

**Logistics Time and Cost Comparison**

**For**

**Select ASEAN Textile Corridors**

**For**

**“ASEAN Competitiveness Enhancement Project”**

Report prepared by  
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**Scope of work:**

This report is to provide the cost and time of transportation for 20' container FCL and LCL associated with the actual trade and logistics corridor in the two corridors defined (HS 5208 Thailand to Vietnam and HS 5209 Indonesia to Cambodia) as well as comparison data for China, Korea, and India to assess the competitive position of ASEAN suppliers to their competitors.

The Report will provide total 8 transport corridors as follows:

1. Thailand / Vietnam:  
(Samutprakarn door / Ho chi minh City Door and Hanoi Door)
2. China / Vietnam:  
(Shanghai door / Ho chi minh City Door and Hanoi Door)
3. Korea / Vietnam  
(Pusan door / Ho chi minh City Door and Hanoi Door)
4. India / Vietnam  
(Nhava Sheva door / Ho chi minh City Door and Hanoi Door)
5. Indonesia / Cambodia  
(Bandung Door / Phnom Penh Door)
6. China / Cambodia  
(Shanghai door / Phnom Penh Door)
7. Korea / Cambodia  
(Pusan door / Phnom Penh Door)
8. India / Cambodia  
(Nhava Sheva door / Phnom Penh Door)

The report will demonstrate in 4 Deliverables which are;

- Deliverable 1 : Cost of each Corridor for FCL
- Deliverable 2 : Time Used of each Corridor for FCL
- Deliverable 3 : Cost of each Corridor for LCL
- Deliverable 4 : Time Used of each Corridor for LCL

## **General Agreement**

This report is based on the data provided by Single Multimodal Transport Operator in each Country. The cost of total transportation is the cost which said Multimodal Transport Operator demonstrates in this paper. Each leg of transportation may or may not be the same as indicated in this paper if such each leg of transportation or total transportation operated by other operators. The cost of transportation demonstrated in the paper is deemed as most competitive cost provided by each Multimodal Transport Operator of each corridor in term as “Bidding”.

Multimodal Transport Operator selects “Common Carriers”, namely Trucking Company, Shipping Line, Customs Broker or Master Loader with their own discretion and ensures of smooth transportation.

Most of Shipping Lines have shipping schedule as “Weekly Service” at the port of Origin. Some Shipping Lines in some Corridors may have more than one schedule of a week for Full Container Load (FCL). This study will use only one single shipping schedule as “Recommended schedule” and will suggest alternative additional time used whenever shipment may fail to be laden on board or any delay happens during transportation by Ocean. The report also provides only one schedule used by Consolidator who performs Consolidation Box for Less Than Container Load (LCL) which is normal in business practice.

## **Shipping Rules**

Once the cargo has been stuffed into container of one carrier and said container has been “rolled over” the intend-to-load vessel, then such container will have to be waited for next sailing schedule mostly a week time. It is possible to transload cargo to another carrier’s container and catching the earliest schedule of new carrier, however, the procedure of customs would create more expenses and consume the time more than to wait and catch next sailing schedule of current carrier. Therefore, no any operator would perform this concept. This is applied for both FCL and LCL.

## **How to read the number of Days Used**

The Time Table demonstrates two categories of time used. The first category is estimate approximate Real Time consumed for each activity counting as “Hours”, “Day” and “Days” while the second category shows number of cumulative days in numeric and follow by Day of Week, such as 1 THU means the “first day” of starting such activity which represents as Thursday.

The another concept of time used is that “5 hours in single activity may represent One day time” because other activities will not be ready to continue or due to limitation of time left to keep on performing the next process.

Some next activity shows “One Day” but Cumulative day may be shown as “Three Days” because Cumulative day will be counted over on Saturday and Sunday. For example, after finish Document Handling with Customer in Friday, the next process will be to perform Customs Clearance Process which can not be done on Saturday and Sunday, but only on Monday.

### **Trucking Time**

In the Table of Time Used, Trucking Time at Origin mentions only one Single trip from Factory to the Port, counting the only said transport time.

The trip from Container depot to Factory for stuffing can be done at the same day and return to port in the same day, therefore, the report will show “one day used”

The trucking time including “Stuffing time at factory” can be considered in normal practice “One Day” used.

### **Customs Clearance fee**

The Customs Clearance fee is all inclusive for all payment with or without documents or receipt against officials or related parties. Non of Multimodal Transport Operators would be able to break down such cost and charge to public. Therefore, non document, tea money for unofficial payment Figure could not be declared.

## **Methodology**

1. Collecting the data of Cost and Time from Multimodal Transport Operator, who performs as Multimodal Transport Operator in each country
2. Multimodal Transport Operator at own discretion based on local business practice, select most suitable “Carrier” to transport the goods.
3. Cost & Time are being provided by Multimodal Transport Operator as Market Practice and Market Rate.
4. The inland transportation charge at Origin and/or Destination is subject to “Within City Limit”
5. Break down the Cost of each activity and summarize all costs of each corridor
6. Delineating Time of each activity and Summarize total time used of all activities (including Saturday and Sunday) starting from beginning of documentation with Shipper at origin until delivery the freight at destination to Consignee Door.
7. Notice of Cumulative Days used: Average Cumulative day used will start from the reasonable “Day” while Minimum Cumulative day used will start later “Day” of Average Cumulative days used ( considering time rush at possible last minute shipment) . Maximum Cumulative day used will start before Standard Cumulative days used (considering as most well plan but longest time used).

## **Definition**

“Average” means the number of reasonable day or time used in each activity and in each cumulative time used.

“B/L fee” means Bill of Lading fee collected by Carrier

“Carrier” means Common Transport Operation in Sea Mode so called Shipping Line and Land Mode so called Trucking Company.

“Certificate of Origin” mean the fee charges for the document which express the origin place where the product has been produced. “Form D” is Certificate of Origin being used by ASEAN member countries which provide privilege of exemption of reduction of duty and tax to importer within ASEAN countries. This Certificate of Origin is not compulsory to apply; it is subject to the agreement between Shipper and Consignee.

“Clean Container fee” means the charge for Container cleaning after unstuffing the freight from container and container being return to CY.

“City Limit” means the area where factory may located at within such City and may consider radius from 25-35 kilometer from the heart of the town.

“Closing” means the day that container must be delivered to the port and stack at Container Yard awaiting for loading on board.

“Consignee” means Cargo interests or Cargo receiver at destination

“Container Scanning fee” means the fee which Customs or Port authority charges to Shipper or Consignee to scan the container when container bring in or out off the port.

“Cost of Shipping” defines as the total cost which consists of Customs Clearance fee, Port Charge, Local Charges at origin door, Ocean Transportation cost including Customs Clearance fee, Port Charge and Local charges at destination door.

“Customs Clearance Fee” means the fee which Customs Broker performs its function to clear the good for Export or Import out off customs custody on behalf of Shipper or Consignee charges to Shipper or Consignee.

“CY” means container yard where empty containers being return or taken. It can be located at port or outside port.

“D/O fee” means Delivery Order fee, the charge for the paper to release the freight at the terminal issued by Carrier.

“ETA” means Estimate Time to Arrive of the Vessel

“ETD” means Estimate Time to Depart of the Vessel

“Handling fee” means the charge of Transport Service Provider collect to Shipper or Consignee for their performance in carriage of goods.

“Import Permit” means the cost of apply for document which authority will issue to allow Consignee import such product/goods into the country.

“Maximum” means the longest time used of each activity in reasonable time frame when difficulty is found and time will have to be used over than “Average”

“Minimum” means the least minimum time used of each activity which is possible but hardly to perform or the extra effort must be paid off.

“Multimodal Transport Operator” means Transport Service Provider who performs total Door to Door transport acting as Carrier and Principal takes the goods in charge and deliver the good according to the transportation contract.

“Labour for offloading” means the stevedore charge for unstuffing and unloading the freight from container at Consignee premise.

“LO/LO” means Lift off container from vessel and Lift container on to chassis charge at the port or terminal.

“Port Charge” means wharfage or charge which Port bills to Shipper and Consignee for the usage of facility in the Port.

“Port Stay” means number of day which container is sitting in the port

“Pre-shipment Inspection fee (Bivac) means the cost of applying for inspection import shipment which is dutiable, not exempt duty and taxation

“Roll Over” means the container has not been laden on board due to payload of the vessel.

“Revenue Ton” means the volume of cargo using the size by Cubic Meter or the weight by Metric Ton whichever grater for calculating the freight charge amount. One Cubic Meter is equivalent to One Metric Ton. This Revenue ton is applicable with LCL volume.

“Security fee” means the charge which carrier charges to Shipper/Consignee for applying the Security Scheme implementing by Origin Port or Destination Port authorities concerned.”

“Shipper” means Cargo interests or Cargo owner at Origin who sold the goods to consignee.

“Stevedore charge” means the labor fee to stuff /unstuff cargo in/out container

“Tea money” means unofficial payment to officer.

“THC” means Terminal Handling Charge which Carrier collects from Shipper and Consignee for recovering their usage of Terminal at the port.

“Transportation” means the cost of Transport draying the container from CY to Shipper factory and haul loaded container back to the port

“Transload” means to unpack the container taking the cargoes out for stuffing into another container.

# DELIVERABLE 1

## COST OF THE CORRIDORS FCL SHIPMENT

## Summarize of Comparison Table for the Cost of Shipping

### Corridor to Vietnam

<b>CORRIDOR</b>	<b>FROM</b>	<b>TO</b>	<b>COST Door to Door Rate</b>
<b>THAILAND - VIETNAM</b>	<b>Samut prakarn</b>	<b>Hochiminh City</b>	<b>1,014.16</b>
<b>KOREA - VIETNAM</b>	<b>Pusan</b>	<b>Hochiminh City</b>	<b>1,560.48</b>
<b>CHINA - VIETNAM</b>	<b>Shanghai</b>	<b>Hochiminh City</b>	<b>1,276.00</b>
<b>INDIA - VIETNAM</b>	<b>Nhava Sheva</b>	<b>Hochiminh City</b>	<b>1,214.00</b>
<b>THAILAND - VIETNAM</b>	<b>Samut prakarn</b>	<b>Hanoi</b>	<b>1,456.16</b>
<b>KOREA - VIETNAM</b>	<b>Pusan</b>	<b>Hanoi</b>	<b>1,682.48</b>
<b>CHINA - VIETNAM</b>	<b>Shanghai</b>	<b>Hanoi</b>	<b>1,348.00</b>
<b>INDIA - VIETNAM</b>	<b>Nhava Sheva</b>	<b>Hanoi</b>	<b>1,286.00</b>

### Corridor to Cambodia

<b>INDONESIA - CAMBODIA</b>	<b>Bandung</b>	<b>Phnom Penh</b>	<b>2,402.00</b>
<b>KOREA - CAMBODIA</b>	<b>Pusan</b>	<b>Phnom Penh</b>	<b>2,441.48</b>
<b>CHINA - CAMBODIA</b>	<b>Shanghai</b>	<b>Phnom Penh</b>	<b>2,262.00</b>
<b>INDIA - CAMBODIA</b>	<b>Nhava Sheva</b>	<b>Phnom Penh</b>	<b>2,545.00</b>

**1<sup>st</sup> Corridor : Summary of Costs of Ocean Shipping  
between Samutprakarn factory to Hanoi factory**

**Table No. 1**

<b>EXPORT from Laem Chabang per 20' Container</b>	<b>USD</b>
Transportation from Samutprakarn factory in City Limit to Port	139.12
Port Charge	20.45
THC	72.34
B/L fee	22.25
Customs Clearance Fee	27.82
Others charge:	
Certificate of Origin in case applicable Form D (option)	9.18
<b>Total cost from SamutprakarnFactory to Laem Chabang Port</b>	<b>291.16</b>
<b>OCEAN FREIGHT Laem Chabang / Haiphong</b>	<b>650.00</b>
<b>IMPORT per 20' Container at Haiphong</b>	<b>USD</b>
THC	75.00
D/O fee	30.00
Customs Clearance Fee	70.00
Transportation from Haiphong Port to Hanoi City Limit	260.00
Others charges:	
A) Handling fee	50.00
B) LO/LO at the port	30.00
<b>Total cost from Haiphong Port to Hanoi Factory</b>	<b>515.00</b>
<b>Total Laem Chabang Door to Hanoi Door</b>	<b>1,456.16</b>

**1<sup>st</sup> Corridor : Summary of Costs of Ocean Shipping  
between Samutprakarn factory to Ho chi minh factory**

**Table No. 2**

<b>EXPORT from Laem Chabang per 20' Container</b>	<b>USD</b>
Transportation from Samutprakarn factory in City Limit to Port	139.12
Port Charge	20.45
THC	72.34
B/L fee	22.25
Customs Clearance Fee	27.82
Others charge:	
Certificate of Origin in case applicable Form D (option)	9.18
<b>Total cost from SamutprakarnFactory to Laem Chabang Port</b>	<b>291.16</b>

