

PortFolio

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SOUTHERN VIADUCT PROJECT TO IMPROVE ACCESS TO GUAYAQUIL PORT

The maritime port of Guayaquil stands to benefit from the Ecuadorian Government's milestone infrastructure project that will see the construction of the country's longest bridge.

MELBOURNE PROVES BIG SHIP COMPETENCE

Victoria International Container Terminal at Webb Dock East in the Port of Melbourne, is now a regular port of call for large container vessels, elevating Melbourne's status to match Sydney and Brisbane on the east coast. The arrival of large vessels in Melbourne is expected to deliver multiple benefits to both importers and exports.

G L O B A L O P E R A

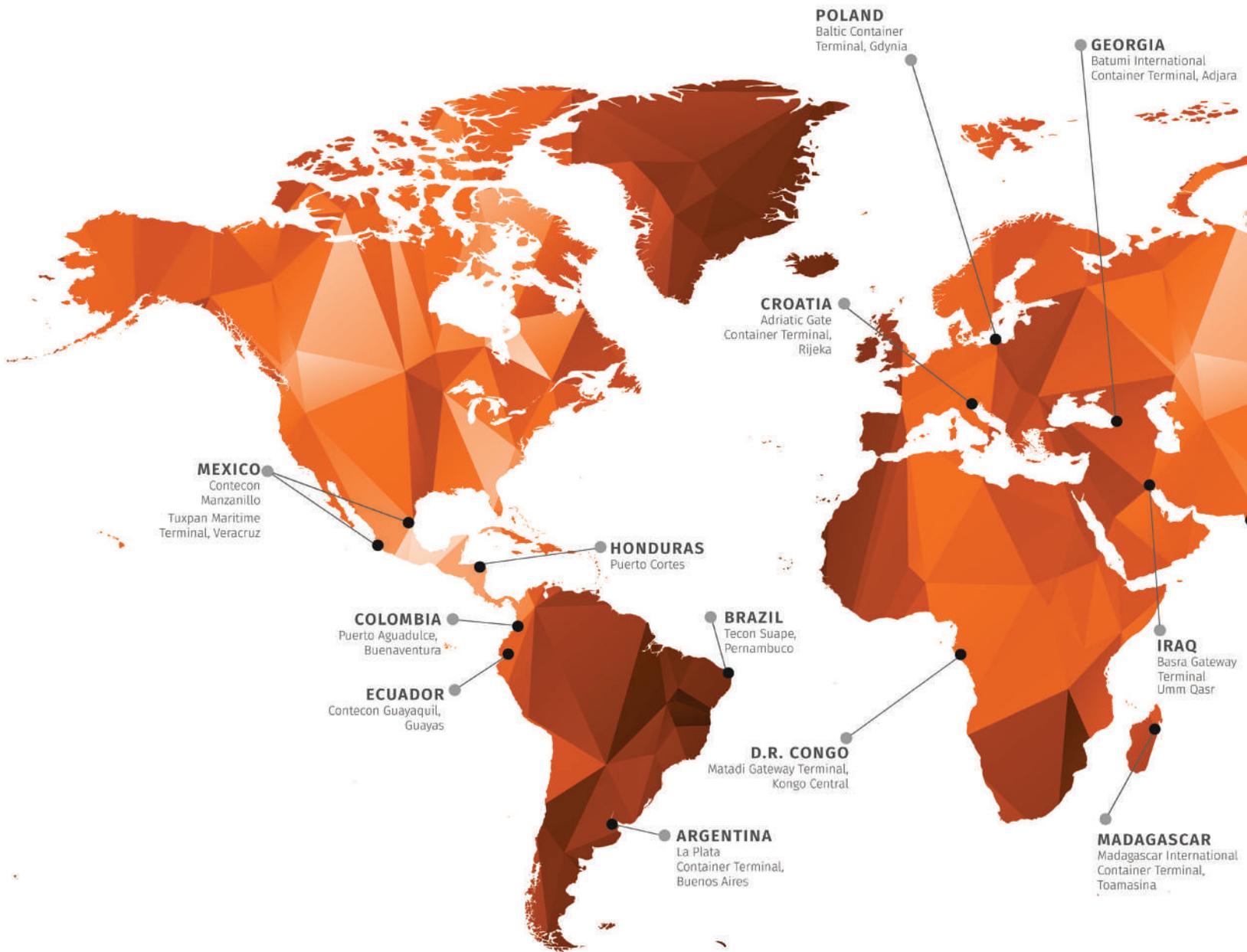


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PortFolio

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SOUTHERN VIADUCT PROJECT TO IMPROVE ACCESS TO GUAYAQUIL PORT

The maritime port of Guayaquil stands to benefit from the Ecuadorian Government’s milestone infrastructure project that will see the construction of the country’s longest bridge.

