



PROMOTING TERMINAL EFFICIENCY IN THE PORT OF SUBIC BAY (NCT Case Study)

Philippine Ports and Logistics Conference
March 21, 2024

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PRESENTATION OUTLINE

1. Background
 1. SBMA and NCT
 2. Partnerships and Routes
2. Technological Advancements
 1. Facility
 - Warehouse, reefer stations,
 2. Equipment
 - Use of new RTGs
 - Out-of-Gauge and Breakbulk Cargo Handling
 3. Digitalization
 - Use of NAVIS
 - Upgrade of VTMS and PMIS
 - Open source mobile apps
3. Future Developments



BACKGROUND

- Subic Bay Metropolitan Authority (SBMA)
 - Section 13 of R.A. 7227 created the SBMA as the government agency responsible to regulate and manage the Subic Bay Freeport Zone.
- The Port of Subic Bay
 - SBMA serves as the Port Authority and Land Lord
 - 15 operational piers and wharves, which includes dedicated facilities for container handling, bulk fertilizer terminal, a bulk grains terminal, a general cargo terminal, and a passenger/cruise ship terminal, as well as shipbuilding and ship repair facilities.



BACKGROUND (CONTAINER TERMINALS)

- New Container Terminals 1 and 2
 - In 2004, SBMA began constructing a dedicated container terminal, the New Container Terminal Compound (NCT).
 - In October 2007, Subic Bay International Terminal Corporation (SBITC) was awarded the Management and Operation of the NCT 1.
 - In April 2008, SBITC commenced its commercial operations and container handling operations in the Port of Subic Bay.



NCT 1 & 2 Terminal Footprint

Gateway to northern and central Luzon; serving the free ports and economic zones in the region.

