



Oriental Port and Allied Services Corporation

Port Congestion: The Cebu Port Experience

ATTY. ANNABEL G. PULVERA-PAGE

THE CEBU INTERNATIONAL PORT



The Cebu International Port (CIP)

- ◉ *The CIP is strategically situated in the center of the Philippine archipelago.*
- ◉ *Cebu Port is a major trading center since 900 A.D., before the Spanish era, trading with China, Indonesia, Malaysia, and India.*
- ◉ *On 30 July 1886 under the Spanish colonial rule, the Port of Cebu was declared open to world trade.*
- ◉ *The Port of Cebu continued its significance as a major Philippine Seaport during the American colonial era.*

THE CEBU INTERNATIONAL PORT



The Cebu International Port (CIP)

- *The CIP is a container terminal with a total area of 12 hectares or 120,000 Square Meters*
- *It is under the regulatory jurisdiction of the Cebu Port Authority (CPA)*
- *CIP's cargo-handling operator is Oriental Port & Allied Services Corporation (OPASCOR)*



CIP: Area & Berth Length

<i>Total Area in Square Meters</i>	<i>120,000</i>
<i>Total Berth Length in Meters</i>	<i>690</i>

CIP: Area & Utilization

		Area in SqM		
1)	Bureau of Customs		16,284	14%
	<i>One-Stop-Shop Documentation Center</i>			
	<i>Seized Cargo Area</i>			
	<i>Designated Examination Area (DEA)</i>			
2)	Foreign Operations		84,969	71%
	<i>Bulk-Handling Facility</i>	8,900		
	<i>Port Apron</i>	16,896		
	<i>Stacking Area & Road Ways</i>	59,173		
3)	Domestic Operations		18,747	16%
Total Area in Square Meters			120,000	100%



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CIP: Berth Length & Utilization

		Length in Meters	
1)	<i>Berth Length used for Foreign Operations</i>	512	74%
2)	<i>Berth Length used for Domestic Operations</i>	178	26%
<i>Total CIP Berth Length in Meters</i>		690	100%



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CIP: Maximum Yard Capacity in TEUs

	<i>As of 04-Feb-2015</i>
<i>Primary Stacking Area</i>	<i>5,411</i>
<i>Back-Up Stacking Area</i>	<i>2,296</i>
<i>Total Containers in TEUs</i>	<i>7,707</i>

CIP Yard Utilization



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CIP YARD UTILIZATION

as of 31 December 2013

							YARD CAPACITY	YARD UTILIZATION
	20'	40'	45'	Total	TEU	%	TEU	%
IMPORT								
0 - 6 days	528	421	1	950	1,372	29%		
7 - 30 days	856	481	5	1,342	1,829	39%		
above 30 days	1,064	203	2	1,269	1,475	32%		
Total	2,448	1,105	8	3,561	4,676	100%		
EXPORT								
FCL	164	251	0	415	666	37%		
Empty	554	262	26	842	1,137	63%		
Total	718	513	26	1,257	1,803	100%		
TOTAL	3,166	1,618	34	4,818	6,479		7,707	84%



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CIP YARD UTILIZATION

as of 31 December 2014

							YARD CAPACITY	YARD UTILIZATION
							TEU	%
	20'	40'	45'	Total	TEU	%		
IMPORT								
0 - 6 days	827	487	1	1,315	1,803	30%		
7 - 30 days	1,226	684	18	1,928	2,635	43%		
above 30 days	1,076	271	8	1,355	1,636	27%		
Total	3,129	1,442	27	4,598	6,074	100%		
EXPORT								
FCL	47	90	1	138	229	23%		
Empty	356	185	14	555	758	77%		
Total	403	275	15	693	987	100%		
TOTAL	3,532	1,717	42	5,291	7,061		92%	



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November 21, 2014 | MANILA, PHILIPPINES

Posted on November 17, 2014 11:40:00 PM

By **Chrisee J. V. Dela Paz**, Reporter

Alternative solutions urged at 1st Port Summit in Manila

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WITH MANILA'S PORTS still overutilized and an expected surge in cargoes this Christmas season, representatives of the private and public sectors gathered at the 1st Port Summit at the historic Manila Hotel on Monday to tackle the lingering public concern of port congestion which has significantly affected industries.