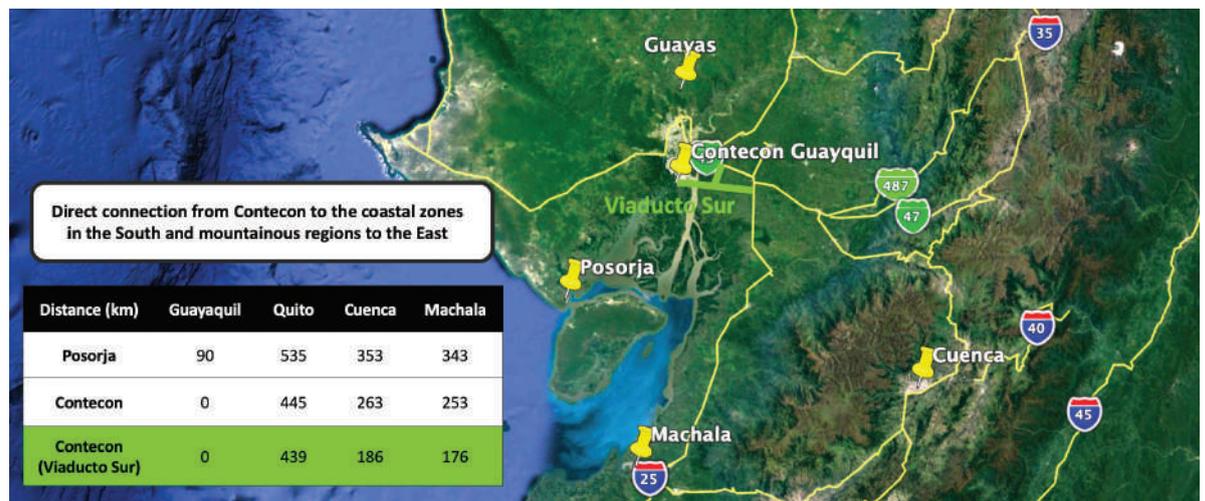
Spanning 44.20 kilometers in total, the southern viaduct project will directly link the port and the South side of Guayaquil to the province of El Oro, and the south of the country via a new road.

The project involves the construction of two important bridges: an 855-meter bridge over estero Cobina, which is near the port; and a 3.44-kilometer bridge over the Guayas River, which will be the longest bridge in Ecuador serving as entry point to Guayaquil.

“This infrastructure project will vastly improve the logistical competitiveness of the Port of Guayaquil by significantly reducing the travel distance and time of goods entering and leaving the port. We support the national government in this monumental undertaking, which aims to facilitate more efficient trade movement and consequently boost foreign trade for the benefit of the economy,” said José Antonio Contreras, Contecon Guayaquil Chief Executive Officer.

More than 12 million tons of products pass through the Port of Guayaquil each year. The viaduct will serve as a direct corridor from the seaport to the Naranjal Canton via the Puerto Inca-Naranjal road. It will cut travel distance to the southern banana estates, such as El Oro, by as much as 60 to 100 kilometers, translating to around USD90 million reduction in transport costs.

In addition to this major landside infrastructure development, Contecon continues



to advance its marine capabilities as well. In July, Contecon received the Government’s approval to handle larger vessels up to 305 meters LOA or 6,500 TEUs, essentially becoming the only terminal in Guayaquil capable of berthing two post-Panamax vessels simultaneously.

“This project, along with the developments in the port, shows just how much the Government and the private sector can achieve by working in sync to the benefit of the public. Our commitment to Guayaquil and its people remains strong. We are excited and

very much looking forward to the completion of these key projects and the benefits they will bring,” said Mr. Contreras.

Aside from benefitting the economy, the viaduct is also expected to minimize traffic congestion in the city by at least 45 percent.

The project, which will be a concession contract, is expected to be completed in 2021. The Ecuadorian Government launched the public tender for the construction last October 5, with the winning bidder to be announced early next year.

Melbourne proves big ship competence



▲ The 8,501-TEU COSCO Thailand during its maiden call at the Victoria International Container Terminal in the Port of Melbourne.

Victoria International Container Terminal at Webb Dock East in the Port of Melbourne, is now a regular port of call for large container vessels, elevating Melbourne's status to match Sydney and Brisbane on the east coast. The arrival of large vessels in Melbourne is expected to deliver multiple benefits to both importers and exporters.

VICT was developed as part of Port Melbourne's Port Capacity Project (PCP)—an initiative by the Victoria State Government to redevelop Webb Dock East and deliver the extra capacity needed to support Melbourne's continued growth and maintain its status as the busiest port in Australia.

The automated terminal's leading-edge design and strategic location on the bay side of the port allows shipping lines to access the Port of Melbourne without being

restricted by the West Gate Bridge or the limitations of the Yarra River channel. This enables access for large vessels with 8,000 plus TEU capacities, which is important to the future of the shipping industry and Australia's economy.

Now complete is the first rotation of the A3C Central China – East Coast of Australia service, which comprises six 8,063- to 8,500-TEU vessels operated by ANL, COSCO and OOCL. This represents a significant step from the 5,500-TEU capacity vessels that also operate in this trade lane.

VICT reports that A3C vessels arrived with high utilization of +85 percent and below 11-meter draught, which meant they were serviced more comfortably within the 14-meter water depth. Vessel calls have been seamless with highly efficient berthing, handling, and un-berthing, leading to an overall experience that rival Sydney.

Developed at a price tag of AUD600 million, the fully automate terminal was the recipient of Australia's Smart Infrastructure Project Award back in 2017. Handling performance at the terminal continues to reach new heights as container moves across the quay and uninterrupted traffic flow through the terminal gate become consistent features of daily operation.