<b>OCEAN FREIGHT Laem Chabang / Ho chi minh</b>	<b>280.00</b>
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<b>IMPORT to Hochiminh City per 20' container</b>	<b>USD</b>
THC	75.00
D/O fee	30.00
Customs Clearance Fee	45.00
Transportation from Cat Lai Port to Ho chi minh City Limit	200.00
Others charges:	
A) Clean Container Fee	13.00
B) Handling fee	50.00
C) LO/LO at the port	30.00
<b>Total cost from Cat Lai Port to Ho chi minh Factory</b>	<b>443.00</b>

<b>Total Laem Chabang Door to Ho chi minh Door</b>	<b>1,014.16</b>
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**2<sup>nd</sup> Corridor : Summary of Costs of Ocean Shipping  
between Shanghai factory to Hanoi factory**

**Table No. 3**

<b>EXPORT from Shanghai per 20' Container</b>	<b>USD</b>
Transportation from Shanghai factory City Limit to Shanghai Port	125.00
THC	67.00
Customs Clearance Fee	15.00
Booking Charge & telex release	78.00
Security fee	3.00
Inspection fee *	40.00
Stevedore charge in case of Inspection *	40.00
Handling fee *	15.00
<b>Total cost from Shanghai factory to Shanghai Port</b>	<b>383.00</b>

<b>Ocean Freight Shanghai/Haiphong</b>	<b>450.00</b>
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<b>IMPORT per 20' Container at Haiphong</b>	<b>USD</b>
THC	75.00
D/O fee	30.00
Customs Clearance Fee	70.00
Transportation from Haiphong Port to Hanoi City Limit	260.00
Others charges:	
A) Handling fee	50.00
B) LO/LO at the port	30.00
<b>Total cost from Haiphong Port to Hanoi Factory</b>	<b>515.00</b>

<b>Total Shanghai Door to Hanoi Door</b>	<b>1,348.00</b>
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\*The Inspection fee, Stevedore charge and Handling fee will be implemented whenever customs officer desires to examine the cargo inside the container. In normal case, there are no these charges. We presume there are these charges in this report.

**2<sup>nd</sup> Corridor : Summary of Costs of Ocean Shipping  
between Shanghai factory to Ho chi minh factory**

**Table No. 4**

<b>EXPORT from Shanghai per 20' Container</b>	<b>USD</b>
Transportation from Shanghai factory City Limit to Shanghai Port	125.00
THC	67.00
Customs Clearance Fee	15.00
Booking Charge & telex release	78.00
Security fee	3.00
Inspection fee *	40.00
Stevedore charge in case of Inspection *	40.00
Handling fee *	15.00
<b>Total cost from Shanghai factory to Shanghai Port</b>	<b>383.00</b>

<b>Ocean Freight from Shanghai / Hochiminh</b>	<b>450.00</b>
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<b>IMPORT to Hochiminh City per 20' container</b>	<b>USD</b>
THC	75.00
D/O fee	30.00
Customs Clearance Fee	45.00
Transportation from Port to City Limit	200.00
Others charge (please mention below if any)	
A) Clean Container Fee	13.00
B) Handling fee	50.00
C) LO/LO at Port	30.00
<b>Total cost from Cat Lai Port to Ho chi minh Factory</b>	<b>443.00</b>

<b>Total Shanghai Door to Ho chi minh Door</b>	<b>1,276.00</b>
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\*The Inspection fee, Stevedore charge and Handling fee will be implemented whenever customs officer desires to examine the cargo inside the container. In normal case, there are no these charges. We presume there are these charges in this report.

3<sup>rd</sup> Corridor : Summary of Costs of Ocean Shipping  
Between Pusan factory to Hanoi factory

**Table No. 5**

<b>EXPORT per 20' container from Pusan</b>	<b>USD</b>
Transportation from Pusan factory City Limit to Pusan Port	230.00
Port Charge	3.26
THC	112.22
B/L fee	22.00
Customs Clearance Fee *	150.00
<b>Total cost from Pusan Factory to Pusan Port</b>	<b>517.48</b>

<b>OCEAN FREIGHT Pusan / Haiphong</b>	<b>650.00</b>
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<b>IMPORT per 20' Container at Haiphong</b>	<b>USD</b>
THC	75.00
D/O fee	30.00
Customs Clearance Fee	70.00
Transportation from Haiphong Port to Hanoi City Limit	260.00
Others charges:	
A) Handling fee	50.00
B) LO/LO at the port	30.00
<b>Total cost from Haiphong Port to Hanoi Factory</b>	<b>515.00</b>

<b>Total Pusan Door to Hanoi Door</b>	<b>1,682.48</b>
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\* Customs clearance fee is based on 0.15% of cargo value (min. USD 30 per shipment / max. USD 450 per shipment)

3<sup>rd</sup> Corridor : Summary of Costs of Ocean Shipping  
Between Pusan factory to Ho Chi Minh factory

**Table No. 6**

<b>EXPORT per 20' container from Pusan</b>	<b>USD</b>
Transportation from Pusan factory City Limit to Pusan Port	230.00
Port Charge	3.26
THC	112.22
B/L fee	22.00
Customs Clearance Fee	150.00
<b>Total cost from Pusan Factory to Pusan Port</b>	<b>517.48</b>
<b>OCEAN FREIGHT Pusan / Ho chi minh</b>	<b>600.00</b>
<b>IMPORT to Hochiminh City per 20' container</b>	<b>USD</b>
THC	75.00
D/O fee	30.00
Customs Clearance Fee	45.00
Transportation from Cat Lai Port to Ho chi Minh City Limit	200.00
Others charges:	
A) Clean Container Fee	13.00
B) Handling fee	50.00
C) LO/LO at the port	30.00
<b>Total cost from Cat Lai Port to Ho chi minh Factory</b>	<b>443.00</b>
<b>Total Pusan Door to Ho chi minh Door</b>	<b>1,560.48</b>

4<sup>th</sup> Corridor : Summary of Costs of Ocean Shipping  
Between Nhava Sheva factory to Haiphong factory

**Table No. 7**

<b>EXPORT from Nhava Sheva per 20' Container</b>	<b>USD</b>
Transportation from Nhava Sheva factory City Limit to Nhava Sheva Port	210.00
Port Charge including THC	121.00
B/L fee	25.00
Customs Clearance Fee	90.00
<b>Total cost from Factory to Port in India</b>	<b>446.00</b>
<b>Ocean Freight from Nhava Sheva / Haiphong</b>	<b>325.00</b>
<b>IMPORT per 20' Container at Haiphong</b>	<b>USD</b>
THC	75.00
D/O fee	30.00
Customs Clearance Fee	70.00
Transportation from Haiphong Port to Hanoi City Limit	260.00
Others charges:	
A) Handling fee	50.00
B) LO/LO at the port	30.00
<b>Total cost from Haiphong Port to Hanoi Factory</b>	<b>515.00</b>
<b>Total Nhava Sheva Door to Haiphong Door</b>	<b>1,286.00</b>

4<sup>th</sup> Corridor : Summary of Costs of Ocean Shipping  
 Between Nhava Sheva factory to Ho chi minh factory

**Table No. 8**

<b>EXPORT from Nhava Sheva per 20' Container</b>	<b>USD</b>
Transportation from Nhava Sheva factory City Limit to Nhava Sheva Port	210.00
Port Charge including THC	121.00
B/L fee	25.00
Customs Clearance Fee	90.00
<b>Total cost from Nhava Sheva factory to Nhava Sheva port</b>	<b>446.00</b>
<b>Ocean Freight Nhava Sheva/Ho chi minh</b>	<b>325.00</b>
<b>IMPORT to Hochiminh City per 20' container</b>	<b>USD</b>
THC	75.00
D/O fee	30.00
Customs Clearance Fee	45.00
Transportation from Cat Lai Port to Ho chi Minh City Limit	200.00
Others charges:	
A) Clean Container Fee	13.00
B) Handling fee	50.00
C) LO/LO at the port	30.00
<b>Total cost from Cat Lai Port to Ho chi minh Factory</b>	<b>443.00</b>
<b>Total Nhava Sheva Door to Ho chi minh Door</b>	<b>1,214.00</b>

5<sup>th</sup> Corridor : Summary of Costs of Ocean Shipping  
 Between Bandung factory, Indonesia to Phnom Penh factory via  
 Sihanoukville Port

**Table No. 9**

<b>EXPORT from Bandung per 20' Container</b>	<b>USD</b>
Transportation from Bundung factory City Limit to Jakarta Port	225.00
Port Charge	55.00
THC	95.00
B/L fee	10.00
Customs Clearance Fee	50.00
Export Permit	18.00
Inspection fee	50.00
<b>Total cost from Bandung Factory to Jakarta Port</b>	<b>503.00</b>
<b>OCEAN FREIGHT Jakarta / Sihanoukville</b>	<b>900.00</b>
<b>IMPORT at Phnom Phen via Sihanoukvill</b>	<b>USD</b>
THC	70.00
Port Charge	159.00
D/O fee	30.00
Container Scanning fee	30.00
Customs Clearance Fee	230.00
Import Permit	150.00
Transportation from Sihanoukville Port to Phnom Penh City Limit	230.00
Others charges:	
A) Handling fee	50.00
B) Labour for offloading	50.00
<b>Total cost from Sihanoukville Port to Phnom Penh Factory</b>	<b>999.00</b>
<b>Total Bandung Door to Phnom Penh Door</b>	<b>2,402.00</b>

6<sup>th</sup> Corridor : Summary of Costs of Ocean Shipping  
 Between Shanghai factory, China to Phnom Penh factory,  
 Cambodia

**Table No. 10**

<b>EXPORT from Shanghai per 20' Container</b>	<b>USD</b>
Transportation from Shanghai factory City Limit to Shanghai Port	125.00
THC	67.00
Customs Clearance Fee	15.00
Booking Charge & telex release	78.00
Security fee	3.00
Inspection fee*	40.00
Stevedore charge in case of Inspection*	40.00
Handling fee*	15.00
<b>Total cost from Shanghai Factory to Shanghai Port</b>	<b>383.00</b>

<b>OCEAN FREIGHT Shanghai / Sihanoukville</b>	<b>880.00</b>
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<b>IMPORT at Phnom Penh via Sihanoukville</b>	<b>USD</b>
THC	70.00
Port Charge	159.00
D/O fee	30.00
Container Scanning fee	30.00
Customs Clearance Fee	230.00
Import Permit	150.00
Transportation from Sihanoukville Port to Phnom Penh City Limit	230.00
Others charges:	
A) Handling fee	50.00
B) Labour for offloading	50.00
<b>Total cost from Sihanoukville Port to Phnom Penh Factory</b>	<b>999.00</b>

<b>Total Shanghai Door to Phnom Penh Door</b>	<b>2,262.00</b>
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7<sup>th</sup> Corridor : Summary of Costs of Ocean Shipping  
Between Pusan factory to Phnom Penh factory

**Table No. 11**

<b>EXPORT per 20' container from Pusan</b>	<b>USD</b>
Transportation from Pusan factory City Limit to Pusan Port	230.00
Port Charge	3.26
THC	112.22
B/L fee	22.00
Customs Clearance Fee	150.00
<b>Total cost from Pusan Factory to Pusan Port</b>	<b>517.48</b>

<b>OCEAN FREIGHT Pusan / Sihanoukville</b>	<b>925.00</b>
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<b>IMPORT at Phnom Phen via Sihanoukvill</b>	<b>USD</b>
THC	70.00
Port Charge	159.00
D/O fee	30.00
Container Scanning fee	30.00
Customs Clearance Fee	230.00
Import Permit	150.00
Transportation from Sihanoukville Port to Phnom Penh City Limit	230.00
Others charges:	
A) Handling fee	50.00
B) Labour for offloading	50.00
<b>Total cost from Sihanoukville Port to Phnom Penh Factory</b>	<b>999.00</b>

<b>Total Pusan Door to Phnom Penh Door</b>	<b>2,441.48</b>
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8<sup>th</sup> Corridor : Summary of Costs of Ocean Shipping  
Between Nhava Sheva factory to Phnom Penh factory

**Table No. 12**

<b>EXPORT from Nhava Sheva per 20' Container</b>	<b>USD</b>
Transportation from Nhava Sheva factory City Limit to Nhava Sheva Port	210.00
Port Charge including THC	121.00
B/L fee	25.00
Customs Clearance Fee	90.00
<b>Total cost from Nhava Sheva factory to Nhava Sheva port</b>	<b>446.00</b>

<b>OCEAN FREIGHT Nhava Sheva / Sihanoukville</b>	<b>1,100.00</b>
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<b>IMPORT at Phnom Phen via Sihanoukvill</b>	<b>USD</b>
THC	70.00
Port Charge	159.00
D/O fee	30.00
Container Scanning fee	30.00
Customs Clearance Fee	230.00
Import Permit	150.00
Transportation from Sihanoukville Port to Phnom Penh City Limit	230.00
Others charges:	
A) Handling fee	50.00
B) Labour for offloading	50.00
<b>Total cost from Sihanoukville Port to Phnom Penh Factory</b>	<b>999.00</b>