In his keynote speech at the 1st Port Summit, Transportation Secretary Joseph Emilio A. Abaya cited yard utilization and the high volume in daily cargo as among the persistent concerns, even after the Manila government's lifting the daytime truck ban in September.

"The daily cargo volume arriving at the Manila port continues to hover around 5,000 TEUs (twenty-foot equivalent units), while yard utilization remains at 85%-90%," Mr. Abaya said.

"This means that about 69,000 to 73,000 TEUs are still at the port. **We still need to clear about 10% more of the said volume or about 6,900 to 7,300 TEUs to reach the 80% yard utilization,**" he added.

On the heels of Manila's lifting its truck ban, business groups warned anew of port congestion and its effect on industry operations unless the government takes action.

CEBU PORT CONGESTION



CHALLENGES at CIP



Yard Congestion

Berth
Congestion



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CIP Berth Congestion

*Limited Berth Length – 690 Meters only
used for both Foreign [512 M] and Domestic Operations [178 M]*



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CIP Berth Congestion

Limited Berth Draught

Draft of 4.5 Meters - Bollards 1 to 5 of CIP



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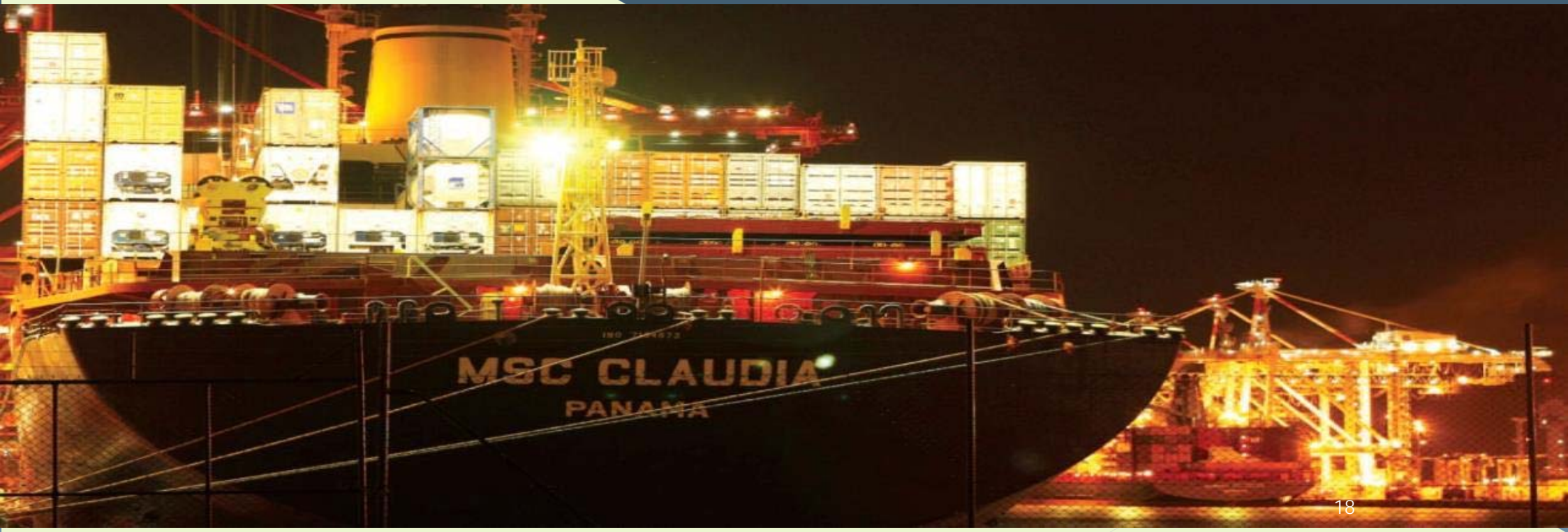
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CIP Berth Congestion

Bunching of Vessels

(Simultaneous Arrival of Vessels)



Challenges: CIP Yard Congestion

Limited Yard Space/Back-up Yard

Allocation of CIP Yard for Domestic Use

Increase in Volume & High Container Dwell Time

Truck Ban & Bunching of Trucks

Road and Port Repairs



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CIP Yard Congestion

Limited Yard Space

Total area of 12 Hectares only or 120,000 Square Meters



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CIP Yard Congestion

Limited Back-up Yard for Foreign Operations

Maximum Container Capacity of 7,707 TEUs only [before 05-Feb-2015]



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CIP Yard Congestion

Allocation of CIP Yard for Domestic Use



Yard Allocation for Domestic Operations – 18,747 Sq.M.