"We are pleased to see VICT realize its full potential and provide importers and exporters with access to larger economic shipping capacity," emphasized Anders Dømmestrup, VICT Chief Executive Officer.

"Larger vessels cascading into east coast trade is an established trend and the ability to service them is fundamental to the Port of Melbourne consolidating and expanding its position as a competitive gateway for international trade."

ICTSI names new APAC head

International Container Terminal Services, Inc. (ICTSI) has appointed Andrew Dawes as Senior Vice President and Asia Pacific Regional Head replacing Christian R. Gonzalez, who has been named Global Corporate Head.

Mr. Dawes will be directly responsible for the management and development of ICTSI's Asia Pacific portfolio outside of the Philippines.

With over 20 years in the port industry, Mr. Dawes has significant experience from senior roles in multinational port manage-

ment companies in Europe, the Middle East, Africa and the Americas. Prior to joining ICTSI, he was Managing Director of APM Terminals Salalah in Oman.

Mr. Dawes also held senior management positions as Chief Executive Officer of Intels Nigeria Ltd. in Lagos, Managing Director and Chief Operations Officer of various APM Terminals in both regional and concession locations in Africa and the Middle East. He likewise held key roles in DP World, P&O Ports, and Southampton Container Terminal in the UK.



▲ Andrew Dawes, ICTSI Senior Vice President and Asia Pacific Regional Head

NEWSBREAK

At an investment cost of over P5 billion ICTSI offers to develop Iloilo ports

International Container Terminal Services, Inc. (ICTSI) has submitted a proposal to the Philippine Ports Authority (PPA) to develop two ports in Iloilo – the Iloilo Port Complex and the Port of Dumangas, an investment estimated to cost over P5 billion.

In line with the future development needs of Iloilo and the Visayas, ICTSI submitted a Letter of Intent to modernize the ports' infrastructure and superstructure, and to eventually manage and operate the two Iloilo ports. Overall, the company hopes

to be able to assist the port authority in its goals to upgrade the Philippine port network in the hope of facilitating inter-island and international cargo movement.

Enrique K. Razon Jr., ICTSI Chairman and President, says: "We truly believe in the growth potential of the Visayas in general and of Iloilo in particular. That growth is anchored on the building of infrastructure and the delivery of basic utilities and services. With the development of port superstructure and the cost-efficient delivery of electric services, we hope to be able to help Iloilo in attaining its full potential."

Christian R. Gonzalez, ICTSI Global Corporate Head, adds: "ICTSI believes that the ports' development will not only improve efficiency but will, more importantly, evolve the ports into becoming the Philippines' Visayas hub that will improve connectivity for cargo movement within the country. Our vision is to ultimately turn these two ports into international gateways."

ICTSI hopes to arrive at an agreement with the PPA that will be compliant with PPA rules and regulations and applicable laws. ICTSI also intends to bring to the Iloilo ports its know-how in managing ports honed from its 30 years of experience across the 31 ports that it operates worldwide.

Over the life of the concession that will be agreed on with the PPA, ICTSI has estimated an investment of over PhP5 billion to fully develop the Iloilo Port Complex.

An integral part of this investment will include the dredging and deepening of the port itself and the channel to allow the direct entry of new generation international vessels.

New port equipment to be commissioned during the first phase alone has been estimated to cost PhP1.35 billion and will include modern quayside crane handling equipment.

ICTSI is also offering to substantially invest in the development of the Port of Dumangas to seamlessly handle the spill over from the city port.

As with other ports that it operates, ICTSI will introduce new systems in operations, engineering, and administration. The introduction of automation will further promote efficiency and security. With its excellent relationship with major shipping lines, the ICTSI commercial team will promote the services of the Iloilo ports. And as with its other ports, ICTSI hopes to employ local talent that will operate these facilities.

And last but not the least, ICTSI also hopes to roll out engagement programs for port users to ease business transactions.

ICTSI 9m revenues up 10% to USD1 B; 3q net income soars by 22%

International Container Terminal Services, Inc. (ICTSI) has reported unaudited consolidated financial results for the first nine months of 2018 posting revenue from port operations of US\$1.0 billion, an increase of 10 percent over the US\$918.3 million reported in the same period in 2017; Earnings Before Interest, Taxes, Depreciation and Amortization (EBITDA) of US\$462.1 million, six percent higher than the US\$434.9 million generated in the first three quarters of 2017; and net income attributable to equity holders of US\$153.3 million, up three percent compared to the US\$149.3 million earned in the same period last year mainly due to strong operating income from organic terminals; a decrease in the Company's share in the net loss at Sociedad Puerto Industrial Aguadulce S.A. (SPIA), its joint venture container terminal project with PSA International Pte Ltd. (PSA) in Buenaventura, Colombia, which decreased from US\$25.6 million in the first nine months of 2017 to US\$23.3 million for the same period in 2018 as the company continued to ramp-up container volume; and a US\$2.8 million non-recurring gain from the pre-termination of interest rate swap related to the pre-payment of the project finance loan at its terminal in Manzanillo, Mexico in May 2018.