INFRASTRUCTURE & FACILITIES

26.32 ha
TERMINAL
AREA

600,000
TEU
ANNUAL
CAPACITY

560 m
BERTH
LENGTH

13.5 m
BERTH
DEPTH

11.15 ha
CONTAINER
YARD

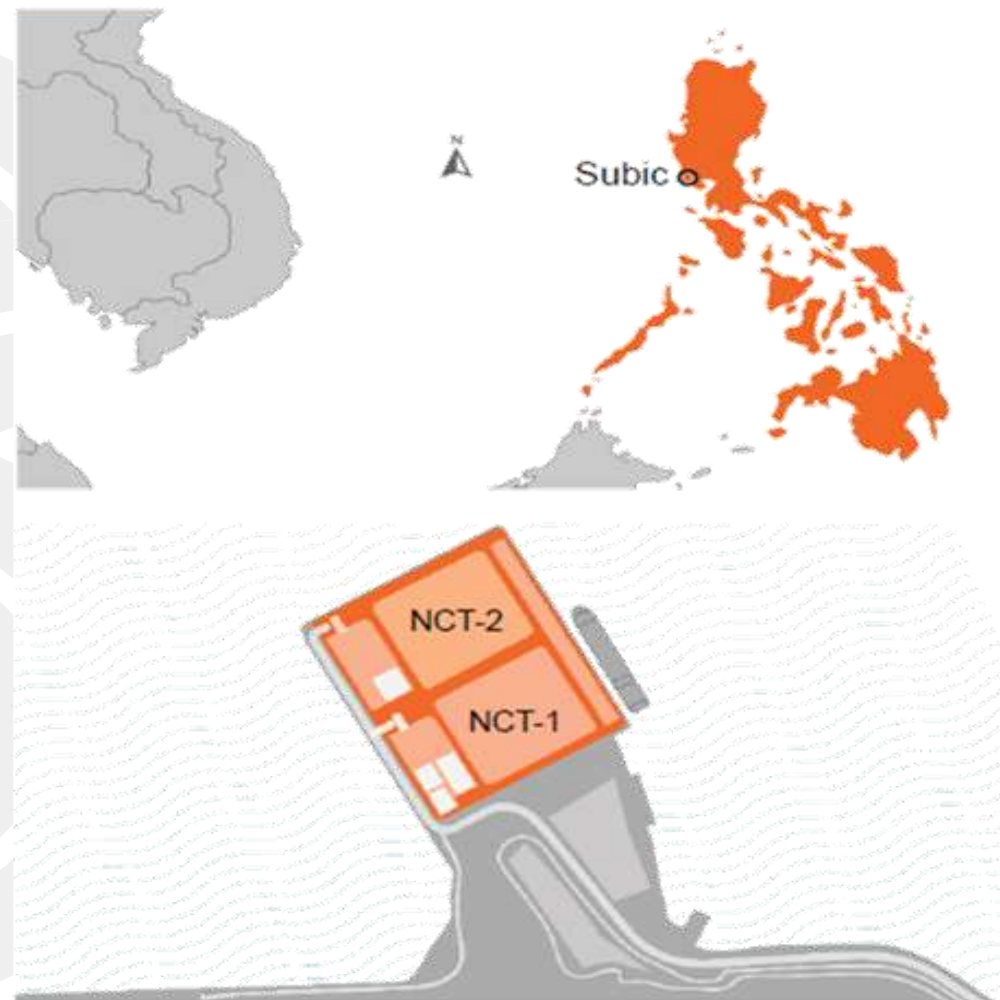
EQUIPMENT

4
QUAY
CRANES

10
RUBBER-TIRED
GANTRY CRANES

10
REACH STACKER &
SIDE LIFTERS

16
PRIME
MOVERS



Shipping Partners and Service Routes

Shipping Lines

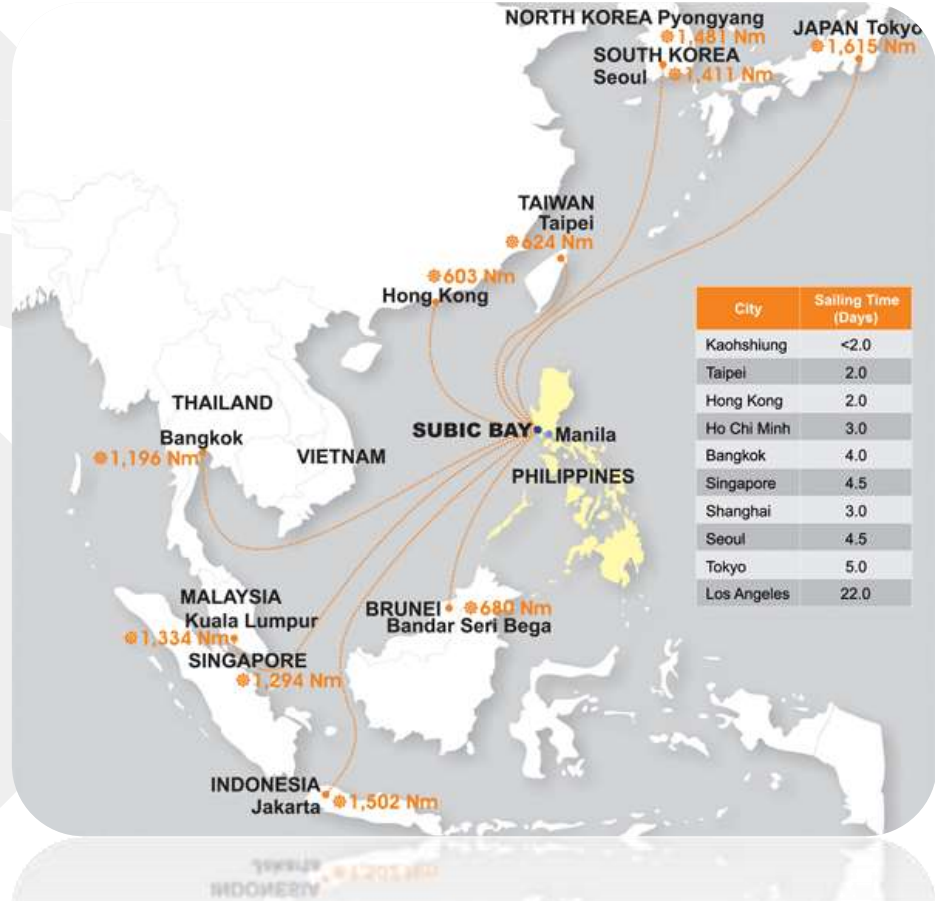
11 weekly services with 10 major carriers

Over 15 co-loaders further expand the terminal's capability and reach.