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CIP Yard Congestion

Increase in Cargo Volume



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CIP Yard Congestion: Increase in Cargo Volume

CIP CARGO VOLUME (2004 to 2014)

Year	FCLs in TEUs			Empties in TEUs			Total
	Import	Export	Total	Import	Export	Total	
2004	61,972	61,934	123,906	10,641	17,704	28,345	152,251
2005	61,264	60,631	121,895	7,440	15,202	22,642	144,537
2006	71,686	61,709	133,395	11,170	21,199	32,369	165,764
2007	78,443	65,248	143,691	13,270	27,418	40,688	184,379
2008	75,755	58,424	134,179	4,590	31,665	36,255	170,434
2009	88,612	46,104	134,716	2,828	47,806	50,634	185,350
2010	98,105	56,269	154,374	1,070	54,108	55,178	209,552
2011	102,450	55,334	157,784	1,328	58,989	60,317	218,101
2012	114,625	51,458	166,083	1,109	73,630	74,739	240,822
2013	118,275	52,908	171,183	1,961	74,227	76,188	247,371
2014	134,745	54,247	188,992	665	85,915	86,580	275,572



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CIP Yard Congestion

High Container Dwell Time

Average 2013 Container Dwell Time – 8 Days; Average 2014 Container Dwell Time – 14 Days



CIP Yard Congestion: High Container Dwell Time

Container Dwell Time - Import Containers

As of 29 January 2015

Age	Volume-TEU	%	Yard Capacity in TEU	Yard Utilization %
0 to 6 Days	2,128	33%	7,707	89%
7 to 30 Days	2,511	39%		
Above 30 Days	1,787	28%		
Total Import Containers	6,426	100%		
Add: Export Containers	449			
Gross Total	6,875			



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CIP Yard Congestion: High Container Dwell Time

*Seized &
Abandoned
Cargoes*

*Alerted
Cargoes*

*Red-Tagged
Cargoes with
Examination Issues*

*Cargoes with
Document/
Valuation/Payment
Issues*

*Cargoes not
withdrawn despite
BOC Clearance*



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CIP Yard Congestion: High Container Dwell Time

Containers with High Yard Dwell Time		Notes	Age Bracket
1	Seized & Abandoned Cargoes	Go through time-consuming Seizure Proceedings	Above 30 Days
2	Alerted Cargoes	Alerted Cargoes require 100% Examination; Alerts issued by BOC-Head Office can only be lifted by the same office	7 to 30 Days & Above 30 Days
3	Red-Tagged Cargoes	Require Physical Examination	7 to 30 Days
4	Cargoes with Valuation/Payment Issues	Cause of Processing Delay with BOC are Valuation and/or Payment Issues	7 to 30 Days
5	Cargoes with entries not immediately processed with BOC or with document issues while at EPU	Issue on completeness of documents required by BOC also cause processing delay	7 to 30 Days
6	Cargoes not withdrawn despite BOC-clearance	Some containers are not withdrawn immediately after BOC Clearance	7 to 30 Days



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CIP Yard Congestion: High Container Dwell Time

ABANDONED CARGOES	186
SEIZED CARGOES	519
Total	705

ABANDONED CARGOES	NO. of DECREES (Undisposed)	20'	40'	45'	Total Containers	Total Containers in TEUs
2013	21	68	11	-	79	90
2014	42	44	26	-	70	96
2015	6	-	-	-	-	-
TOTAL	69	112	37	-	149	186

SEIZED CARGOES	NO. of DECREES (Undisposed)	20'	40'	45'	Total Containers	Total Containers in TEUs
2013	28	27	8	-	35	43
2014	78	410	32	1	443	476
2015	5	10	-	-	-	-
TOTAL	111	447	40	1	478	519