The increase was tapered by the drag from the new terminals and a US\$7.5 million non-recurring gain on the termination of the sub-concession agreement in Nigeria in the second quarter of 2017.

Excluding the non-recurring gains, consolidated net income attributable to equity holders would have increased by six percent. Diluted earnings per share was 11 percent lower at US\$0.052 from US\$0.058 in the first nine months of 2017 mainly due to additional distributions to holders of senior guaranteed perpetual capital securities issued in January 2018.

ICTSI and Subsidiaries

Financial Highlights
YoY Comparison

For the nine months ended September 30

(In million USD, except Earnings per share data)	9M 2017		9M 2018		% Change
	USD	918.3	USD	1,005.7	10%
Gross Revenues					
EBITDA		434.9		462.1	6%
Net Income		149.3		153.3	3%
Net Income Attributable to Equity Holders					
Earnings per share					
Basic		0.058		0.052	-11%
Diluted		0.058		0.052	-11%

For the quarter ended September 30, 2018, revenue from port operations increased nine percent from US\$314.6 million to US\$344.0 million; EBITDA was 12 percent higher at US\$162.6 million from US\$145.1 million; and net income attributable to equity holders was up 22 percent from US\$45.7 million to US\$55.6 million. Diluted earnings per share for the quarter was 11 percent higher at US\$0.019 compared to US\$0.017 in 2017 due to strong operational results despite the additional distributions to holders of senior guaranteed perpetual capital securities issued in January 2018.

ICTSI handled consolidated volume of 7,152,392 twenty-foot equivalent units (TEUs) in the first nine months of 2018, five percent more than the 6,836,611 TEUs handled in the same period in 2017. The increase in volume was primarily due to improvement in trade activities at most of the Company's terminal locations and the contribution of new terminals in Lae and Motukea in Papua New Guinea, and Melbourne, Australia. Excluding the new terminals, consolidated volume would have increased by two percent.

For the quarter ended September 30, 2018, total consolidated throughput was six percent higher at 2,438,136 TEUs compared to 2,291,207 TEUs in 2017. Excluding the new terminals, consolidated volume would have increased by four percent in the third quarter of 2018.

Gross revenues from port operations for the first nine months of 2018 increased 10 percent to US\$1.0 billion compared to US\$918.3 million reported in the same period in 2017. The increase in revenues was mainly due to volume growth; new contracts with shipping lines and services; increase in revenues from non-containerized cargoes, storage and ancillary services; and the contribution from the Company's new terminals in Lae and Motukea in Papua New Guinea, and Melbourne, Australia. Excluding the new terminals, consolidated gross revenues would have increased by five percent.

For the third quarter of 2018, gross revenues increased nine percent from US\$314.6 million to US\$344.0 million. Excluding the new terminals, consolidated gross revenue for the third quarter would have increased by five percent.

Consolidated cash operating expenses in the first three quarters of 2018 was 16 percent higher at US\$398.0 million compared to US\$343.4 million in the same period in 2017.

The increase in cash operating expenses was mainly due to the cost contribution of the new terminals in Lae and Motukea in Papua New Guinea, and Melbourne, Australia; higher fuel consumption and external yard rental as a result of increase in volume; and increase in prices of fuel and higher repairs and maintenance at certain terminals. The increase was tapered by the favorable translation impact of Philippine Peso and BRL expenses at the various terminals in the Philippines and in Suape, Brazil, respectively. Excluding the new terminals, consolidated cash operating expenses would have increased by only four percent in the first nine months of 2018. For the quarter ended September 30, 2018, total cash operating expenses of the Group increased by nine percent to US\$132.1 million in 2018 from US\$121.7 million in 2017.

Consolidated EBITDA for the first nine months of 2018 increased six percent to US\$462.1 million from US\$434.9 million in 2017 mainly due to strong revenue growth and the positive contribution of the new terminals in Lae and Motukea in Papua New Guinea, tapered by higher fixed port lease expense at Melbourne, Australia. Consequently, EBITDA margin decreased from 47 percent in the first nine months of 2017 to 46 percent in the same period in 2018.

Consolidated EBITDA for the third quarter of 2018 increased by 12 percent to US\$162.6 million from US\$145.1 million in the same period in 2017. EBITDA margin for the quarter increased from 46 percent in 2017 to 47 percent in 2018.

Consolidated financing charges and other expenses for the first three quarters increased three percent from US\$86.9 million in 2017 to US\$89.2 million in 2018 primarily due to lower capitalized borrowing cost on qualifying assets.

Capital expenditures excluding capitalized borrowing costs for the first nine months of 2018 amounted to US\$196.4 million, approximately 52 percent of the US\$380.0 million capital expenditures budget for the full year 2018. The established budget is mainly allocated for the capacity expansion in its terminal operations in Manila, Mexico and Iraq; continuing rehabilitation and development of the Company's container terminal in Honduras; procurement of additional equipment and minor infrastructure works in its newly acquired terminal operations in Papua New Guinea; and the completion of its new barge terminal project in Cavite City, Philippines.