<b>Total Nhava Sheve Door to Phnom Penh Door</b>	<b>2,545.00</b>
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## DELIVERABLE 2

# TIME USED OF THE CORRIDORS FCL SHIPMENT

## Deliverable 2

The summarization of the number of Days Used is shown per below table:

CORRIDOR	FROM	TO	TIME		
			AVERAGE	MAXIMUM	MINIMUM
THAILAND - VIETNAM	Samut prakran	Hochiminh City	11	13	10
KOREA - VIETNAM	Pusan	Hochiminh City	16	22	15
CHINA - VIETNAM	Shanghai	Hochiminh City	16	19	16
INDIA - VIETNAM	Nhava Sheva	Hochiminh City	25	31	24
THAILAND - VIETNAM	Leam Chabang	Hanoi	17	22	15
KOREA - VIETNAM	Pusan	Hanoi	18	22	16
CHINA - VIETNAM	Shanghai	Hanoi	20	23	15
INDIA - VIETNAM	Nhava Sheva	Hanoi	29	32	27

  

INDONESIA - CAMBODIA	Bandung	Phnom Penh	17	21	17
KOREA - CAMBODIA	Pusan	Phnom Penh	26	31	25
CHINA - CAMBODIA	Shanghai	Phnom Penh	24	32	24
INDIA - CAMBODIA	Nhava Sheva	Phnom Penh	28	32	27

There are Corridors which transshipment is required and the transshipment place is at Singapore as follows:

**Indonesia /Cambodia**

**Korea / Cambodia**

**China /Cambodia**

**India / Cambodia**

**India / Vietnam - Hochiminh**

**India / Vietnam – Haiphong**

**1<sup>st</sup> Corridor: TIME USED between Samutprakarn factory to Hanoi factory**

**Table No. 1 A**

<b>EXPORT from Laem Chabang</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	1.5 hours	2 hours	3 hours	1 THU	1 WED	1 TUE
Customs Clearance Process until finish	2 hours	2 hours	4 hours	1 THU	2 THU	2 WED
Trucking from Samutprakarn factory to Port	3.5 hours	4 hours	6 hours	2 FRI	3 FRI	3 THU
Container Port Stay awaiting for vessel arrival	3 days	3 days	4 days	5 MON	6 MON	7 MON
Transit time of Ocean Carriage	7 days	7 days	7 days	12 MON	13 MON	14 MON

<b>IMPORT to Haiphong</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	13 TUE	14 TUE	15 TUE
Document Handling with Customer	8 hours	1 day	2 days	13 TUE	14 TUE	17 THU
Customs Clearance Process until release freight	3 hours	1 day	2 days	14 WED	15 WED	19 FRI
Pulling Container from Yard to Transport	4 hours	6 hours	10 hours	15 THU	16 THU	20 SAT
Trucking from Haiphong Port to Hanoi factory	4 hours	5 hours	10 hours	15 THU	17 THU	22 MON
<b>TOTAL TIME USED from Samutprakarn / Hanoi factory</b>				<b>15 DAYS</b>	<b>17 DAYS</b>	<b>22 DAYS</b>

**Carrier : Bien Dong Shipping Line**  
**Ocean Transport Transit time : 7 days**  
**Service Frequency : Twice / Weekly**  
**ETD \* Monday / Closing \* Saturday**  
**ETD \* Friday / Closing \* Wednesday**  
**Direct Sailing**

The Table No. 1 A demonstrates the total Time Used from Samutprakarn Door to Hanoi Door

Shipping Schedule which is most popular used by Multimodal Transport Operator has been selected as above. In the presumption of the event that the container may possibly be rolled over, and container has to be laden onto the next vessel 's scheduling, then the total time used has been demonstrated below:

**Table No. 1 B**

<b>EXPORT from Laem Chabang</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	1.5 hours	2 hours	3 hours	1 THU	1 WED	1 TUE
Customs Clearance Process until finish	2 hours	2 hours	4 hours	1 THU	2 THU	2 WED
Trucking from Samutprakarn factory to Port	3.5 hours	4 hours	6 hours	2 FRI	3 FRI	3 THU
Container Port Stay awaiting for vessel arrival	7 days	7 days	8 days	9 FRI	10 FRI	11 FRI
Transit time of Ocean Carriage	7 days	7 days	7 days	16 FRI	17 FRI	18 FRI

<b>IMPORT to Haiphong</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	17 SAT	18 SAT	19 SAT
Document Handling with Customer	8 hours	1 day	2 days	19 MON	20 MON	22 TUE
Customs Clearance Process until release freight	3 hours	1 day	2 days	20 TUE	21 TUE	24 THU
Pulling Container from Yard to Transport	4 hours	6 hours	10 hours	21 WED	22 WED	24 FRI
Trucking from Haiphong Port to Hanoi factory	4 hours	5 hours	10 hours	21 WED	23 THU	26 SAT
<b>TOTAL TIME USED from Samutprakarn / Hanoi factory</b>				<b>21 DAYS</b>	<b>23 DAYS</b>	<b>26 DAYS</b>

**1<sup>st</sup> Corridor: TIME USED between Samutprakarn factory to Ho chi minh factory**  
**Table No. 2 A**

<b>EXPORT from Laem Chabang</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	1.5 hours	2 hours	3 hours	1 TUE	1 MON	1 MON
Customs Clearance Process until finish	2 hours	2 hours	4 hours	2 WED	2 TUE	2 TUE
Trucking from Samutprakarn factory to Port	3.5 hours	4 hours	6 hours	2 WED	3 WED	3 WED
Container Port Stay awaiting for vessel arrival	2 days	2 days	2 days	4 FRI	5 FRI	5 FRI
Transit time of Ocean Carriage	2 days	2 days	2 days	6 SUN	7 SUN	7 SUN

<b>IMPORT to Hochiminh City</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	7 MON	8 MON	8 MON
Document Handling with Customer	8 hours	1 day	2 days	8 TUE	9 TUE	10 WED
Customs Clearance Process until release freight	4 hours	1 day	2 days	9 WED	10 WED	12 FRI
Pulling Container from Yard to Transport	1 hours	2 hours	2.5 hours	10 THU	11 THU	13 SAT
Trucking from Ho chi minh port to factory	3 hours	5 hours	5 hours	10 THU	11 THU	13 SAT
<b>TOTAL TIME USED from Samutprakarn/ Hochiminh factory</b>				<b>10 DAYS</b>	<b>11 DAYS</b>	<b>13 DAYS</b>

**Carrier : Bien Dong Shipping Line**  
**Ocean Transport Transit time : 2 days**  
**Service Frequency : Twice / Weekly**  
**ETD \* Friday / Closing Wednesday**  
**Direct Sailing**

The Table No. 2 A demonstrates the total Time Used from Samutprakarn Door to Ho chi minh Door Shipping Schedule which is most popular used by Multimodal Transport Operator has been selected as above. In the presumption of the event that the container may possibly be rolled over, and container has to be laden onto the next vessel 's scheduling, then the total time used has been demonstrated below:

(Bien Dong has one more schedule bounds for Ho chi minh but vessel calls to VICT, ETD Monday with Transit time 3 days.)

**Table No. 2 B**

<b>EXPORT from Laem Chabang</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	1.5 hours	2 hours	3 hours	1 TUE	1 MON	1 MON
Customs Clearance Process until finish	2 hours	2 hours	4 hours	2 WED	2 TUE	2 TUE
Trucking from Samutprakarn factory to Port	3.5 hours	4 hours	6 hours	2 WED	3 WED	3 WED
Container Port Stay awaiting for vessel arrival	9 days	9 days	9 days	11 FRI	12 FRI	12 FRI
Transit time of Ocean Carriage	2 days	2 days	2 days	13 SUN	14 SUN	14 SUN

<b>IMPORT to Hochiminh City</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	14 MON	15 MON	15 MON
Document Handling with Customer	8 hours	1 day	2 days	15 TUE	16 TUE	17 WED
Customs Clearance Process until release freight	4 hours	1 day	2 days	16 WED	17 WED	19 FRI
Pulling Container from Yard to Transport	1 hours	2 hours	2.5 hours	17 THU	18 THU	20 SAT
Trucking from Ho chi minh port to factory	3 hours	5 hours	5 hours	17 THU	18 THU	20 SAT
<b>TOTAL TIME USED from Samutprakarn/ Ho chi minh factory</b>				<b>17 DAYS</b>	<b>18 DAYS</b>	<b>20 DAYS</b>

**2<sup>nd</sup> Corridor: TIME USED between Shanghai factory to Haiphong factory**  
**Table No. 3 A**

<b>EXPORT from Shanghai</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	1 day	1 day	1 day	1 MON	1 FRI	1 THU
Trucking from Factory to CY	3 hours	3 hours	4 hours	1 MON	4 MON	2 FRI
Customs Clearance Document Process	1 day	1 day	1 day	2 TUE	4 MON	2 FRI
Trucking from CY to Port	3 hours	3 hours	4 hours	2 TUE	5 TUE	3 SAT
Customs Inspection	3 hours	3 hours	4 hours	3 WED	6 WED	5 MON
Container Port Stay awaiting for vessel arrival	2 day	2 day	5 days	4 THU	7 THU	8 THU
Transit time of Ocean Carriage	6 days	6 days	6 days	10 WED	13 WED	14 WED

<b>IMPORT to Haiphong</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	11 THU	14 THU	15 THU
Document Handling with Customer	8 hours	1 day	2 days	12 FRI	15 FRI	19 MON
Customs Clearance Process until release freight	3 hours	1 day	2 days	14 MON	18 MON	21 WED
Pulling Container from Yard to Transport	4 hours	6 hours	10 hours	15 TUE	19 TUE	22 THU
Trucking from Haiphong Port to Hanoi factory	4 hours	5 hours	10 hours	15 TUE	20 WED	23 FRI
<b>TOTAL TIME USED from Shanghai / Hanoi factory</b>				<b>15 DAYS</b>	<b>20 DAYS</b>	<b>23 DAYS</b>

Carrier : STX Pan Ocean  
 Service Frequency : Weekly  
 Direct Sailing

Ocean Transport Transit time : 6 days  
 ETD \* Thursday / Closing Tuesday

The Table No. 3 A demonstrates the total Time Used from Shanghai Door to Haiphong Door

Shipping Schedule which is most popular used by Multimodal Transport Operator has been selected as above. In the presumption of the event that the container may possibly be rolled over, and container has to be laden onto the next vessel 's scheduling, then the total time used has been demonstrated below:

**Table No. 3 B**

<b>EXPORT from Shanghai</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	1 day	1 day	1 day	1 MON	1 FRI	1 THU
Trucking from Factory to CY	3 hours	3 hours	4 hours	1 MON	4 MON	2 FRI
Customs Clearance Document Process	1 day	1 day	1 day	2 TUE	4 MON	2 FRI
Trucking from CY to Port	3 hours	3 hours	4 hours	2 TUE	5 TUE	3 SAT
Customs Inspection	3 hours	3 hours	4 hours	3 WED	6 WED	5 MON
Container Port Stay awaiting for vessel arrival	8 days	8 days	10 days	11 THU	14 THU	15 THU
Transit time of Ocean Carriage	6 days	6 days	6 days	17 WED	20 WED	21 WED

<b>IMPORT to Haiphong</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	18 THU	21 THU	22 THU
Document Handling with Customer	8 hours	1 day	2 days	19 FRI	22 FRI	26 MON
Customs Clearance Process until release freight	3 hours	1 day	2 days	22 MON	25 MON	28 WED
Pulling Container from Yard to Transport	4 hours	6 hours	10 hours	23 TUE	26 TUE	29 THU
Trucking from Haiphong Port to Hanoi factory	4 hours	5 hours	10 hours	23 TUE	26 TUE	30 FRI
<b>TOTAL TIME USED from Shanghai / Hanoi factory</b>				<b>23 DAYS</b>	<b>26 DAYS</b>	<b>30 DAYS</b>

**2<sup>nd</sup> Corridor: TIME USED between Shanghai factory to Ho chi minh factory**

**Table No. 4 A**

<b>EXPORT from Shanghai</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	1 day	1 day	1 day	1 TUE	1 TUE	1 MON
Trucking from Factory to CY	3 hours	3 hours	4 hours	2 WED	2 WED	2 TUE
Customs Clearance Process	1 day	1 day	1 day	2 WED	2 WED	2 TUE
Trucking from CY to Port	3 hours	3 hours	4 hours	3 THU	3 THU	4 THU
Customs Inspection	3 hours	3 hours	4 hours	4 FRI	4 FRI	5 FRI
Container Port Stay awaiting for vessel arrival	3 days	3 days	3 days	6 SUN	6 SUN	7 SUN
Transit time of Ocean Carriage	5 days	5 days	5 days	11 FRI	11 FRI	12 FRI

<b>IMPORT to Hochiminh City</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	12 SAT	12 SAT	13 SAT
Document Handling with Customer	8 hours	1 day	2 days	14 MON	14 MON	16 TUE
Customs Clearance Process until release freight	4 hours	1 day	2 days	15 TUE	15 TUE	18 THU
Pulling Container from Yard to Transport	1 hours	2 hours	2.5 hours	16 WED	16 WED	19 FRI
Trucking from Ho chi minh port to factory	3 hours	5 hours	5 hours	16 WED	16 WED	19 FRI
<b>TOTAL TIME USED from Shanghai / Ho chi minh factory</b>				<b>16 DAYS</b>	<b>16 DAYS</b>	<b>19 DAYS</b>

**Carrier : STX Pan Ocean**

**Ocean Transport Transit time : 5 days**

**Service Frequency : Weekly**

**ETD \* Sunday / Closing Thursday**

**Direct Sailing**

The Table No. 4 A demonstrates the total Time Used from Shanghai Door to Ho chi minh Door.