**Data provided by BOC-Port of Cebu*



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CIP Yard Congestion: High Container Dwell Time

<i>NO. of ALERTS ISSUED (BOC Port of Cebu & BOC Head Office)</i>	
<i>November, 2014</i>	<i>11</i>
<i>December, 2014</i>	<i>6</i>
<i>January, 2015</i>	<i>60</i>
<i>February, 2015</i>	<i>10</i>

****Data provided by BOC-Port of Cebu***

CIP Yard Congestion: High Container Dwell Time

05 to 29 January 2015 [BOC-Port of Cebu Data]

591 Entries	1	2	3	4	5	6	7
	EPU-ASSIGNOR	ASSIGNOR-EXAMINER	EXAMINER-APPRAISER	APPRAISER-REVIEWER	REVIEWER-COLLECTION	COLLECTION-WHARFINGER	WHARFINGER-GATEKEEPER
Entries	8	86	203	45	136	34	79
%	1.35%	15%	34.35%	8%	23.01%	6%	13%
Average %	50.55%	56.86%	61.81%	60.74%	60.69%	55.00%	62.91%
Average Days	4.1	4.3	5.5	5.6	6.2	5.2	5.7

Total Entries	2,426	100%
Delayed Entries [More than 6 Days]	591	24%

CIP Yard Congestion: High Container Dwell Time

05 to 26 January 2015 [BOC-Port of Cebu Data]

Selectivity		No. of Entries	%	Average No. of Days		No. of Days	
				EPU to Collection	EPU to Gatekeeper	Fastest	Slowest
1	Green	268	11%	3.6	5.6	1.3	14.8
2	Yellow	1,199	51%	3.2	4.3	0.7	18.8
3	Red	900	38%	4.8	5.6	1.6	21.3

2,367

3.9

5.2



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CIP Yard Congestion

Truck Ban

Truck Ban Time: 6am – 8am and 5pm – 7pm



Though ready to leave the CIP, trucks are prevented to do so due to the Truck Ban Policy



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CIP Yard Congestion

Bunching of Trucks



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CIP Yard Congestion: Bunching of Trucks

November 2014

<u>Time Bracket</u>	<u>Withdrawal</u> (Import)	<u>Receiving</u> (Export)
8AM – 1PM	19% (68 trucks)	15% (91 trucks)
1PM – 6PM	75% (269 trucks)	32% (193 trucks)
After 6 PM	6% (21 trucks)	52% (320 trucks)
<i>Ave No. of Trucks – Daily</i>	358 (37%)	604 (63%)

These include the empties and laden export containers

These empties are shuttled after 6:00 PM



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CIP Yard Congestion

Effects of Road Repairs near the Port



(ongoing repairs on both sides of S. Osmeña Blvd., Cebu City)



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CIP YARD CONGESTION

On Going Rehabilitation of CIP Apron Pavement



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Congestion: Effects

[1]	Due to space limitation, OPASCOR/CPA had to limit (sometimes) the receiving period of Export Containers in the yard
[2]	During high yard utilization, OPASCOR's productivity [discharging operations & BOC examination] suffers
[3]	Overflow of Containers in the yard resulting to Traffic difficulties, Long queues, and traffic-related Damage Incidents
[4]	Slow Truck Turn-around [slow receiving and withdrawal of containers]
[5]	Congested Container Yards operated outside of the port
[6]	Chassis Shortage
[7]	Charging of Congestion Fee by Shipping Lines
[8]	Elevated Tempers [barrage of Complaints received by OPASCOR, CPA & BOC]



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Long Term & Sustainable Solution: New Cebu International Port



New Cebu Port (2020)



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Urgent & Immediate Action Needed!



