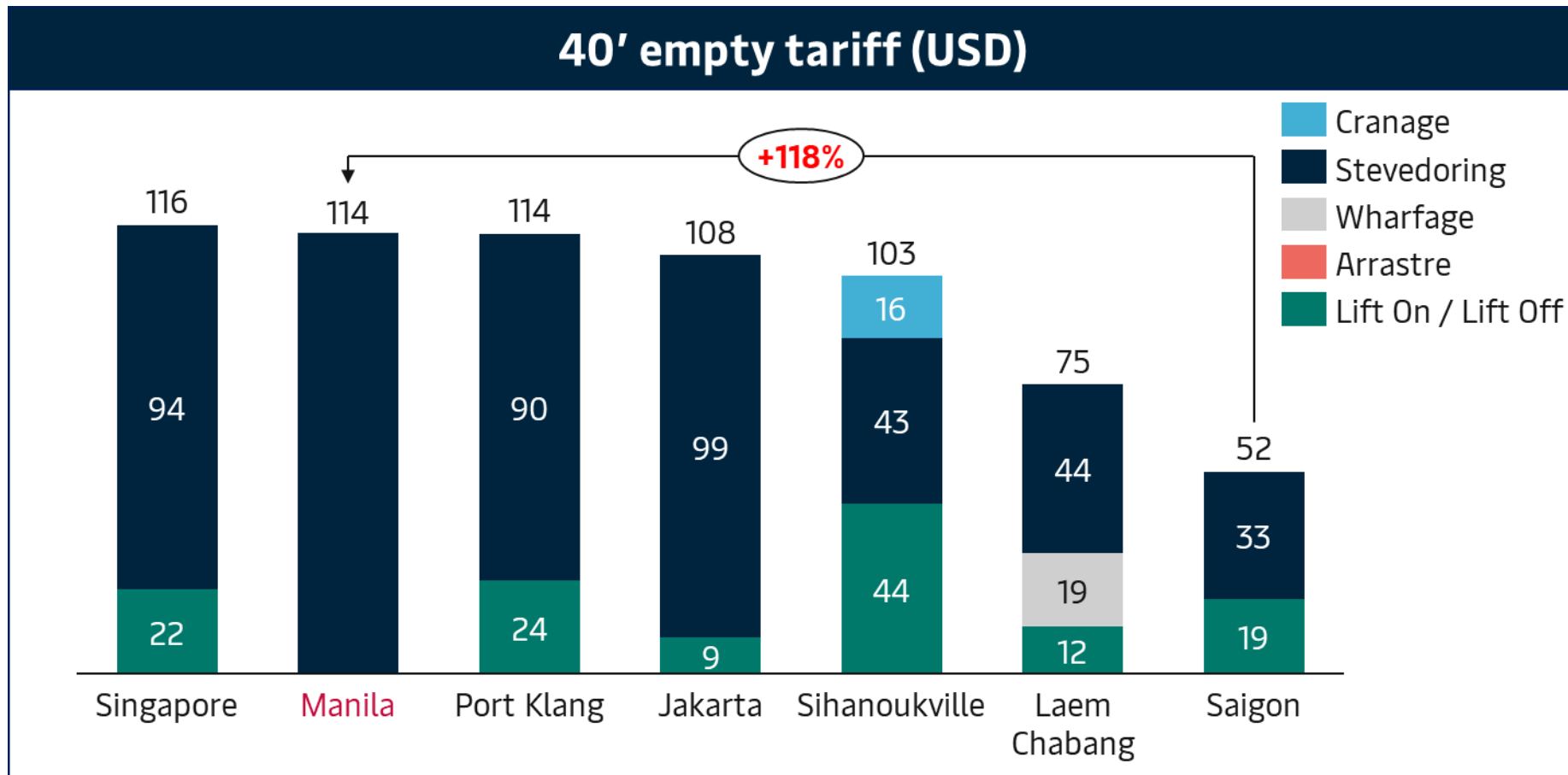
2. Regional application of OOG rates

Name of Port	OOG surcharge
Port Klang, Malaysia	50% surcharge on 20', 25% surcharge on 40'
Laem Chabang, Thailand	50% surcharge
Port Autonomie de Sihanoukville, Cambodia	Not mentioned in tariff
Cat Lai Terminal (Ho Chi Minh), Vietnam	50% surcharge
Tanjung Priok (Jakarta), Indonesia	260% surcharge