Again since sailing schedule is available only once a week, therefore, if there are any incidents that container can not be laden onto the vessel, then the total time consumed will be 7 days more than the above table which shown below:

**Table No. 4 B**

<b>EXPORT from Shanghai</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	1 day	1 day	1 day	1 TUE	1 TUE	1 MON
Trucking from Factory to CY	3 hours	3 hours	4 hours	2 WED	2 WED	2 TUE
Customs Clearance Process	1 day	1 day	1 day	2 WED	2 WED	3 WED
Trucking from CY to Port	3 hours	3 hours	4 hours	3 THU	3 THU	4 THU
Customs Inspection	3 hours	3 hours	4 hours	4 FRI	4 FRI	5 FRI
Container Port Stay awaiting for vessel arrival	10 days	10 days	10 days	13 SUN	13 SUN	14 SUN
Transit time of Ocean Carriage	5 days	5 days	5 days	18 FRI	18 FRI	19 FRI

<b>IMPORT to Hochiminh City</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	19 SAT	19 SAT	20 SAT
Document Handling with Customer	8 hours	1 day	2 days	21 MON	21 MON	22 MON
Customs Clearance Process until release freight	4 hours	1 day	2 days	22 TUE	22 TUE	24 WED
Pulling Container from Yard to Transport	1 hours	2 hours	2.5 hours	23 WED	23 WED	25 THU
Trucking from Ho chi minh port to factory	3 hours	5 hours	5 hours	23 WED	23 WED	25 THU
<b>TOTAL TIME USED from Shanghai / Ho chi minh factory</b>				<b>23 DAYS</b>	<b>23 DAYS</b>	<b>25 DAYS</b>

**3<sup>rd</sup> Corridor: TIME USED between Pusan factory to Hanoi factory**

**Table No. 5 A**

<b>EXPORT from PUSAN</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	3 hours	1 day	1 day	1 TUE	1 MON	1 FRI
Customs Clearance Process until finish	4 hours	1 day	1 day	1 TUE	2 TUE	3 MON
Trucking from factory in City Limit to Port	5 hours	5 hours	6 hours	2 WED	3 WED	4 TUE
Container Port Stay awaiting for vessel arrival	3 days	3 days	4 days	5 SAT	6 SAT	8 SAT
Transit time of Ocean Carriage	5 days	5 days	5 days	10 THU	11 THU	13 THU

<b>IMPORT to Haiphong</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	11 FRI	12 FRI	14 FRI
Document Handling with Customer	8 hours	1 day	2 days	14 MON	15 MON	18 TUE
Customs Clearance Process until release freight	3 hours	1 day	2 days	15 TUE	16 TUE	20 THU
Pulling Container from Yard to Transport	4 hours	6 hours	10 hours	16 WED	17 WED	21 FRI
Trucking from Haiphong Port to Hanoi factory	4 hours	5 hours	10 hours	16 WED	18 THU	22 SAT
<b>TOTAL TIME USED from Pusan to Hanoi factory</b>				<b>16 DAYS</b>	<b>18 DAYS</b>	<b>22 DAYS</b>

**Carrier : KMTC**

**Ocean Transport Transit time : 5 days**

**Service Frequency : Weekly**

**ETD \* Saturday / Closing Thursday**

**Direct Sailing**

The Table No. 5 A demonstrates the total Time Used from Pusan Door to Hanoi Door.

Sailing schedule is available only once a week, therefore, if there are any incidents that container can not be laden onto the vessel, then the total time consumed will be 7 days more than the above table in the same case as Table No. 4 B

**Table No. 5 B**

<b>EXPORT from PUSAN</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	3 hours	1 day	1 day	1 TUE	1 MON	1 FRI
Customs Clearance Process until finish	4 hours	1 day	1 day	1 TUE	2 TUE	3 MON
Trucking from factory in City Limit to Port	5 hours	5 hours	6 hours	2 WED	3 WED	4 TUE
Container Port Stay awaiting for vessel arrival	10 days	10 days	11 days	12 SAT	13 SAT	15 SAT
Transit time of Ocean Carriage	5 days	5 days	5 days	17 THU	18 THU	20 THU

<b>IMPORT to Haiphong</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	18 FRI	19 FRI	21 FRI
Document Handling with Customer	8 hours	1 day	2 days	21 MON	22 MON	25 TUE
Customs Clearance Process until release freight	3 hours	1 day	2 days	22 TUE	23 TUE	27 THU
Pulling Container from Yard to Transport	4 hours	6 hours	10 hours	23 WED	24 WED	28 FRI
Trucking from Haiphong Port to Hanoi factory	4 hours	5 hours	10 hours	23 WED	25 THU	29 SAT
<b>TOTAL TIME USED from Pusan to Hanoi factory</b>				<b>23 DAYS</b>	<b>25 DAYS</b>	<b>29 DAYS</b>

**3<sup>rd</sup> Corridor: TIME USED between Pusan factory to Ho chi minh factory**

**Table No. 6 A**

<b>EXPORT from PUSAN</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	3 hours	1 day	1 day	1 TUE	1 MON	1 FRI
Customs Clearance Process until finish	4 hours	1 day	1 day	1 TUE	2 TUE	4 MON
Trucking from factory in City Limit to Port	5 hours	5 hours	6 hours	2 WED	3 WED	5 TUE
Container Port Stay awaiting for vessel arrival	2 days	2 days	3 days	4 FRI	5 FRI	8 FRI
Transit time of Ocean Carriage	6 days	6 days	6 days	10 THU	11 THU	14 THU

<b>IMPORT to Hochiminh City</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	11 FRI	11 FRI	15 FRI
Document Handling with Customer	8 hours	1 day	2 days	11 FRI	14 MON	19 TUE
Customs Clearance Process until release freight	4 hours	1 day	2 days	14 MON	15 TUE	21 THU
Pulling Container from Yard to Transport	1 hours	2 hours	2.5 hours	15 TUE	16 WED	22 FRI
Trucking from Ho chi minh port to factory	3 hours	5 hours	5 hours	15 TUE	16 WED	22 FRI
<b>TOTAL TIME USED from Pusan to Ho chi minh factory</b>				<b>15 DAYS</b>	<b>16 DAYS</b>	<b>22 DAYS</b>

**Carrier : KMTC**

**Ocean Transport Transit time : 6 days**

**Service Frequency : Twice/ Week**

**ETD \* Friday / Closing Wednesday**

**Direct Sailing**

The Table No. 6 A demonstrates the total Time Used from Pusan Door to Ho chi minh Door.

There are two sailings per week but below schedule has longer transit time and in term of usage below schedule to recover situation of roll over, the below schedule is not suitable. Shipment should be waited for above next schedule. Table 6 B. demonstrates full transit time of second schedule.

**Table No. 6 B**

<b>EXPORT from PUSAN</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	3 hours	1 day	1 day	1 FRI	1 THU	1 WED
Customs Clearance Process until finish	4 hours	1 day	1 day	1 FRI	2 FRI	2 THU
Trucking from factory in City Limit to Port	5 hours	5 hours	6 hours	4 MON	3 SAT	3 FRI
Container Port Stay awaiting for vessel arrival	2 days	4 days	5 days	6 WED	7 WED	8 WED
Transit time of Ocean Carriage	10 days	10 days	10 days	16 SAT	17 SAT	18 SAT

<b>IMPORT to Hochiminh City</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	17 SUN	18 SUN	19 SUN
Document Handling with Customer	8 hours	1 day	2 days	18 MON	19 MON	21 TUE
Customs Clearance Process until release freight	4 hours	1 day	2 days	19 TUE	20 TUE	23 THU
Pulling Container from Yard to Transport	1 hours	2 hours	2.5 hours	20 WED	21 WED	24 FRI
Trucking from Ho chi minh port to factory	3 hours	5 hours	5 hours	20 WED	21 WED	24 FRI
<b>TOTAL TIME USED Pusan to Ho chi Minh factory</b>				<b>20 DAYS</b>	<b>21 DAYS</b>	<b>24 DAYS</b>

Carrier : KMTC

Ocean Transport Transit time : 10 days

Service Frequency : Twice/ Week

ETD \* Wednesday / Closing Monday

Direct Sailing (Qingdao/Shanghai/Ho chi minh)

**4<sup>th</sup> Corridor: TIME USED between Nhava Sheva factory to Hanoi factory**  
**Table No. 7 A**

<b>EXPORT from Nhava Sheva</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	1 day	1 day	1 day	1 THU	1 WED	1 Mon
Customs Clearance Process until finish	1 day	1 day	1 day	2 FRI	2 THU	2 TUE
Trucking from factory in City Limit to Port	4 hours	5 hours	6 hours	3 SAT	3 FRI	3 WED
Container Port Stay awaiting for vessel arrival	4 days	5 days	7 days	7 WED	8 WED	10 WED
Transit time of Ocean Carriage to Singapore	8 days	8 days	8 days	15 THU	16 THU	18 THU
Port stay at Singapore	2 days	2 days	2 days	17 SAT	18 SAT	20 SAT
Transit time from Singapore to Haiphong	4 days	4 days	4 days	21 WED	22 WED	24 WED

<b>IMPORT to Haiphong</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	22 THU	23 THU	25 THU
Document Handling with Customer	8 hours	1 day	2 days	23 FRI	24 FRI	27 SAT
Customs Clearance Process until release freight	3 hours	1 day	2 days	26 MON	27 MON	30 TUE
Pulling Container from Yard to Transport	4 hours	6 hours	10 hours	27 TUE	28 TUE	31 WED
Trucking from Haiphong Port to Hanoi factory	4 hours	5 hours	10 hours	27 TUE	29 WED	32 THU
<b>TOTAL TIME USED from Nhava Sheva to Hanoi factory</b>				<b>27 DAYS</b>	<b>29 DAYS</b>	<b>32 DAYS</b>

**Carrier : RCL**

**Ocean Transport Transit time : 14 days**  
**ETD \* Wednesday / Closing Sunday**

**Service Frequency : Weekly**  
**Transshipment at Singapore**

The Table No. 7 A demonstrates the total Time Used from Nhava Sheva Door to Hanoi Door.

There is only one sailing per week both ex Nhava Sheva to Singapore and from Singapore to Haiphong.

Therefore, in whichever case delay happens at Nhava Sheva or at Singapore, the total time used will be 7 days more. Table No. 7 B demonstrates delay at Singapore.