For the quarter ended September 30

(In million USD, except Earnings per share data)	3Q 2017		3Q 2018		% Change
	USD	314.6	USD	344.0	9%
Gross Revenues					
EBITDA		145.1		162.6	12%
Net Income		45.7		55.6	22%
Net Income Attributable to Equity Holders					
Earnings per share					
Basic		0.017		0.019	11%
Diluted		0.017		0.019	11%

ICTSI earns 5th consecutive ESG nod from *The Asset*

International Container Terminal Services, Inc. (ICTSI) once again earned its place among the elite Asian companies that have shown all-round excellence in environmental, social and corporate governance (ESG) after earning its fifth consecutive Platinum ESG citation at *The Asset* Corporate Awards 2018.

Reflecting the Company's robust operations and management acumen, ICTSI scored 5.3 in financial performance; 74 in corporate governance; 89 in social responsibility; 77

in environmental responsibility; and 80 in investor relations.

"We are very delighted and proud to receive this latest citation from *The Asset*, highly reflective of ICTSI's commitment towards Corporate Stewardship of our people, customers, corporate resources and the environment in the last 30 years and beyond," says Christian R. Gonzalez, ICTSI Head of Global Corporate.

"This achievement reflects that while good governance is core to our Company's performance, contributions to broader society and environmental responsibility are also critical, as is transparency with investors and other stakeholders," he adds.

The Hong Kong-based financial magazine also conferred ICTSI with the Best Initiative in Innovation award for the automated entry gates at its flagship Manila International Container Terminal (MICT), citing the system's huge impact on operations, security, and safety of cargo, which are weighed as they pass through the gates. The Best Innovation Award celebrates novel ideas, methods, device, as well as the process of finding better

ways of doing things and adapting old models to suit new environments.

"This project aimed to achieve a faster turnaround time for gate transactions, providing smoother and faster customer experience. It took advantage of Optical Character Recognition (OCR) technology in automating the capture of truck plate numbers, container numbers going in and gating out of the terminal. These tasks were previously done manually," *The Asset* noted.

Finally, the ICTSI Foundation also won the Highly Commended Initiative in Social Responsibility award for its implementation of the water system project in Tarlac, which provided Aeta communities with access to fresh and clean tap water.

Asia's longest-running and premier awards on ESG, *The Asset* Corporate Awards rewards companies which demonstrate a high level of ESG principles across its operations – typically recording stronger financial performance and beating their benchmark.

The Asset Corporate Awards 2018 will be held at the Four Seasons Hotel in Hong Kong on 10 December 2018.

BGT earns nod for contribution to regional development

BY SHEEBA KHAN

Basra Gateway Terminal (BGT) earned another accolade for its contribution to strengthening the links between the maritime sectors in the Middle East region, taking home the "Contribution to the Development of the Regional Maritime Cluster Award" at the Seatrade Maritime Awards Middle East, Indian Subcontinent and Africa 2018 held last 28 October at Atlantis, The Palm in Dubai, UAE.

"Winning the award for the second time in three years validates our commitment to high levels of operational excellence and impeccable customer experience standards," said Phillip Marsham, BGT Chief Executive Officer, who received the award on behalf of the Company.

"Considering that BGT only started operations in 2014, this achievement would not have been possible without our highly



◀ Phil Marsham accepts the award on behalf of BGT.

qualified team who works relentlessly to deliver industry-leading quality of service to our clients. This award also belongs to all our partners in Iraq, especially the Iraq Port Authority, the General Company for Ports of Iraq, and other stakeholders who continuously support us," he adds.

Now on its 15th year, the Seatrade Maritime Awards is the flagship awards program for the Middle East, Indian Subcontinent and Africa region—celebrating excellence across all sectors of the region's maritime community.

ONGOING EXPANSION

BGT is currently expanding its operation in Umm Qasr, which includes the construction of two new berths. Once the

expansion is complete, BGT effectively elevates the Port of Umm Qasr into a major port capable of efficiently handling up to 9,000 TEU-capacity boxships. The improvements would also allow BGT to facilitate direct calls by vessels operating on major trade lanes, resulting in lower feeder costs for shipping lines and cargo owners. Umm Qasr's increased capacity and competitiveness would also reduce Iraq's reliance on alternative ports in neighboring countries.

On full build, BGT will have four berths for containerized traffic, 800 meters of berth space, 60 hectares of container yard, and an annual capacity in excess of one million TEUs. BGT will also be managing two berths for oil and gas project cargo, as well as roll-on, roll-off vessels.