Major Carriers



Co-Loaders



Continuous Growth

Over the course of a decade, growth in volume demonstrates how more companies trust SBITC to be an integral part of their businesses.

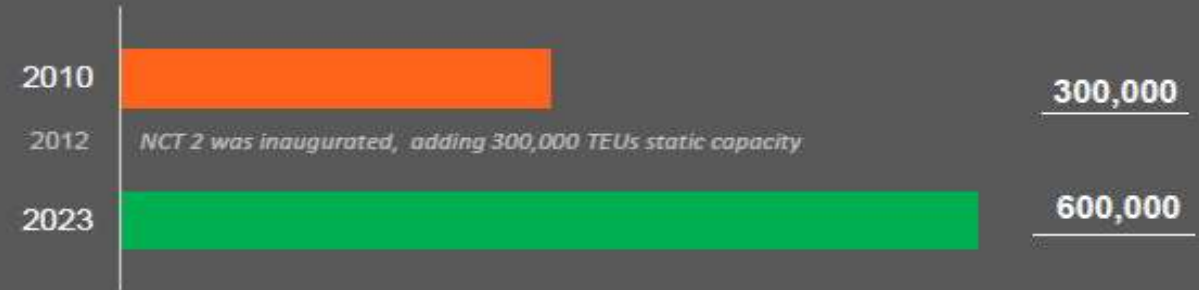
Terminal Volume

(Annual throughput volume in TEU)



Terminal Capacity

(Annual volume capacity in TEU)



Terminal Equipment

(In collective units of gantry cranes, reach stackers, empty handlers, prime movers, fork lifts)



TECHNOLOGICAL ADVANCEMENTS - FACILITIES



Container Freight Station: A Multi-User Facility

The first and only on-dock warehouse in Region 3, our CFS provides same day delivery service for e-commerce businesses in major urban areas in Region 3 and select areas of Metro Manila.

INFRASTRUCTURE & FACILITIES

EQUIPMENT

1128 sqm
LAND
AREA

840 sqm
STORAGE
AREA

8
LOADING /
UNLOADING
BAYS

10
CCTV
CAMERAS

6
MOTION-SENSOR
LIGHTS



Geared for US Standard

SBITC CFS, utilized by Ecu Worldwide Phils. Inc., successfully passed the Risk Review scorecard of EXPEDITORS INTERNATIONAL as a safe and secured facility with the score of 100%.



SUBIC BAY INTERNATIONAL TERMINAL CORPORATION Container Freight Station certified by
EXPEDITORS INTERNATIONAL as a safe and secured facility with the score of 100% in its
Performance as a condition of issuing an unexpired approval letter as a Global Provider for
Subic Bay CFS.

Expeditors
DANIEL BALLES
General Manager / Subic Bay CFS

Excerpt from the Certificate of Accreditation



Reefer Station

Strong support from a cold storage facility makes SBITC an ideal choice for importers of frozen goods in northern and central Luzon.

CAPACITY

496
PLUGS

440
VOLTS

OPERATIONS

24/7
MONITORING

4 HRS
INTERVAL PER
INSPECTION



Technological Advancements - Equipment

Equipment

- 4 Quay Cranes
- 10 Rubber Tired Gantry (RTG) Cranes
- 10 Reach Stacker and Side Lifters
- 16 Prime Movers



Out of Gauge (OOG) and Breakbulk

Subject to review and confirmation of SBITC Operations.

Repeated success in handling OOG and breakbulk cargoes with our capable ship-to-shore cranes bolstered by strong road network connectivity to support construction and facility expansions.