**Table No. 7 B**

<b>EXPORT from Nhava Sheva</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	1 day	1 day	1 day	1 THU	1 WED	1 Mon
Customs Clearance Process until finish	1 day	1 day	1 day	2 FRI	2 THU	2 TUE
Trucking from factory in City Limit to Port	4 hours	5 hours	6 hours	3 SAT	3 FRI	3 WED
Container Port Stay awaiting for vessel arrival	4 days	5 days	7 days	7 WED	8 WED	10 WED
Transit time of Ocean Carriage to Singapore	8 days	8 days	8 days	15 THU	16 THU	18 THU
Port stay at Singapore	9 days	9 days	9 days	24 SAT	25 SAT	27 SAT
Transit time from Singapore to Haiphong	4 days	4 days	4 days	28 WED	29 WED	31 WED

<b>IMPORT to Haiphong</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	29 THU	30 THU	32 THU
Document Handling with Customer	8 hours	1 day	2 days	30 FRI	31 FRI	34 SAT
Customs Clearance Process until release freight	3 hours	1 day	2 days	33 MON	34 MON	37 TUE
Pulling Container from Yard to Transport	4 hours	6 hours	10 hours	34 TUE	35 TUE	38 WED
Trucking from Haiphong Port to Hanoi factory	4 hours	5 hours	10 hours	34 TUE	36 WED	39 THU
<b>TOTAL TIME USED from Nhava Sheva to Hanoi factory</b>				<b>34 DAYS</b>	<b>36 DAYS</b>	<b>39 DAYS</b>

**4<sup>th</sup> Corridor: TIME USED between Nhava Sheva factory to Ho chi minh factory**

**Table No. 8 A**

<b>EXPORT from Nhava Sheva</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	1 day	1 day	1 day	1 THU	1 WED	1 MON
Customs Clearance Process until finish	1 day	1 day	1 day	2 FRI	2 THU	2 TUE
Trucking from factory in City Limit to Port	4 hours	5 hours	6 hours	3 SAT	3 FRI	3 WED
Container Port Stay awaiting for vessel arrival	4 days	5 days	7 days	7 WED	8 WED	10 WED
Transit time of Ocean Carriage to Singapore	8 days	8 days	8 days	15 THU	16 THU	18 THU
Port stay at Singapore	3 days	3 days	3 days	18 SAT	19 SAT	21 SAT
Transit time from Singapore to Ho Chi Minh	2 days	2 days	2 days	20 TUE	21 TUE	23 TUE

<b>IMPORT to Hochiminh City</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	21 WED	22 WED	24 WED
Document Handling with Customer	8 hours	1 day	2 days	22 THU	23 THU	26 FRI
Customs Clearance Process until release freight	4 hours	1 day	2 days	23 FRI	24 FRI	30 TUE
Pulling Container from Yard to Transport	1 hours	2 hours	2.5 hours	24 SAT	25 SAT	31 WED
Trucking from Ho chi minh port to factory	3 hours	5 hours	5 hours	24 SAT	25 SAT	31 WED
<b>TOTAL TIME USED from Nhava Sheva to Ho chi minh factory</b>				<b>24 DAYS</b>	<b>25 DAYS</b>	<b>31 DAYS</b>

**Carrier : RCL**

**Ocean Transport Transit time : 13 days**

**Service Frequency : Weekly**

**Transshipment at Singapore**

**ETD \* Wednesday / Closing Sunday**

The Table No. 8 A demonstrates the total Time Used from Nhava Sheva Door to Ho chi minh Door.

There is only one sailing per week both ex Nhava Sheva to Singapore but from Singapore there are two sailings to Ho chi minh which the additional port stay 3 days. The below Table No. 8 B will demonstrate delay happens at Singapore.

**Table No. 8 B**

<b>EXPORT from Nhava Sheva</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	1 day	1 day	1 day	1 THU	1 WED	1 MON
Customs Clearance Process until finish	1 day	1 day	1 day	2 FRI	2 THU	2 TUE
Trucking from factory in City Limit to Port	4 hours	5 hours	6 hours	3 SAT	3 FRI	3 WED
Container Port Stay awaiting for vessel arrival	4 days	5 days	7 days	7 WED	8 WED	10 WED
Transit time of Ocean Carriage to Singapore	8 days	8 days	8 days	15 THU	16 THU	18 THU
Port stay at Singapore	6 days	6 days	6 days	21 WED	22 WED	24 WED
Transit time from Singapore to Ho Chi Minh	2 days	2 days	2 days	23 FRI	24 FRI	26 FRI

<b>IMPORT to Hochiminh City</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	24 SAT	25 SAT	27 SAT
Document Handling with Customer	8 hours	1 day	2 days	26 MON	27 MON	29 MON
Customs Clearance Process until release freight	4 hours	1 day	2 days	27 TUE	28 TUE	31 WED
Pulling Container from Yard to Transport	1 hours	2 hours	2.5 hours	28 WED	29 WED	32 THU
Trucking from Ho chi minh port to factory	3 hours	5 hours	5 hours	28 WED	29 WED	32 THU
<b>TOTAL TIME USED from Nhava Sheva to Ho chi minh factory</b>				<b>28 DAYS</b>	<b>29 DAYS</b>	<b>32 DAYS</b>

**5<sup>th</sup> Corridor: TIME USED between Bandung factory, Indonesia to Phnom Penh factory**

**Table No. 9 A**

<b>EXPORT from Jakarta Indonesia</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	3 hours	0.5 day	1 day	1 MON	1 MON	1 FRI
Customs Clearance Process until finish	1.5 days	1.5 days	2 days	2 TUE	2 TUE	5 TUE
Trucking from Bandung factory to Jakarta Port	5 hours	5 hours	6 hours	3 WED	3 WED	6 WED
Container Port Stay awaiting for vessel arrival	2 days	2 days	2 days	5 FRI	5 FRI	8 FRI
Transit time of Ocean Carriage to Singapore	3 days	3 days	3 days	8 MON	8 MON	11 MON
Port Stay at Singapore	2 days	2 days	2 days	10 WED	10 WED	13 WED
Transit time to Sihanoukville	2 days	2 days	2 days	12 FRI	12 FRI	15 FRI

<b>IMPORT to Phnom Penh via Sihanoukville</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	45 hours	45 hours	65 hours	14 SUN	14 SUN	18 MON
Document Handling with Customer	1 day	1 day	1 day	15 MON	15 MON	19 TUE
Customs Clearance Process until release freight	1 day	1 day	2 days	16 TUE	16 TUE	20 WED
Pulling Container from Yard to Transport	1 hour	1.5 hours	2 hours	17 WED	17 WED	21 THU
Trucking from Sihanoukville Port to factory	5 hours	6 hours	8 hours	17 WED	17 WED	21 THU
<b>TOTAL TIME USED from Bandung to Phnom Penh factory</b>				<b>17 DAYS</b>	<b>17 DAYS</b>	<b>21 DAYS</b>

**Carrier : RCL**

**Ocean Transport Transit time : 7 days**

**Service Frequency : Weekly**

**ETD \* Friday / Closing Wednesday**

**Transshipment at Singapore**

The Table No. 9 A demonstrates the total Time Used from Bundung Door to Phnom Penh Door.

There is only three sailings per week ex Jakarta to Singapore and from Singapore the next sailing schedule will be another 5 days time if delay happens in Singapore. Table No. 9 B shows the total days used below:

**Table No. 9 B**

<b>EXPORT from Jakarta Indonesia</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	3 hours	0.5 day	1 day	1 MON	1 MON	1 FRI
Customs Clearance Process until finish	1.5 days	1.5 days	2 days	2 TUE	2 TUE	5 TUE
Trucking from factory in City Limit to Port	5 hours	5 hours	6 hours	3 WED	3 WED	6 WED
Container Port Stay awaiting for vessel arrival	2 days	2 days	2 days	5 FRI	5 FRI	FRI
Transit time of Ocean Carriage to Singapore	3 days	3 days	3 days	8 MON	8 MON	11 MON
Port Stay at Singapore	7 days	7 days	7 days	15 MON	15 MON	19 MON
Transit time to Sihanoukville	2 days	2 days	2 days	17 WED	17 WED	21 WED

<b>IMPORT to Phnom Penh via Sihanoukville</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	45 hours	45 hours	65 hours	19 FRI	19 FRI	24 SAT
Document Handling with Customer	1 day	1 day	1 day	19 FRI	22 MON	26 MON
Customs Clearance Process until release freight	1 day	1 day	2 days	22 MON	23 TUE	28 WED
Pulling Container from Yard to Transport	1 hour	1.5 hours	2 hours	23 TUE	24 WED	29 THU
Trucking from Sihanoukville Port to factory	5 hours	6 hours	8 hours	23 TUE	24 WED	29 THU
<b>TOTAL TIME USED from Bundung to Phnom Penh factory</b>				<b>23 DAYS</b>	<b>24 DAYS</b>	<b>29 DAYS</b>

**6<sup>th</sup> Corridor: TIME USED between Shanghai factory, China to Phnom Penh factory, Cambodia**

**Table No. 10 A**

EXPORT from Shanghai	Minimum	Average	Maximum	Minimum Cumulative days used	Average Cumulative days used	Maximum Cumulative days used
Export Document Handling with Customer	1 day	1 day	1 day	1 TUE	1 TUE	1 MON
Trucking from Factory to CY	3 hours	3 hours	4 hours	2 WED	2 WED	2 TUE
Customs Clearance Process	1 day	1 day	1 day	2 WED	2 WED	2 TUE
Trucking from CY to Port	3 hours	3 hours	4 hours	3 THU	3 THU	4 THU
Customs Inspection	3 hours	3 hours	4 hours	4 FRI	4 FRI	5 FRI
Container Port Stay awaiting for vessel arrival	3 days	3 days	3 days	7 MON	7 MON	8 MON
Transit time Ocean Carriage to Singapore	8 days	8 days	8 days	15 TUE	15 TUE	18 TUE
Port Stay at Singapore	3 days	3 days	3 days	18 FRI	18 FRI	20 THU
Transt time Ocean Carriage to Sihanoukville	2 days	2 days	2 days	20 SUN	20 SUN	23 SUN

IMPORT to Phnom Penh via Sihanoukville	Minimum	Average	Maximum	Minimum	Average	Maximum
Port Handling (Lift off vessel)	45 hours	45 hours	65 hours	21 TUE	21 TUE	26 WED
Document Handling with Customer	1 day	1 day	1 day	22 WED	22 WED	27 THU
Customs Clearance Process until release freight	1 day	1 day	2 days	23 THU	23 THU	31 MON
Pulling Container from Yard to Transport	1 hour	1.5 hours	2 hours	24 FRI	24 FRI	32 TUE
Trucking from Sihanoukville Port to factory	5 hours	6 hours	8 hours	24 FRI	24 FRI	32 TUE
<b>TOTAL TIME USED from Shanghai to Phnom Penh factory</b>				<b>24 DAYS</b>	<b>24 DAYS</b>	<b>32 DAYS</b>

**Carrier : K Line**

**Ocean Transport Transit time : 7 days**

**ETD \* Friday / Closing Wednesday**

**Service Frequency : Weekly**

**Transshipment at Singapore**

The Table No. 10 A demonstrates the total Time Used from Bundung Door to Phnom Penh Door.

There is only one sailing per week from Shanghai to Singapore and from Singapore the next transshipment schedule will be another 3 and 4 days and 6 days time. Therefore, in case delay happens in Singapore presumable at maximum 6 days, Table No. 9 B shows the total days used below:

**Table No. 10B**

<b>EXPORT from Shanghai</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	1 day	1 day	1 day	1 TUE	1 TUE	1 MON
Trucking from Factory to CY	3 hours	3 hours	4 hours	2 WED	2 WED	2 TUE
Customs Clearance Process	1 day	1 day	1 day	2 WED	2 WED	2 TUE
Trucking from CY to Port	3 hours	3 hours	4 hours	3 THU	3 THU	4 THU
Customs Inspection	3 hours	3 hours	4 hours	4 FRI	4 FRI	5 FRI
Container Port Stay awaiting for vessel arrival	3 days	3 days	3 days	7 MON	7 MON	8 MON
Transit time Ocean Carriage to Singapore	8 days	8 days	8 days	15 TUE	15 TUE	18 TUE
Port Stay at Singapore	10 days	10 days	10 days	25 FRI	25 FRI	28 FRI
Transt time Ocean Carriage to Sihanoukville	2 days	2 days	2 days	27 SUN	27 SUN	30 SUN

<b>IMPORT to Phnom Penh via Sihanoukville</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	45 hours	45 hours	65 hours	29 TUE	29 TUE	33 WED
Document Handling with Customer	1 day	1 day	1 day	30 WED	30 WED	34 THU
Customs Clearance Process until release freight	1 day	1 day	2 days	31 THU	31 THU	38 MON
Pulling Container from Yard to Transport	1 hour	1.5 hours	2 hours	32 FRI	32 FRI	39 TUE
Trucking from Sihanoukville Port to factory	5 hours	6 hours	8 hours	32 FRI	32 FRI	39 TUE
<b>TOTAL TIME USED from Shanghai to Phnom Penh factory</b>				<b>32 DAYS</b>	<b>32 DAYS</b>	<b>39 DAYS</b>

**7<sup>th</sup> Corridor: TIME USED between Pusan factory to Phnom Penh factory, Cambodia**

**Table No. 11 A**

<b>EXPORT from PUSAN</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	3 hours	1 day	1 day	1 THU	1 WED	1 TUE
Customs Clearance Process until finish	4 hours	1 day	1 day	2 FRI	2 THU	2 WED
Trucking from factory in City Limit to Port	5 hours	5 hours	6 hours	3 SAT	3 FRI	3 THU
Container Port Stay awaiting for vessel arrival	2 days	3 day	4 days	5 MON	6 MON	7 MON
Transit time of Ocean Carriage to Singapore	9 days	9 days	9 days	15 WED	16 WED	17 WED
Port Stay at Singapore	2 days	2 days	2 days	17 FRI	18 FRI	19 FRI
Transit time to Sihanoukville	3 days	3 days	3 days	20 MON	21 MON	22 MON

<b>IMPORT to Phnom Penh via Sihanoukville</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	45 hours	45 hours	65 hours	22 WED	23 WED	25 THU
Document Handling with Customer	1 day	1 day	1 day	23 WED	24 THU	26 FRI
Customs Clearance Process until release freight	1 day	1 day	2 days	24 WED	25 FRI	30 TUE
Pulling Container from Yard to Transport	1 hour	1.5 hours	2 hours	25 FRI	26 SAT	31 WED
Trucking from Sihanoukville Port to factory	5 hours	6 hours	8 hours	25 FRI	26 SAT	31 WED
<b>TOTAL TIME USED from Pusan to Phnom Penh factory</b>				<b>25 DAYS</b>	<b>26 DAYS</b>	<b>31 DAYS</b>

**Carrier : Wanhai**

**Ocean Transport Transit time : 14 days**

**Service Frequency : Weekly**

**ETD \* Monday / Closing Saturday / Transshipment at Singapore**

The Table No. 11 A demonstrates the total Time Used from Bundung Door to Phnom Penh Door.