ICTSI joins inaugural trade expo in Shanghai

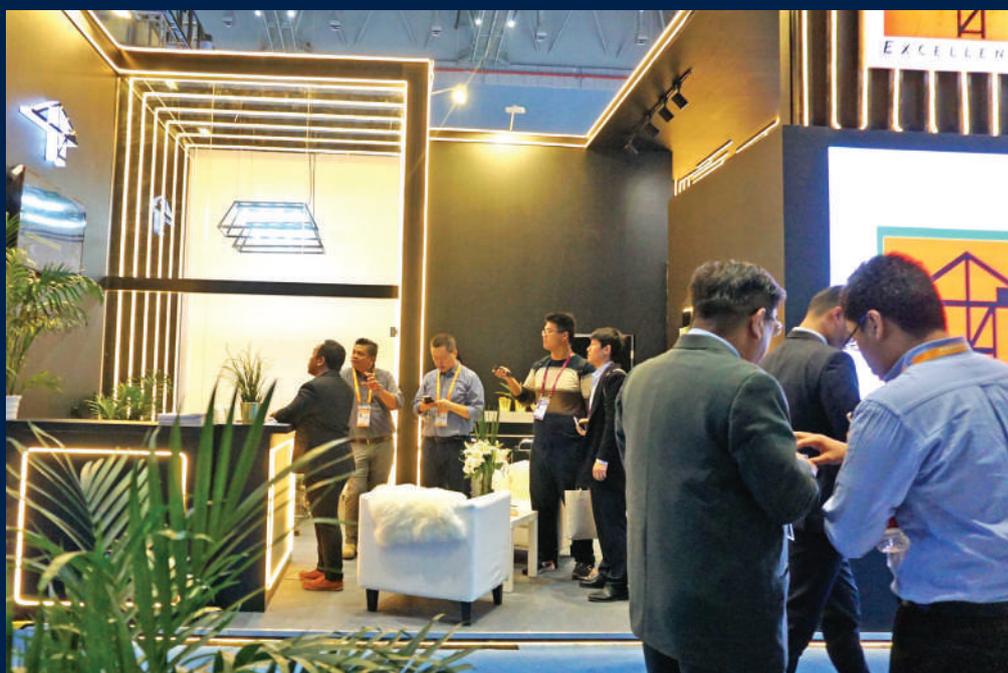
International Container Terminal Services, Inc. (ICTSI) took part in the inaugural China International Import Expo (CIIE) held at the National Exhibition and Convention Center in Shanghai to boost trade ties and leverage on China opening its market to the world.

ICTSI was invited by COSCO Shipping, the world's fourth largest shipping line and one of ICTSI's long-standing partner-clients. As an exhibitor, ICTSI showcased its brand of port services dedicated to the efficient and safe movement of global trade.

Aside from promoting the brand and looking out for partnership opportunities, ICTSI was also part of the World Shipping Summit 2018 hosted by COSCO Shipping. Christian Gonzalez, ICTSI Global Corporate Head, joined other heads of port operating companies in the signing of several cooperation agreements to boost ties with COSCO.

China is the Philippines' fourth major export partner. Last year (September), exports to China reached a total of USD722.62 million or 12.4 percent of the Philippines' total exports.

ICTSI, the largest port operator in the Philippines, operates 31 ports in 18 countries including Yantai International Container Terminal in Shandong, China.



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November 6th, 2018
Shanghai, China



PICT sets record productivity

BY ARIF RAZA



Pakistan International Container Terminal (PICT) set a new performance record last September with the handling of 5,600-TEU capacity *MOL Globe*, which sails under the Ocean Network Express's (ONE) Thailand India Pakistan (TIP) service.

PICT made a total of 1,847 moves within the 21-hour operation on the vessel, setting a record of 86.31 gross moves per hour.

"PICT always strives to take the right series of measures to ensure optimum productivity. Our recent feat is a result of fine synergy among cross-functional departments with conscious efforts to provide customer-centric services that generate efficiency in our business operation," said Junaid Qureshi, PICT Operations Manager.

"We are always looking to optimize our processes to ensure consistent, efficient, and flexible mobility," he adds.

The weekly/fixed day TIP service covers the West Asia region and links the ports of Laem Chabang in Thailand, Singapore, Kelang in Malaysia, Pipapav and Nhava Sheva in India, Bin Qasim and Karachi in Pakistan, and Colombo in Sri Lanka.

MEETS & GREETES

ONE's South Asia chief visits PICT

BY ARIF RAZA



▲ ONE and PICT build stronger ties. From left: Arshad Hamid, ONE Pakistan Chief Executive Officer; Colin De Souza, ONE South Asia Region Head; Khurram Khan, PICT Chief Executive Officer; Sohail Mohammadi, ONE Pakistan General Manager; and Shujaat Hussain, PICT Planning Manager.

Ocean Network Express (ONE) South Asia Region Head Colin De Souza made his first official visit to Pakistan International Container Terminal last October to discuss mutual interests and possible opportunities for cooperation between the two parties.

Khurram Khan, PICT Chief Executive Officer, met with Mr. De Souza and provided a brief insight about the operational and commercial aspects of PICT, also taking the opportunity to discuss the Company's future projects.

Mr. De Souza commended PICT for supporting ONE's Thailand India Pakistan (TIP) service, which debuted at PICT last May. He also thanked PICT for reaffirming its commitment to pursue stronger relations with ONE in the years to come.

MEETS & GREETS

PICT, Karachi Chamber of Commerce & Industry strengthen partnership

BY ARIF RAZA

Pakistan International Container Terminal (PICT) hosted senior management members of the Karachi Chamber of Commerce & Industry (KCCI) last 25 October to discuss matters of mutual interest.

The delegation was spearheaded by Junaid Esmail Makda, KCCI President; Khurram Shahzad, Kay Ess Vice President; Asif Sheikh Javaid, East West Enterprises



Strengthening ties. Khurram Khan, (front row, second from left) PICT Chief Executive Officer, together with visitors from the Karachi Chamber of Commerce & Industry.