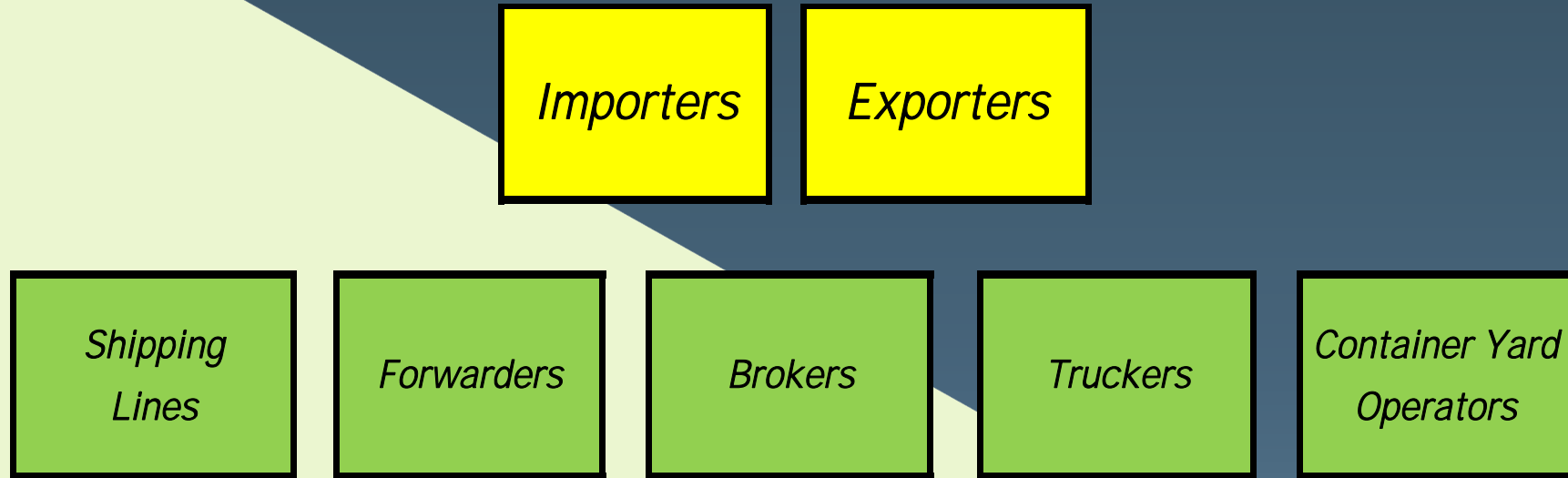
Congestion: Service Providers & Regulators

Cebu Port Authority

OPASCOR

Bureau of Customs

Congestion: Port Stakeholders



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Congestion: Short-term Solutions

<i>Action Items</i>		<i>Responsible Agency/Entity/Service Provider</i>
[1]	CIP Yard Extension/ Area for Seized & Abandoned Cargoes	CPA & BOC
[2]	Maximized/Increase Yard Capacity	OPASCOR, CPA & BOC
[3]	Improved Operational Efficiency	OPASCOR, CPA & BOC
[4]	Increased Container Withdrawal/ Reduced Container Dwell Time	All Port Stakeholders
[5]	Container Yard [owned or leased] outside, but near, CIP	OPASCOR & Container Yard Operators [Private Sector]
[6]	Constant Dialogue	All Port Stakeholders



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Short-term Solutions

OPASCOR Short-term Solutions



Lease of Two (2) Container Yards outside, but near, CIP



Increase of CIP Yard Capacity through the acquisition of cargo handling equipment capable of high stacking



Yard Efficiency despite Congestion



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OPASCOR Short-term Solutions



Drive for Increased Daily Container Withdrawal



Improved Coordination with Cebu Port Authority



Improved Coordination with Bureau of Customs



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OPASCOR Short-term Solutions

Lease of two (2) Container Yards outside but near CIP currently used as Empty Container Depots and by 2nd Quarter of 2015, as Truck Holding Area



OPASCOR Logistics CY 1 = 1.2 Hectares; and CY 2 = 2.4 Hectares



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OPASCOR Short-term Solutions

Increased Yard Capacity through OPASCOR's continuing acquisition of Equipment capable of High Stacking



Ex: Forklifts capable of 4-High Stacking & RTGs capable of 6-High Stacking



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OPASCOR Short-term Solutions

Yard Efficiency despite Congestion & Increased Yard Capacity



Purchase of additional Prime Movers & Trailers as well as Cargo Handling Equipment such as Forklifts, Sidelifter and Reach Stackers