There is only one sailing per week from Pusan to Singapore and from Singapore the next transshipment schedule is 2 more days time if there is delay at Singapore. Table No. 11 B shows the total days used below:

**Table No. 11 B**

<b>EXPORT from PUSAN</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	3 hours	1 day	1 day	1 THU	1 WED	1 TUE
Customs Clearance Process from start until finish	4 hours	1 day	1 day	2 FRI	2 THU	2 WED
Trucking from factory in City Limit to Port	5 hours	5 hours	6 hours	3 SAT	3 FRI	3 THU
Container Port Stay awaiting for vessel arrival	2 days	3 day	4 days	5 MON	6 MON	7 MON
Transit time of Ocean Carriage to Singapore	9 days	9 days	9 days	15 WED	16 WED	17 WED
Port Stay at Singapore	4 days	4 days	4 days	19 SUN	20 SUN	21 SUN
Transit time to Sihanoukville	3 days	3 days	3 days	22 WED	23 WED	24 WED

<b>IMPORT to Phnom Penh via Sihanoukville</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	45 hours	45 hours	65 hours	24 FRI	25 FRI	27 SAT
Document Handling with Customer	1 day	1 day	1 day	27 MON	28 MON	29 MON
Customs Clearance Process until release freight	1 day	1 day	2 days	28 TUE	29 TUE	31 WED
Pulling Container from Yard to Transport	1 hour	1.5 hours	2 hours	29 WED	30 WED	32 THU
Trucking from Sihanoukville Port to factory	5 hours	6 hours	8 hours	29 WED	30 WED	32 THE
<b>TOTAL TIME USED from Pusan to Phnom Penh factory</b>				<b>29 DAYS</b>	<b>30 DAYS</b>	<b>32 DAYS</b>

**8<sup>th</sup> Corridor: TIME USED between Nhava Sheva factory to Phnom Penh factory via Sihanoukville**

**Table No. 12 A**

<b>EXPORT from Nhava Sheva</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	1 day	1 day	1 day	1 THU	1 WED	1 Mon
Customs Clearance Process until finish	1 day	1 day	1 day	2 FRI	2 THU	2 TUE
Trucking from factory in City Limit to Port	4 hours	5 hours	6 hours	3 SAT	3 FRI	3 WED
Container Port Stay awaiting for vessel arrival	4 days	5 days	7 days	7 WED	8 WED	10 WED
Transit time of Ocean Carriage to Singapore	8 days	8 days	8 days	15 THU	16 THU	18 THU
Port stay at Singapore	4 days	4 days	4 days	19 MON	20 MON	22 MON
Transit time from Singapore to Sihanoukville	2 days	2 days	2 days	21 WED	22 WED	24 WED

<b>IMPORT to Phnom Penh via Sihanoukville</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	45 hours	45 hours	65 hours	23 Fri	24 Fri	27 Sat
Document Handling with Customer	1 day	1 day	1 day	23 Fri	24 Fri	29 Mon
Customs Clearance Process until release freight	1 day	1 day	2 days	26 Mon	27 Mon	31 Wed
Pulling Container from Yard to Transport	1 hour	1.5 hours	2 hours	27 Tue	28 Tue	32 Thu
Trucking from Sihanoukville Port to factory	5 hours	6 hours	8 hours	27 Tue	28 Tue	32 Thu
<b>TOTAL TIME USED from Nhava Sheva to Phnom Penh factory</b>				<b>27 DAYS</b>	<b>28 DAYS</b>	<b>32 DAYS</b>

**Carrier : RCL**

**Ocean Transport Transit time : 13 days**

**Service Frequency : Weekly**

**ETD \* Wednesday / Closing Sunday**

**Transshipment at Singapore**

The Table No. 12 A demonstrates the total Time Used from Nhava Sheva Door to Ho chi minh Door.

There is only one sailing per week both ex Nhava Sheva to Singapore same schedule as Table 7A and 8A and from Singapore there are two sailings to Sihanoukville which the additional shortest port stay 2 days. The below Table No. 9 B will demonstrate delay happens at Singapore.

**Table No. 12 B**

<b>EXPORT from Nhava Sheva</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	1 day	1 day	1 day	1 THU	1 WED	1 Mon
Customs Clearance Process until finish	1 day	1 day	1 day	2 FRI	2 THU	2 TUE
Trucking from factory in City Limit to Port	4 hours	5 hours	6 hours	3 SAT	3 FRI	3 WED
Container Port Stay awaiting for vessel arrival	4 days	5 days	7 days	7 WED	8 WED	10 WED
Transit time of Ocean Carriage to Singapore	8 days	8 days	8 days	15 THU	16 THU	18 THU
Port stay at Singapore	6 days	6 days	6 days	21 WED	22 WED	24 WED
Transit time from Singapore to Sihanoukville	2 days	2 days	2 days	23 FRI	24 FRI	26 FRI

<b>IMPORT to Phnom Penh via Sihanoukville</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	45 hours	45 hours	65 hours	25 SUN	26 SUN	29 MON
Document Handling with Customer	1 day	1 day	1 day	26 MON	27 MON	30 TUE
Customs Clearance Process until release freight	1 day	1 day	2 days	27 TUE	28 TUE	32 THU
Pulling Container from Yard to Transport	1 hour	1.5 hours	2 hours	28 WED	29 WED	33 FRI
Trucking from Sihanoukville Port to factory	5 hours	6 hours	8 hours	28 WED	29 WED	33 FRI
<b>TOTAL TIME USED</b>				<b>28 DAYS</b>	<b>29 DAYS</b>	<b>33 DAYS</b>

## DELIVERABLE 3

# COST OF THE CORRIDORS LCL SHIPMENT

## **Transport Corridor for LCL Shipment Time & Cost**

### **General Agreement**

1. The LCL shipment is operated by Common Consolidator who mostly uses container of Common Carrier. Most of consolidation container will be treated as special priority to be laden on board by Carrier because the volume of containers is quite stable and good for carrier in term of volume forecasting including the loyalty of Consolidator, and in fact, there are many shipper involved with. Therefore, the Consolidation container will be rarely rolled over. If such event happens, then one week delay will occur. Day and number of day in Time Table will be postponed 7 days accordingly.
2. In this report, we make 3 categories of LCL volume, namely Minimum (less than One Revenue Ton), 5 Revenue Tons, 10 Revenue Tons. Some cost in the table is based on Revenue Ton ( Revenue Tons x Charge) and Some cost is based on “Shipment” or Size of truck to be used. The cost per Revenue Ton would not be reflected simply by the amount of charge divided by Revenue Ton because of these factors.
3. The shipment ex Thailand, Consolidation is being made at Klong Toey, Bangkok port only. No shipment is ex Leam Chabang port.

Deliverable 3

**Summarize of Comparison Table for the Cost of Shipping**

**Corridor to Vietnam**

<b>CORRIDOR</b>	<b>FROM</b>	<b>TO</b>	<b>COST LCL Minimum</b>	<b>COST LCL 5 R/T</b>	<b>COST LCL 10 R/T</b>
<b>THAILAND - VIETNAM</b>	<b>Samut prakarn</b>	<b>Hochiminh City</b>	<b>417.11</b>	<b>588.65</b>	<b>858.73</b>
<b>KOREA - VIETNAM</b>	<b>Pusan</b>	<b>Hochiminh City</b>	<b>435.23</b>	<b>674.75</b>	<b>994.15</b>
<b>CHINA - VIETNAM</b>	<b>Shanghai</b>	<b>Hochiminh City</b>	<b>372.20</b>	<b>588.40</b>	<b>848.65</b>
<b>INDIA - VIETNAM</b>	<b>Nhava Sheva</b>	<b>Hochiminh City</b>	<b>586.20</b>	<b>993.40</b>	<b>1,473.65</b>
<b>THAILAND - VIETNAM</b>	<b>Samut prakarn</b>	<b>Hanoi</b>	<b>472.11</b>	<b>643.65</b>	<b>913.73</b>
<b>KOREA - VIETNAM</b>	<b>Pusan</b>	<b>Hanoi</b>	<b>490.23</b>	<b>729.75</b>	<b>1,049.15</b>
<b>CHINA - VIETNAM</b>	<b>Shanghai</b>	<b>Hanoi</b>	<b>427.20</b>	<b>643.40</b>	<b>903.65</b>
<b>INDIA - VIETNAM</b>	<b>Nhava Sheva</b>	<b>Hanoi</b>	<b>626.20</b>	<b>973.40</b>	<b>1,378.65</b>

**Corridor to Cambodia**

<b>INDONESIA - CAMBODIA</b>	<b>Bandung</b>	<b>Phnom Penh</b>	<b>840.00</b>	<b>1,145.00</b>	<b>1,615.00</b>
<b>KOREA - CAMBODIA</b>	<b>Pusan</b>	<b>Phnom Penh</b>	<b>665.03</b>	<b>886.35</b>	<b>1,190.50</b>
<b>CHINA - CAMBODIA</b>	<b>Shanghai</b>	<b>Phnom Penh</b>	<b>652.00</b>	<b>1,050.00</b>	<b>1,545.00</b>
<b>INDIA - CAMBODIA</b>	<b>Nhava Sheva</b>	<b>Phnom Penh</b>	<b>816.00</b>	<b>1,205.00</b>	<b>1,670.00</b>

**1<sup>st</sup> Corridor : Summary of Costs of Ocean Shipping  
between Samutprakarn factory to Hanoi factory**

<b>EXPORT LCL from Bangkok</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
Transportation from Samutprakarn factory to Bangkok Port	83.47	83.47	139.12
Gate Charge	2.78	2.78	2.78
Wharfage	0.83	4.17	8.35
Customs Clearance Fee	55.65	55.65	55.65
Other Charges:			
A) Certificate of Origin in case applicable Form D*	9.18	9.18	9.18
<b>Total cost from Samutprakarn Factory to Bangkok Port</b>	<b>151.91</b>	<b>155.25</b>	<b>215.08</b>

<b>OCEAN FREIGHT Bangkok / Haiphong</b>	<b>20.00</b>	<b>100.00</b>	<b>200.00</b>
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<b>IMPORT LCL at Haiphong</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
THC	6.30	31.50	63.00
D/O fee	27.50	27.50	27.50
CFS Fee	15.75	78.75	157.50
Customs Clearance Fee*	70.00	70.00	70.00
Transportation from Port to Hanoi	150.00	150.00	150.00
A) Other Fee	3.15	3.15	3.15
B) Agency Fee	27.50	27.50	27.50
<b>Total cost from Haiphong Port to Hanoi Factory</b>	<b>300.20</b>	<b>388.40</b>	<b>498.65</b>

<b>Total Samutprakarn Door to Hanoi Door</b>	<b>472.11</b>	<b>643.65</b>	<b>913.73</b>
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**1<sup>st</sup> Corridor : Summary of Costs of Ocean Shipping  
between Samutprakarn factory to Ho chi minh factory**

<b>EXPORT LCL from Bangkok</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
Transportation from Samutprakarn factory to Bangkok Port	83.47	83.47	139.12
Gate Charge	2.78	2.78	2.78
Wharfage	0.83	4.17	8.35
Customs Clearance Fee	55.65	55.65	55.65
Other Charges:			
A) Certificate of Origin in case applicable Form D*	9.18	9.18	9.18
<b>Total cost from Samutprakarn Factory to Bangkok Port</b>	<b>151.91</b>	<b>155.25</b>	<b>215.08</b>

<b>OCEAN FREIGHT Bangkok / Ho chi minh</b>	<b>20.00</b>	<b>100.00</b>	<b>200.00</b>
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<b>IMPORT LCL at Ho chi minh City</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
THC	6.30	31.50	63.00
D/O fee	27.50	27.50	27.50
CFS Fee	15.75	78.75	157.50
Customs Clearance Fee	45.00	45.00	45.00
Transportation from Port to City Limit	120.00	120.00	120.00
A) Other Fee	3.15	3.15	3.15
B) Agency Fee	27.50	27.50	27.50
<b>Total cost from Ho chi minh Port to Ho chi minh Factory</b>	<b>245.20</b>	<b>333.40</b>	<b>443.65</b>