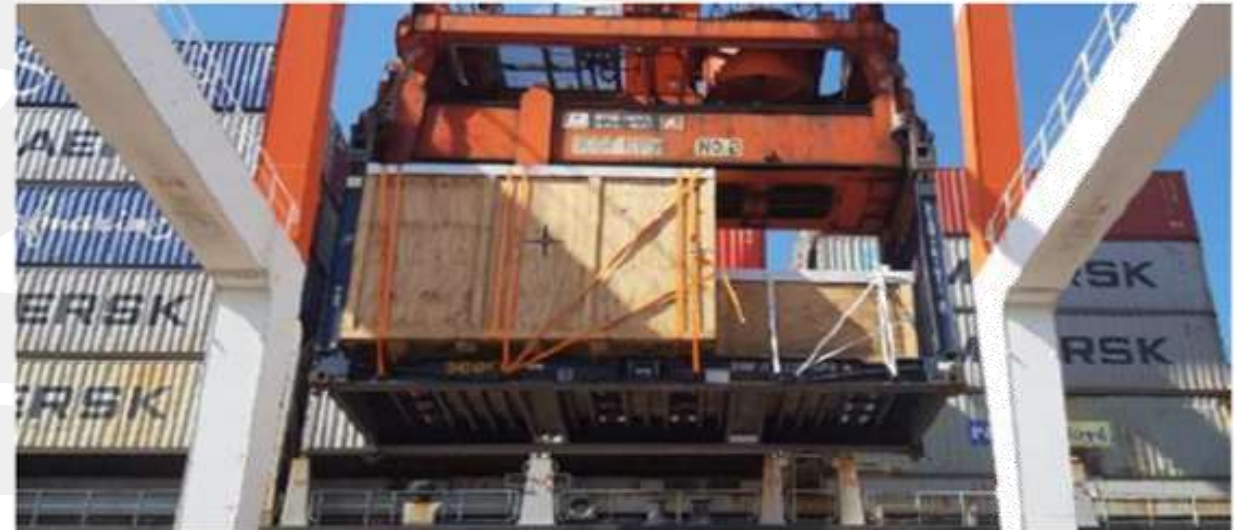


CAPACITY

50 MT
SAFE WORK
LOAD

40 FEET
MAX LENGTH

12 FEET
MAX WIDTH &
HEIGHT



TRUCKS MAY NOW GET THEIR **CANDABA VIADUCT PASSES** THROUGH



CANDABA VIADUCT PASS GUIDELINES

- **29.4 tons** static/actual weight, which is equivalent to 33 tons in rolling weight, serves as the metric for the issuance the SBITC-NLEX Candaba Pass.
- A **green pass** means the truck meets the 33-ton rolling weight and 29.4-ton static/actual weight limits and can pass through the viaduct. A **yellow pass** means the truck exceeds the 33-ton rolling weight and 29.4-ton static/actual weight limits and is not allowed on the viaduct.
- Import weighing payments will only be processed during **official billing hours**.
- No OR, no import weighing.



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Technological Advancements - Digitalization

- NAVIS System
 - allows all equipment to handle containers with pinpoint accuracy.
- Newly upgraded VTMS and PMIS
 - P233-million VTMS expected to raise the bar of traffic management services of the Port of Subic Bay to eventually qualify as one of the leading ports in the world
- Mobile Apps
 - Cargo tracking and visibility



CARGO VISIBILITY AT YOUR FINGERTIPS

DOWNLOAD THE ICTSI APP

- ✓ Real time info from MICT, Northport, SBITC & MCT
- ✓ Vessel, truck & container monitoring
- ✓ Online payment
- ✓ Email & SMS updates on your cargo status
- ✓ Payment estimates & document sharing

**DOWNLOAD NOW
& REGISTER
FOR FREE!**



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Google Play



Future Developments – Hybrid Equipment

**Prime
Mover +
Chassis**

16
Current Fleet

6
Incoming

22
New Fleet Size

**Rubber
Tired
Gantry**

10
Current Fleet

4
Incoming

14
New Fleet Size



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Digital Initiatives



24 / 7 Bills Access

Container Watchlist

Timeslot Reservation

Faster Transaction Time

Electronic BIR Receipts

Customer Support

Summary of Initiatives

Effectiveness

- Upgrades on tracking asset movements on land via NAVIS and at sea via VTMS.
- Providing facilities that adapt to the client's needs

Efficiency

- Continuous purchase of terminal equipment to improve turn-around time.
- Integration of related processes to a single Port Management System

Ease of Doing Business

- Providing clients with real-time updates
- Streamlining of processes





THANK YOU