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CIP: Updated Maximum Yard Capacity in TEUs

	<i>Before 05-Feb-15</i>	<i>As of 05-Feb-2015</i>
<i>Primary Stacking Area</i>	<i>5,411</i>	<i>7,373</i>
<i>Back-Up Stacking Area</i>	<i>2,296</i>	<i>1,575</i>
<i>Total Containers in TEUs</i>	<i>7,707</i>	<i>8,948</i>



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CIP YARD UTILIZATION

as of 09 February 2015

<i>Dwell Time</i>	<i>20'</i>	<i>40'</i>	<i>45'</i>	<i>Total</i>	<i>TEU</i>	<i>%</i>	<i>Yard Capacity in TEU</i>	<i>Yard Utilization %</i>
IMPORT							8,948	80%
<i>0 to 6 Days</i>	506	479	6	991	1,478	25%		
<i>7 to 30 Days</i>	1,642	606	1	2249	2,856	48%		
<i>Above 30 Days</i>	1,110	224	9	1343	1,578	27%		
<i>Total</i>	3,258	1,309	16	4,583	5,912	100%		
EXPORT							7,707	93%
<i>FCL</i>	173	146	0	319	465	37%		
<i>Empty</i>	578	91	7	676	776	63%		
<i>Total</i>	751	237	7	995	1,241	100%		
TOTAL	4,009	1,546	23	5,578	7,153			

7,707

93%



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OPASCOR Short-term Solutions

Yard Efficiency despite Congestion



Deployment of additional Security Guards for better Traffic Control



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OPASCOR Short-term Solutions

Yard Efficiency despite Congestion



Transfer of Seized and Abandoned Cargoes to a designated area at the Yard



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OPASCOR Short-term Solutions

Yard Efficiency despite Congestion



Scheduling of Receiving of Empty Containers & Overnight Hustling of Empty Containers for Reposition from OPASCOR Container Yards



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OPASCOR Short-term Solutions

Drive for Increased Daily Container Withdrawal



Consistent DEA Productivity

[in coordination with Bureau of Customs – Port of Cebu]



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OPASCOR Short-term Solutions

Drive for Increased Daily Container Withdrawal



***Extended Time for Withdrawal of Containers - 12:00 Midnight
without Overtime Fee***



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OPASCOR Short-term Solutions

Yard Efficiency despite Congestion & Drive for Increased Daily Container Withdrawal



Constant coordination and dialogue with Port Stakeholders

[Shipping Lines, Truckers, Importers, Exporters, et. al.]



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OPASCOR Challenges

1) *High Rental Cost of its two (2) Container Yards*

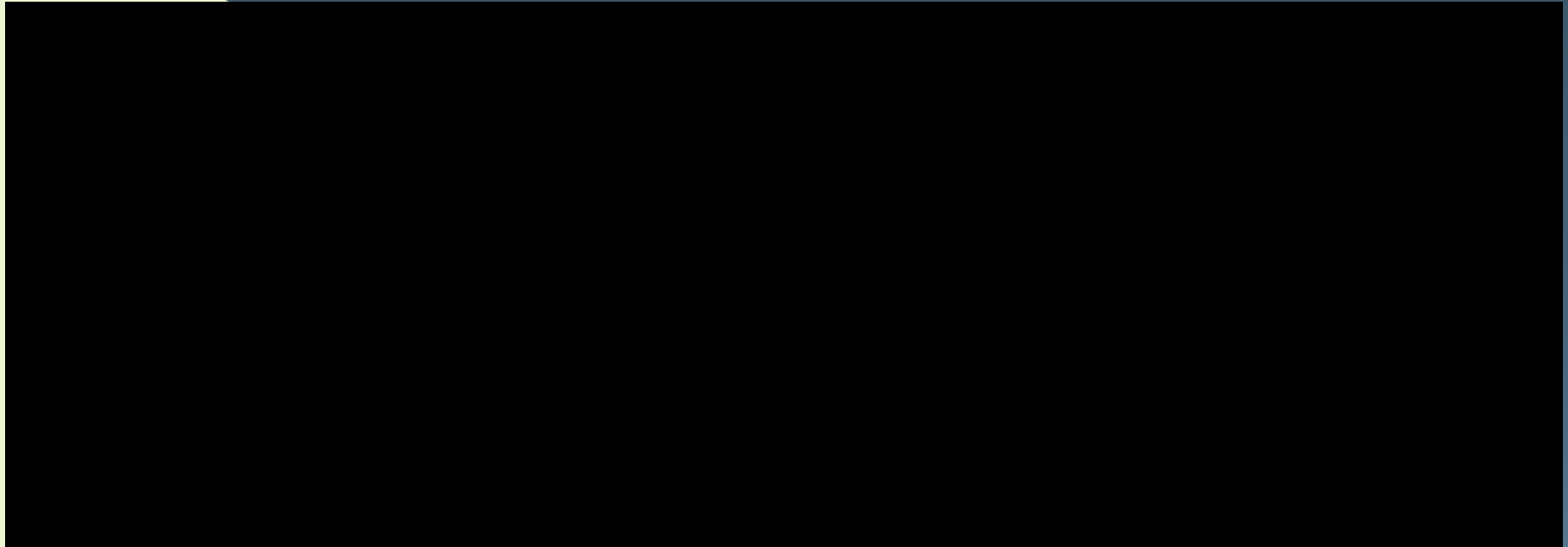
2) *High Capital Spending [acquisition of additional new equipment, et. al.]*