<b>Total Samutprakarn Door to Ho chi minh Door</b>	<b>417.11</b>	<b>588.65</b>	<b>858.73</b>
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**2<sup>nd</sup> Corridor : Summary of Costs of Ocean Shipping  
between Shanghai factory to Haiphong factory**

<b>EXPORT from Shanghai LCL</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
<b>Trucking charge from Shanghai factory City limit to Shanghai CFS</b>	<b>60.00</b>	<b>100.00</b>	<b>140.00</b>
<b>THC</b>	<b>-</b>		
<b>Document fee</b>	<b>15.00</b>	<b>15.00</b>	<b>15.00</b>
<b>Customs Clearance Fee</b>	<b>15.00</b>	<b>15.00</b>	<b>15.00</b>
<b>Inspection fee</b>	<b>15.00</b>	<b>15.00</b>	<b>15.00</b>
<b>CFS Charge</b>	<b>7.00</b>	<b>35.00</b>	<b>70.00</b>
<b>Total cost from Shanghai Factory to Shanghai Port</b>	<b>112.00</b>	<b>180.00</b>	<b>255.00</b>

<b>Ocean Freight from Shanghai / Haiphong</b>	<b>15.00</b>	<b>75.00</b>	<b>150.00</b>
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<b>IMPORT LCL at Haiphong</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
<b>THC</b>	<b>6.30</b>	<b>31.50</b>	<b>63.00</b>
<b>D/O fee</b>	<b>27.50</b>	<b>27.50</b>	<b>27.50</b>
<b>CFS Fee</b>	<b>15.75</b>	<b>78.75</b>	<b>157.50</b>
<b>Customs Clearance Fee*</b>	<b>70.00</b>	<b>70.00</b>	<b>70.00</b>
<b>Transportation from Port to Hanoi</b>	<b>150.00</b>	<b>150.00</b>	<b>150.00</b>
<b>A) Other Fee</b>	<b>3.15</b>	<b>3.15</b>	<b>3.15</b>
<b>B) Agency Fee</b>	<b>27.50</b>	<b>27.50</b>	<b>27.50</b>
<b>Total cost from Haiphong Port to Hanoi Factory</b>	<b>300.20</b>	<b>388.40</b>	<b>498.65</b>

<b>Total Shanghai Door to Hanoi Door</b>	<b>427.20</b>	<b>643.40</b>	<b>903.65</b>
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**2<sup>nd</sup> Corridor : Summary of Costs of Ocean Shipping  
between Shanghai factory to Ho chi minh factory**

<b>EXPORT from Shanghai LCL</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
<b>Trucking charge from Shanghai factory City limit to Shanghai CFS</b>	<b>60.00</b>	<b>100.00</b>	<b>140.00</b>
<b>Document fee</b>	<b>15.00</b>	<b>15.00</b>	<b>15.00</b>
<b>Customs Clearance Fee</b>	<b>15.00</b>	<b>15.00</b>	<b>15.00</b>
<b>Inspection fee</b>	<b>15.00</b>	<b>15.00</b>	<b>15.00</b>
<b>CFS Charge</b>	<b>7.00</b>	<b>35.00</b>	<b>70.00</b>
<b>Total cost from Shanghai Factory to Shanghai Port</b>	<b>112.00</b>	<b>180.00</b>	<b>255.00</b>

<b>Ocean Freight from Shanghai / Hochiminh City</b>	<b>15.00</b>	<b>75.00</b>	<b>150.00</b>
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<b>IMPORT LCL at Hochiminh City</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
<b>THC</b>	<b>6.30</b>	<b>31.50</b>	<b>63.00</b>
<b>D/O fee</b>	<b>27.50</b>	<b>27.50</b>	<b>27.50</b>
<b>CFS Fee</b>	<b>15.75</b>	<b>78.75</b>	<b>157.50</b>
<b>Customs Clearance Fee</b>	<b>45.00</b>	<b>45.00</b>	<b>45.00</b>
<b>Transportation from Port to City Limit</b>	<b>120.00</b>	<b>120.00</b>	<b>120.00</b>
<b>A) Other Fee</b>	<b>3.15</b>	<b>3.15</b>	<b>3.15</b>
<b>B) Agency Fee</b>	<b>27.50</b>	<b>27.50</b>	<b>27.50</b>
<b>Total cost from Ho chi minh Port to Ho chi minh Factory</b>	<b>245.20</b>	<b>333.40</b>	<b>443.65</b>

<b>Total Shanghai Door to Hochiminh City Door</b>	<b>372.20</b>	<b>588.40</b>	<b>848.65</b>
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**3<sup>rd</sup> Corridor : Summary of Costs of Ocean Shipping  
Between Pusan factory to Haiphong factory**

<b>EXPORT from Pusan LCL</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
Transportation from Pusan factory in City Limit to Pusan port	110.00	110.00	130.00
Port Charge	0.12	0.60	1.20
THC	3.53	17.65	35.30
CFS	12.20	12.20	12.20
B/L fee	4.18	20.90	41.80
Customs Clearance Fee	30.00	30.00	30.00
<b>Total cost from Pusan Factory to Port in Korea</b>	<b>160.03</b>	<b>191.35</b>	<b>250.50</b>

<b>OCEAN FREIGHT Pusan / Haiphong</b>	<b>30.00</b>	<b>150.00</b>	<b>300.00</b>
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<b>IMPORT LCL at Haiphong</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
THC	6.30	31.50	63.00
D/O fee	27.50	27.50	27.50
CFS Fee	15.75	78.75	157.50
Customs Clearance Fee*	70.00	70.00	70.00
Transportation from Port to Hanoi	150.00	150.00	150.00
A) Other Fee	3.15	3.15	3.15
B) Agency Fee	27.50	27.50	27.50
<b>Total cost from Haiphong Port to Hanoi Factory</b>	<b>300.20</b>	<b>388.40</b>	<b>498.65</b>

<b>Total Pusan Door to Hanoi Door</b>	<b>490.23</b>	<b>729.75</b>	<b>1,049.15</b>
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**3<sup>rd</sup> Corridor : Summary of Costs of Ocean Shipping  
Between Pusan factory to Ho Chi Minh factory**

<b>EXPORT from Pusan LCL</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
Transportation from Pusan factory in City Limit to Pusan port	110.00	110.00	130.00
Port Charge	0.12	0.60	1.20
THC	3.53	17.65	35.30
CFS	12.20	12.20	12.20
B/L fee	4.18	20.90	41.80
Customs Clearance Fee	30.00	30.00	30.00
<b>Total cost from Pusan Factory to Pusan Port</b>	<b>160.03</b>	<b>191.35</b>	<b>250.50</b>

<b>OCEAN FREIGHT Pusan / Hochiminh City</b>	<b>30.00</b>	<b>150.00</b>	<b>300.00</b>
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<b>IMPORT LCL at Hochiminh City</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
THC	6.30	31.50	63.00
D/O fee	27.50	27.50	27.50
CFS Fee	15.75	78.75	157.50
Customs Clearance Fee	45.00	45.00	45.00
Transportation from Port to City Limit	120.00	120.00	120.00
A) Other Fee	3.15	3.15	3.15
B) Agency Fee	27.50	27.50	27.50
<b>Total cost from Ho chi minh Port to Ho chi minh Factory</b>	<b>245.20</b>	<b>333.40</b>	<b>443.65</b>

<b>Total Pusan Door to Ho chi minh Door</b>	<b>435.23</b>	<b>674.75</b>	<b>994.15</b>
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**4<sup>th</sup> Corridor : Summary of Costs of Ocean Shipping  
Between Nhava Sheva factory to Hanoi factory via Haiphong**

<b>EXPORT from Nhava Sheva LCL</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
Trucking charge from City limit to Nhava Sheva CFS	122.00	145.00	145.00
THC / Per CBM	17.00	85.00	170.00
B/L fee	30.00	30.00	30.00
CFS Charge	2.00	10.00	20.00
Vehicle Offloading at CFS	15.00	15.00	15.00
Customs Clearance Fee	70.00	70.00	70.00
Surrender Fee	30.00	30.00	30.00
<b>Total cost from Nhava Sheva Factory to Nhava Sheva Port</b>	<b>286.00</b>	<b>385.00</b>	<b>480.00</b>

<b>Ocean Freight from Nhava Sheva / Haiphong</b>	<b>40.00</b>	<b>200.00</b>	<b>400.00</b>
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<b>IMPORT LCL at Haiphong</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
THC	6.30	31.50	63.00
D/O fee	27.50	27.50	27.50
CFS Fee	15.75	78.75	157.50
Customs Clearance Fee*	70.00	70.00	70.00
Transportation from Port to Hanoi	150.00	150.00	150.00
A) Other Fee	3.15	3.15	3.15
B) Agency Fee	27.50	27.50	27.50
<b>Total cost from Haiphong Port to Hanoi Factory</b>	<b>300.20</b>	<b>388.40</b>	<b>498.65</b>

<b>Total Nhava Sheva Door to Hanoi Door</b>	<b>626.20</b>	<b>973.40</b>	<b>1,378.65</b>
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**4<sup>th</sup> Corridor : Summary of Costs of Ocean Shipping  
Between Nhava Sheva factory to Ho chi minh factory**

<b>EXPORT from Nhava Sheva LCL</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
<b>Trucking charge from City limit to Nhava Sheva CFS</b>	<b>122.00</b>	<b>145.00</b>	<b>145.00</b>
<b>THC / Per CBM</b>	<b>17.00</b>	<b>85.00</b>	<b>170.00</b>
<b>B/L fee</b>	<b>30.00</b>	<b>30.00</b>	<b>30.00</b>
<b>CFS Charge</b>	<b>2.00</b>	<b>10.00</b>	<b>20.00</b>
<b>Vehicle Offloading at CFS</b>	<b>15.00</b>	<b>15.00</b>	<b>15.00</b>
<b>Customs Clearance Fee</b>	<b>70.00</b>	<b>70.00</b>	<b>70.00</b>
<b>Surrender Fee</b>	<b>30.00</b>	<b>30.00</b>	<b>30.00</b>
<b>Total cost from Nhava Sheva Factory to Nhava Sheva Port</b>	<b>286.00</b>	<b>385.00</b>	<b>480.00</b>

<b>OCEAN FREIGHT Nhava Sheva / Ho chi minh</b>	<b>55.00</b>	<b>275.00</b>	<b>550.00</b>
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<b>IMPORT LCL at Hochiminh City</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
<b>THC</b>	<b>6.30</b>	<b>31.50</b>	<b>63.00</b>
<b>D/O fee</b>	<b>27.50</b>	<b>27.50</b>	<b>27.50</b>
<b>CFS Fee</b>	<b>15.75</b>	<b>78.75</b>	<b>157.50</b>
<b>Customs Clearance Fee</b>	<b>45.00</b>	<b>45.00</b>	<b>45.00</b>
<b>Transportation from Port to City Limit</b>	<b>120.00</b>	<b>120.00</b>	<b>120.00</b>
<b>A) Other Fee</b>	<b>3.15</b>	<b>3.15</b>	<b>3.15</b>
<b>B) Agency Fee</b>	<b>27.50</b>	<b>27.50</b>	<b>27.50</b>
<b>Total cost from Ho chi minh Port to Ho chi minh Factory</b>	<b>245.20</b>	<b>333.40</b>	<b>443.65</b>

<b>Total Nhava Sheva Door to Hochiminh City Door</b>	<b>586.20</b>	<b>993.40</b>	<b>1,473.65</b>
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**5<sup>th</sup> Corridor : Summary of Costs of Ocean Shipping  
Between Bandung factory, Indonesia to Phnom Penh factory via  
Sihanoukville Port**

<b>EXPORT from Bandung LCL</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
<b>Transportation from factory in City Limit to Jakarta Port</b>	<b>130.00</b>	<b>130.00</b>	<b>130.00</b>
<b>CFS Charge</b>	<b>40.00</b>	<b>100.00</b>	<b>200.00</b>
<b>B/L fee</b>	<b>10.00</b>	<b>10.00</b>	<b>10.00</b>
<b>Customs Clearance Fee</b>	<b>35.00</b>	<b>35.00</b>	<b>35.00</b>
<b>Inspection fee</b>	<b>50.00</b>	<b>50.00</b>	<b>50.00</b>
<b>Total cost from Bundung Factory to Jakarta Port</b>	<b>265.00</b>	<b>325.00</b>	<b>425.00</b>