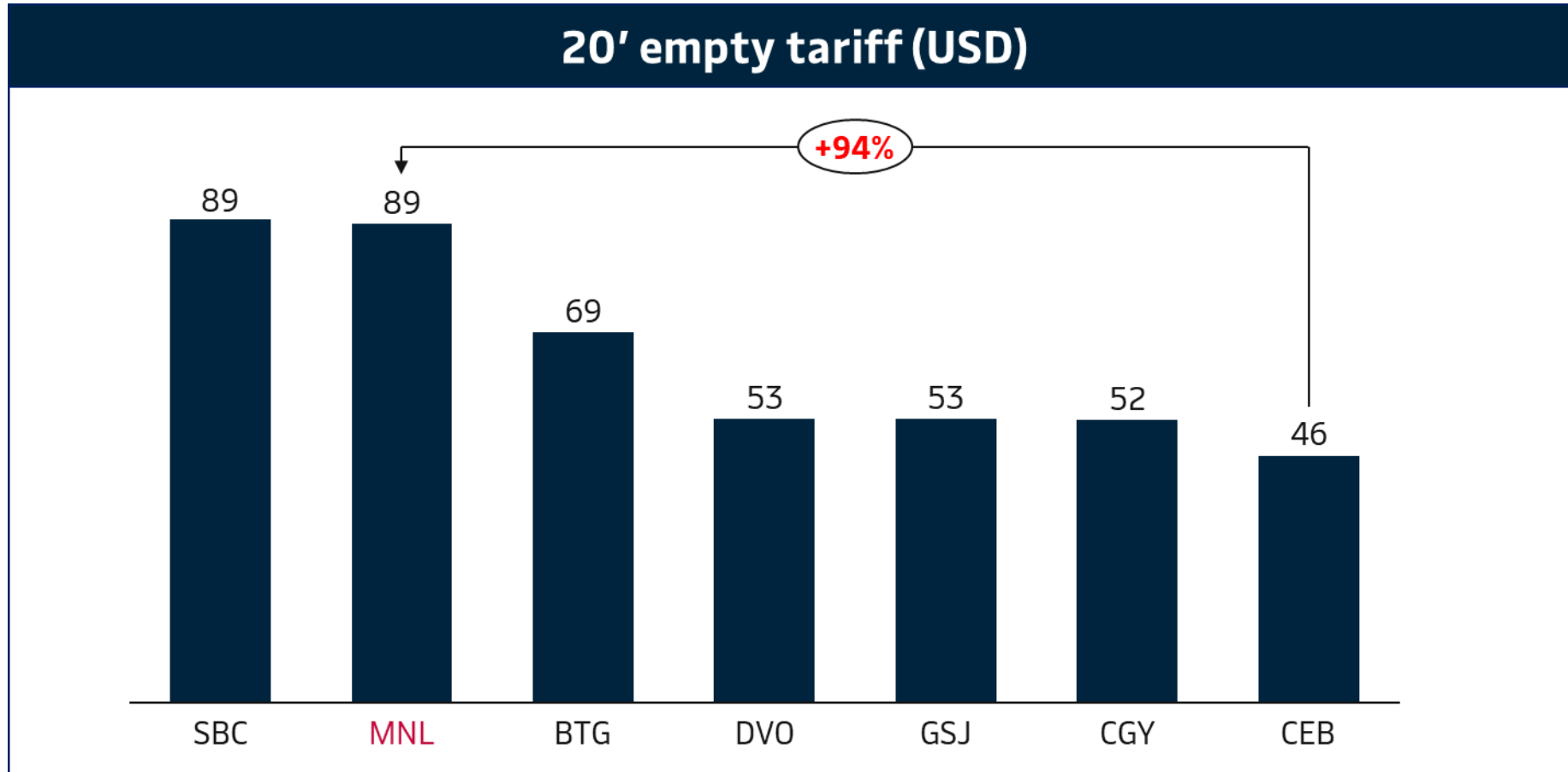
3.1 Cost comparison of CY/stevedoring in other SEA countries (20' empty)