3) *High Operational Cost due to frequent "shifting" [High Stacking and BOC Examination Sequencing]*

4) *Limited Container Withdrawal [in the morning and 6:00pm onwards] despite the 12:00 Midnight Extension sans Overtime Fee*

OPASCOR Challenges

Limited Withdrawal during Mornings and Late Afternoon/Nights



OPASCOR Challenges

Container Withdrawal, Dwell Time & Examination Summary for January 2015

January	Containers Withdrawn	Average Dwell Time	Examined Containers [DEA]
1	-	-	-
2	1	9	-
3	-	-	-
4	-	-	-
5	233	15	17
6	307	17	51
7	394	16	65
8	446	14	34
9	565	13	58
10	24	9	-
11	17	41	-
12	431	17	65
13	514	17	43
14	424	16	61
15	438	16	91
16	413	16	65
17	7	24	-
18	-	-	-
19	305	16	81
20	339	16	57
21	435	15	59
22	461	15	96
23	610	15	50
24	47	10	-
25	-	-	-
26	412	13	44
27	452	15	68
28	454	17	47
29	467	17	53
30	483	17	18
31	51	20	-
Daily Average	336	16	56
Total	8,730		1,123



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Bureau of Customs- Port of Cebu

BOC Action

*Stable DEA
Productivity*

*Monitoring of
Process
Performance*

*Improved
coordination with
OPASCOR & CPA*

*Improved coordination
with Brokers &
Importers/Exporters*

BOC Challenges

*Limited area for
Seized and
Abandoned Cargoes*

*Time-Consuming
Seizure
Proceedings*

*Undermanned
Offices*

*High % of Alerted
Cargoes
[BOC-Head Office]*

*Examination, Valuation
and Payment Issues
[Importers/Brokers]*



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Cebu Port Authority (CPA)



CPA Action

1) *Shortened Free Storage Period & Increased Storage Fees effective 01 March 2015 [CPA-MC No. 02, Series of 2015]*

2) *Increased Yard Space/Additional area as CIP Extension [pending]*

3) *Port Dredging [pending]*

4) *Dialogues with Port Stakeholders*



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CPA Challenges

1) *Need for CIP Extension to be declared by BOC to be within Customs Zone; Compliance with Procurement Law*

2) *Stalled Dredging Project*

3) *Long-pending development of New Cebu International Port*



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Long-Term & Sustainable Solution

New Cebu International Port



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New Cebu International Port

The new port should consider the following:

1) International Standards on Draught Requirement

2) Expandability/ Growth Flexibility

3) Connectivity [Road Network]

4) Proximity to Stakeholders

5) Use of Appropriate Equipment/Sufficient Equipment



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New Cebu International Port

The new port should consider the following:

6) Business Friendly Policies & Regulations

7) Environmental Sustainability

8) Climate-Resiliency



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Thank You!



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