Vice President; and Siraj Kassam Teli, Businessmen Group Chairman and former KCCI President.

For his part, Khurram Khan, PICT Chief Executive Officer, briefed the visiting delegation about the Company's role in the facilitation of trade and economic growth. He also highlighted the healthy terms shared by PICT and KCCI, which continue to strengthen with time.

Mr. Khan also discussed the global operations of PICT's parent company, International Container Terminal Services, Inc. (ICTSI), and reassured KCCI of ICTSI's commitment to the country.

Both the PICT and KCCI leaderships are optimistic about the partnership and have vowed to work together towards the economic revival of the country.

MAKING THE LIST

PICT receives Green Supply Chain Award

BY ARIF RAZA

Pakistan International Container Terminal (PICT) was conferred the Green Supply Chain Award at the Sustainable Shipping, Logistics & Supply Chain Summit held last 3 October at Marriott Hotel in Karachi.

The award highlights PICT's efforts to integrate sustainability as a core part of the Company's supply chain strategy to achieve



Mr. Qureshi reaffirms PICT's commitment to the business community through innovation and improved collaboration with stakeholders.

measurable targets within the business operations.

Speaking at the summit, Junaid Qureshi, PICT Operations Manager, highlighted the Company's role and contributions to Pakistan's industrial economy. He also emphasized the importance of coordination between Pakistan Customs, transporters, trade associations,

federal authorities, and other stakeholders, through regular meetings.

Mr. Qureshi also discussed the national single window (NSW) program, which is scheduled for implementation from 2018 to 2023. Once in place, the program will reduce the existing clearance time of containers at the ports.

MGT signs emergency cooperation agreement

BY NANCY LUMANJI



▲ GT's emergency response team show off their training certificates.

Matadi Gateway Terminal (MGT) spearheaded the recent signing of a multi-company emergency response agreement between private and public companies in Matadi, D.R. Congo. The initiative, proposed by MGT, aims to facilitate more effective handling of emergency situations with the assistance of other companies.

“We are glad to be part of such a meaningful mechanism that enables swifter and more effective response to emergency situations,” said Tim Vancampen, MGT Chief Executive Officer.

MGT formed its own fire and emergency response team in 2016. The unit comprises 20 personnel from the operations and technical departments, each fully equipped and properly certified after undergoing comprehensive training.

MGT's firefighters have proven themselves very capable after being regularly called upon to assist in events within the city. The team's first

operation outside the terminal dates to December 2016 at the Kinkanda General Hospital. Since then, the unit has successfully responded to 11 emergencies despite the difficult access and lack of water supply in the city. MGT's firefighters are known to almost always arrive first, well-equipped and well-prepared.

“While local shippers and lines are acknowledging MGT for their safe and efficient port operations, the local community is also acknowledging MGT for responding to emergencies in the City of Matadi. These interventions have now become part of our social responsibility towards the community. They can count on MGT to provide assistance day and night,” said Mr. Van Campen.

With the agreement in place, emergency response units of public and private companies in Matadi can share best practices that would allow them to respond better to both internal and external emergency situations.



SPICT operators undergo training in Manila

BY MARIA AMPARO JADLOC



▲ Simulator training. (From left) Michael Villarin, MICT HR Coordinator; Gibson Adanga, Dela Raka, Nathan Koro, Angie Amos and George Amos from SPICT; Marie Jadloc, MICT Admin & Resource Supervisor; and Leila Peralta, MICT Operations Resource Assistant Manager.

Five mobile harbor crane operators from South Pacific International Container Terminal in Lae, Papua New Guinea, recently underwent training at the Manila International Container Terminal (MICT).

SPICT sent Dela Raka, Gibson Adanga, Nathan Koro, George Amos, and Angie Amos to train and get a first-hand

understanding of how MICT's Operations Department works. Each individual was trained to operate quay cranes, mobile harbor cranes, and rubber tired gantry cranes using the simulator.

Nathan, who learned about the different types of cranes, was pleased with the experience and knowledge he acquired

during his brief training at ICTI's flagship terminal.

Dela, on the other hand, sees the importance of sharing their learnings to their team back home to improve the operational standards at SPICT.

Trick or Treat at MICT

BY SALLY INONOG

ICTSI Global Corporate organized a “spooktacular” Halloween event for 45 kids at the Quay Room, Admin Building last 30 October.

The day started with a film showing at the Quay Room featuring the Disney movie Coco. Kids enjoyed popcorn and other treats that made the experience more enjoyable. After the movie, the kids took part in games where they won toys and other prizes.

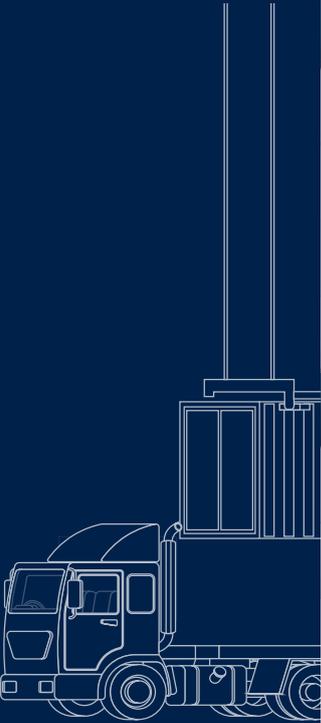
The trick or treat activity started with “Follow that Coffin.” Carrying their bags, the kids rushed to get candies from participating corporate groups. Those who dressed up for Halloween paraded in the second and third floors of the Admin building to showcase their scary-cute costumes. The trick or treat ended at the Global Corporate HR’s horror booth, where kids and adults alike experienced a little “scare.”