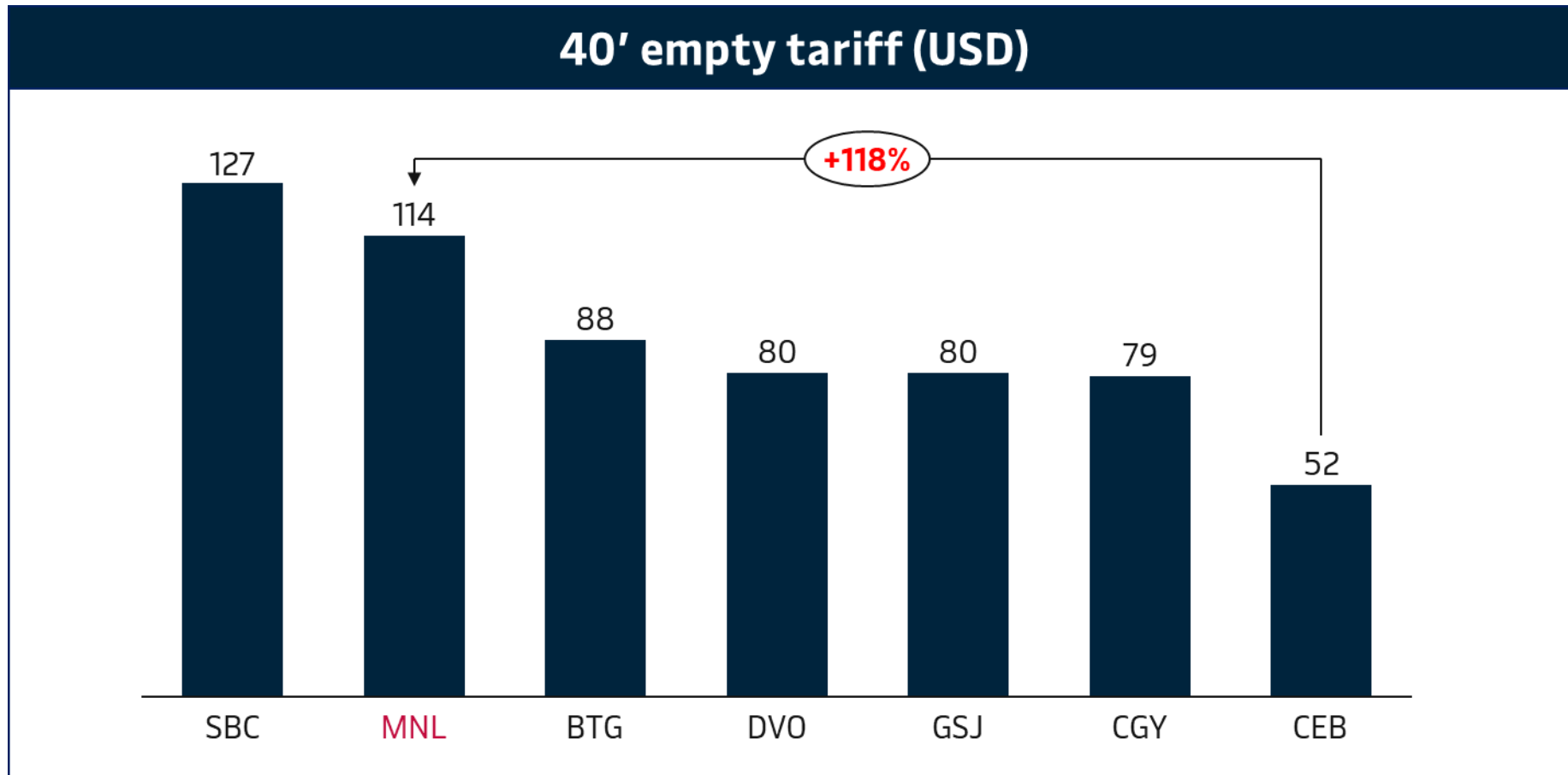
3.2 Cost comparison of CY/stevedoring in other SEA countries (40' empty)



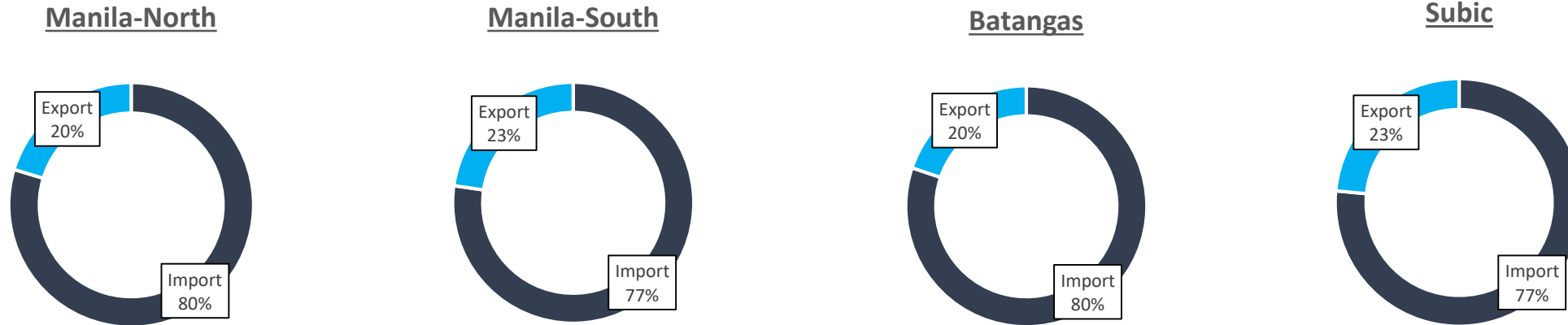
3.3 Cost comparison of CY/stevedoring/arrastre across PHI main ports (20' empty)



3.4 Cost comparison of CY/stevedoring in other SEA countries (40'empty)



4. Trade Imbalance in Luzon Terminals (Manila / Batangas / Subic) (based on Aug 2020 data)



Trade (TEUs)	Manila-North	Manila-South	Batangas	Subic
Import	740,668.00	267,208.75	80,757.00	69,088.75
Export	188,885.00	78,590.25	19,969.00	21,223.00
Imbalance	551,783.00	188,618.50	60,788.00	47,865.75

All terminals in Luzon - Manila-North, Manila-South, Batangas & Subic - are perennially imbalanced ports and it is a requirement to evacuate empties. If we increase the tariff for evacuating empties – this will increase the cost of imports to cover the additional evacuation cost – impacting consumers.