Top Equipment Operators

• OCTOBER 2018 •

Prime Mover



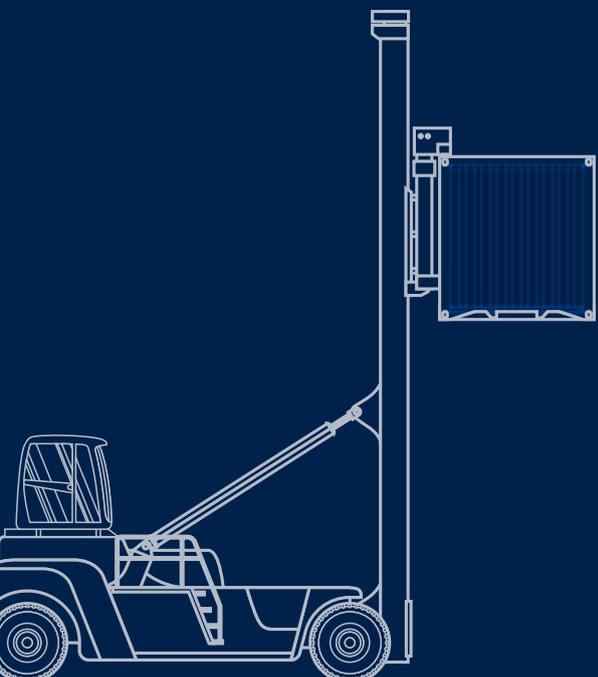
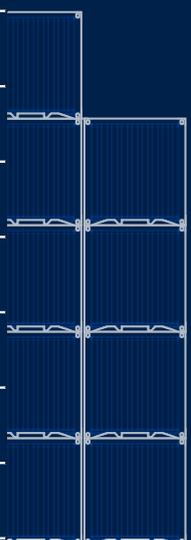
	1 HERCULANO CUMPA
	2 GLENNARD AGUILAR
	3 MINARD DY
	4 JOSEPH ARIZALA
	5 ALEXANDER DESQUITADO
	6 JOHN LITO LUGOD
	7 RANDY ESCOBIDO
	8 CHRISTIAN DY
	9 CRISOSTOM DAVE BAYANI
	10 JEROME REYES

Rubber Tired Gantry



	1 DANILO DAYANAN
	2 FLORENTINO DE GUZMAN
	3 RANDY VEROCIL
	4 RENATO BALZA
	5 FEDELIX GADOR
	6 GARRY FRANCISCO
	7 RAUL CABER
	8 DANTE CANIEDO
	9 ROGELIO ESCOBEDO
	10 ROMEO ALEJANDRO

Side Lifter/Stacker

	1 LEONILO GABRAL
	2 MICHAEL LAYAM
	3 ROY ECHEVARRIA
	4 ROLANDO BAYSA
	5 ALLAN ALMEÑA
	6 RICHARD SIBYA
	7 BRUMMEL QUIZON
	8 JESSE PAUL MANGMANG
	9 DANTE APAN

SOME OF THE WORLD'S VERY BEST IN DAIRY. COMING THROUGH ONE OF THE WORLD'S BEST PORTS, DAILY.



Victoria International Container Terminal in Webb Dock East, Melbourne, capital city of Australia's state of Victoria: a major food production hub for the Asia Pacific, and renowned for sustainably farmed premium dairy products.

On full build, VICT can handle up to 1.8 million standard containers annually, enabling it to not only serve Victoria, but also support Australia's key role in the global dairy industry.

A game changer from quayside to landside, VICT's unique bayside location means for the first time, the largest Neo-Panamax ships can access the Port of Melbourne for service by VICT.

VICT has invested in and rolled out leading-edge technologies, such as on-site load sensing technology, a first in Australia, and have put into place automated quayside operations which include world-first technologies.

As a prime investment of International Container Terminal Services, Inc. (ICTSI) in the Port of Melbourne, VICT reflects ICTSI's strong drive: to fulfill all its contractual commitments, and to exceed expectations in all its operations across the globe.



VICT won the award for "Smart Infrastructure Project" in recognition of its automation at the 2017 National Infrastructure Awards, and gained the highest possible rating of "Leading" for sustainability from the Infrastructure Sustainability Council of Australia (ISCA), in line with the vision to be among the world's greenest terminals.



Headquartered in Manila, Philippines, International Container Terminal Services, Inc. (ICTSI) is in the business of port development, management, and operations. Independent of shipping, logistics, or consignee-related interests, ICTSI works transparently with all port community stakeholders. Operating in both developed and emerging market economies—in Asia Pacific, the Americas, Europe, the Middle East, and Africa—ICTSI has received global acclaim for its port privatization partnerships with governments.



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