<b>OCEAN FREIGHT Jakarta / Sihanoukvill</b>	<b>100.00</b>	<b>275.00</b>	<b>550.00</b>
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<b>IMPORT LCL at Phnom Penh via Sihanoukvill</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
<b>THC</b>	<b>6.00</b>	<b>30.00</b>	<b>60.00</b>
<b>Port Charge</b>	<b>9.00</b>	<b>45.00</b>	<b>90.00</b>
<b>D/O fee</b>	<b>30.00</b>	<b>30.00</b>	<b>30.00</b>
<b>Customs Clearance Fee</b>	<b>210.00</b>	<b>210.00</b>	<b>210.00</b>
<b>Import Permit</b>	<b>150.00</b>	<b>150.00</b>	<b>150.00</b>
<b>Transportation from Port to City Limit</b>			
<b>1 CBM - 3 CBM</b>	<b>20.00</b>		
<b>4 CBM - 8 CBM</b>		<b>30.00</b>	
<b>9 CBM - 12 CBM</b>			<b>50.00</b>
<b>Other Charges:</b>			
<b>A) Handling fee</b>	<b>50.00</b>	<b>50.00</b>	<b>50.00</b>
<b>Total cost from Sihanoukville Port to Phnom Penh Factory</b>	<b>475.00</b>	<b>545.00</b>	<b>640.00</b>

<b>Total Bandung Door to Phnom Penh Door</b>	<b>840.00</b>	<b>1,145.00</b>	<b>1,615.00</b>
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**6<sup>th</sup> Corridor : Summary of Costs of Ocean Shipping  
Between Shanghai factory, China to Phnom Penh factory,  
Via Sihanoukville Port, Cambodia**

<b>EXPORT from Shanghai LCL</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
<b>Trucking charge from City limit to Shanghai CFS</b>	<b>60.00</b>	<b>100.00</b>	<b>140.00</b>
<b>THC</b>	<b>-</b>		
<b>Document fee</b>	<b>15.00</b>	<b>15.00</b>	<b>15.00</b>
<b>Customs Clearance Fee</b>	<b>15.00</b>	<b>15.00</b>	<b>15.00</b>
<b>Inspection fee</b>	<b>15.00</b>	<b>15.00</b>	<b>15.00</b>
<b>CFS Charge</b>	<b>7.00</b>	<b>35.00</b>	<b>70.00</b>
<b>Total cost from Factory to Port in China</b>	<b>112.00</b>	<b>180.00</b>	<b>255.00</b>

<b>OCEAN FREIGHT Shanghai / Sihanoukvill</b>	<b>65.00</b>	<b>325.00</b>	<b>650.00</b>
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<b>IMPORT LCL at Phnom Penh via Sihanoukvill</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
<b>THC</b>	<b>6.00</b>	<b>30.00</b>	<b>60.00</b>
<b>Port Charge</b>	<b>9.00</b>	<b>45.00</b>	<b>90.00</b>
<b>D/O fee</b>	<b>30.00</b>	<b>30.00</b>	<b>30.00</b>
<b>Customs Clearance Fee</b>	<b>210.00</b>	<b>210.00</b>	<b>210.00</b>
<b>Import Permit</b>	<b>150.00</b>	<b>150.00</b>	<b>150.00</b>
<b>Transportation from Port to City Limit</b>			
<b>1 CBM - 3 CBM</b>	<b>20.00</b>		
<b>4 CBM - 8 CBM</b>		<b>30.00</b>	
<b>9 CBM - 12 CBM</b>			<b>50.00</b>
<b>Other Charges:</b>			
<b>A) Handling fee</b>	<b>50.00</b>	<b>50.00</b>	<b>50.00</b>
<b>Total cost from Sihanoukville Port to Phnom Penh Factory</b>	<b>475.00</b>	<b>545.00</b>	<b>640.00</b>

<b>Total Shanghai Door to Phnom Penh door</b>	<b>652.00</b>	<b>1,050.00</b>	<b>1,545.00</b>
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7<sup>th</sup> Corridor : Summary of Costs of Ocean Shipping  
Between Pusan factory to Phnom Penh factory

EXPORT from Pusan LCL	MINIMUM USD	5 CBM USD	10 CBM USD
Transportation from Pusan factory in City Limit to Pusan port	110.00	110.00	130.00
Port Charge	0.12	0.60	1.20
THC	3.53	17.65	35.30
CFS	12.20	12.20	12.20
B/L fee	4.18	20.90	41.80
Customs Clearance Fee	30.00	30.00	30.00
<b>Total cost from Pusan Factory to Port in Korea</b>	<b>160.03</b>	<b>191.35</b>	<b>250.50</b>

<b>OCEAN FREIGHT Pusan / Sihanoukvill</b>	<b>30.00</b>	<b>150.00</b>	<b>300.00</b>
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IMPORT LCL at Phnom Penh via Sihanoukvill	MINIMUM USD	5 CBM USD	10 CBM USD
THC	6.00	30.00	60.00
Port Charge	9.00	45.00	90.00
D/O fee	30.00	30.00	30.00
Customs Clearance Fee	210.00	210.00	210.00
Import Permit	150.00	150.00	150.00
Transportation from Port to City Limit			
1 CBM - 3 CBM	20.00		
4 CBM - 8 CBM		30.00	
9 CBM - 12 CBM			50.00
Other Charges:			
A) Handling fee	50.00	50.00	50.00
<b>Total cost from Sihanoukvill Port to Phnom Penh Factory</b>	<b>475.00</b>	<b>545.00</b>	<b>640.00</b>

<b>Total Pusan Door to Phnom Penh Door</b>	<b>665.03</b>	<b>886.35</b>	<b>1,190.50</b>
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**8<sup>th</sup> Corridor : Summary of Costs of Ocean Shipping  
Between Nhava Sheva factory to Phnom Penh factory**

<b>EXPORT from Nhava Sheva LCL</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
Trucking charge from City limit to Nhava Sheva CFS	122.00	145.00	145.00
THC / Per CBM	17.00	85.00	170.00
B/L fee	30.00	30.00	30.00
CFS Charge	2.00	10.00	20.00
Vehicle Offloading at CFS	15.00	15.00	15.00
Customs Clearance Fee	70.00	70.00	70.00
Surrender Fee	30.00	30.00	30.00
<b>Total cost from Nhava Sheva Factory to Nhava Sheva Port</b>	<b>286.00</b>	<b>385.00</b>	<b>480.00</b>

<b>OCEAN FREIGHT Nhava Sheva / Sihanoukville</b>	<b>55.00</b>	<b>275.00</b>	<b>550.00</b>
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<b>IMPORT LCL at Phnom Penh via Sihanoukvill</b>	<b>MINIMUM USD</b>	<b>5 CBM USD</b>	<b>10 CBM USD</b>
THC	6.00	30.00	60.00
Port Charge	9.00	45.00	90.00
D/O fee	30.00	30.00	30.00
Customs Clearance Fee	210.00	210.00	210.00
Import Permit	150.00	150.00	150.00
Transportation from Port to City Limit			
1 CBM - 3 CBM	20.00		
4 CBM - 8 CBM		30.00	
9 CBM - 12 CBM			50.00
Other Charges:			
A) Handling fee	50.00	50.00	50.00
<b>Total cost from Sihanoukville Port to Phnom Penh Factory</b>	<b>475.00</b>	<b>545.00</b>	<b>640.00</b>

<b>Total Nhava Sheva Door to Phnom Penh Door</b>	<b>816.00</b>	<b>1,205.00</b>	<b>1,670.00</b>
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## DELIVERABLE 4

# TIME USED OF THE CORRIDORS LCL SHIPMENT

#### Deliverable 4

The summarization of the number of Days Used is shown per below table:

CORRIDOR	FROM	TO	TIME		
			AVERAGE	MAXIMUM	MINIMUM
THAILAND - VIETNAM	Samut prakarn	Hochiminh City	12 DAYS	16 DAYS	11 DAYS
KOREA - VIETNAM	Pusan	Hochiminh City	16 DAYS	19 DAYS	16 DAYS
CHINA - VIETNAM	Shanghai	Hochiminh City	19 DAYS	25 DAYS	18 DAYS
INDIA - VIETNAM	Nhava Sheva	Hochiminh City	26 DAYS	32 DAYS	25 DAYS
THAILAND - VIETNAM	Samut prakarn	Hanoi	16 DAYS	19 DAYS	15 DAYS
KOREA - VIETNAM	Pusan	Hanoi	16 DAYS	20 DAYS	16 DAYS
CHINA - VIETNAM	Shanghai	Hanoi	17 DAYS	19 DAYS	16 DAYS
INDIA - VIETNAM	Nhava Sheva	Hanoi	37 DAYS	41 DAYS	35 DAYS

INDONESIA - CAMBODIA	Bandung	Phnom Penh	25 DAYS	31 DAYS	24 DAYS
KOREA - CAMBODIA	Pusan	Phnom Penh	29 DAYS	32 DAYS	28 DAYS
CHINA - CAMBODIA	Shanghai	Phnom Penh	29 DAYS	32 DAYS	29 DAYS
INDIA - CAMBODIA	Nhava Sheva	Phnom Penh	30 DAYS	33 DAYS	30 DAYS

**1<sup>st</sup> Corridor: TIME USED between Samutprakarn factory to Hanoi factory**

<b>EXPORT from Bangkok</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
<b>Export Document Handling with Customer</b>	<b>1.5 hours</b>	<b>2 hours</b>	<b>3 hours</b>	<b>1 THU</b>	<b>1 WED</b>	<b>1 TUE</b>
<b>Customs Clearance Process until finish</b>	<b>2 hours</b>	<b>2 hours</b>	<b>4 hours</b>	<b>2 FRI</b>	<b>2 THU</b>	<b>2 WED</b>
<b>Trucking from Samutprakarn to Bangkok Port and Stuffing</b>	<b>5.5 hours</b>	<b>2 hours</b>	<b>2 hours</b>	<b>3 SAT</b>	<b>3 FRI</b>	<b>3 THU</b>
<b>Container Port Stay awaiting for vessel arrival</b>	<b>1 day</b>	<b>2 days</b>	<b>3 days</b>	<b>4 SUN</b>	<b>5 SUN</b>	<b>6 SUN</b>
<b>Transit time of Ocean Carriage</b>	<b>7 days</b>	<b>7 days</b>	<b>7 days</b>	<b>11 SUN</b>	<b>12 SUN</b>	<b>13 SUN</b>

<b>IMPORT to Haiphong</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
<b>Port Handling (Lift off vessel)</b>	<b>8 hours</b>	<b>12 hours</b>	<b>1 day</b>	<b>12 MON</b>	<b>13 MON</b>	<b>14 MON</b>
<b>Devaning / Unstuffing</b>	<b>8 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>13 MON</b>	<b>14 TUE</b>	<b>16 WED</b>
<b>Document Handling with Customer</b>	<b>8 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>13 MON</b>	<b>14 TUE</b>	<b>16 WED</b>
<b>Customs Clearance Process until release freight</b>	<b>3 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>14 TUE</b>	<b>15 WED</b>	<b>18 FRI</b>
<b>Sorting / Pick up</b>	<b>3 hours</b>	<b>4 hours</b>	<b>5 hours</b>	<b>15 WED</b>	<b>16 THU</b>	<b>19 SAT</b>
<b>Trucking from Haiphong Port to Hanoi factory</b>	<b>4 hours</b>	<b>5 hours</b>	<b>10 hours</b>	<b>15 WED</b>	<b>16 THE</b>	<b>19 SAT</b>
<b>Total Time Used</b>				<b>15 DAYS</b>	<b>16 DAYS</b>	<b>19 DAYS</b>

Carrier : Penanshin  
 Ocean Transport Transit time : 7 days  
 Service Frequency : Weekly  
 ETD \* Sunday / Closing \* Saturday  
 Direct Sailing

**1<sup>st</sup> Corridor: TIME USED between Samutprakarn factory to Ho chi minh factory**

<b>EXPORT from Bangkok</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
<b>Export Document Handling with Customer</b>	<b>1.5 hours</b>	<b>2 hours</b>	<b>3 hours</b>	<b>1 THU</b>	<b>1 WED</b>	<b>1 TUE</b>
<b>Customs Clearance Process until finish</b>	<b>2 hours</b>	<b>2 hours</b>	<b>4 hours</b>	<b>2 FRI</b>	<b>2 THU</b>	<b>2 WED</b>
<b>Trucking from Samutprakarn to Bangkok Port and Stuffing</b>	<b>5.5 hours</b>	<b>6 hours</b>	<b>8 hours</b>	<b>3 SAT</b>	<b>3 FRI</b>	<b>3 THU</b>
<b>Container Port Stay awaiting for vessel arrival</b>	<b>1 day</b>	<b>2 days</b>	<b>2 days</b>	<b>4 SUN</b>	<b>5 SUN</b>	<b>5 SUN</b>
<b>Transit time of Ocean Carriage</b>	<b>3 days</b>	<b>3 days</b>	<b>3 days</b>	<b>7 WED</b>	<b>8 WED</b>	<b>8 WED</b>

<b>IMPORT to Hochiminh City</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
<b>Port Handling (Lift off vessel)</b>	<b>8 hours</b>	<b>12 hours</b>	<b>1 day</b>	<b>8 THU</b>	<b>9 THU</b>	<b>9 THU</b>
<b>Devaning / Unstuffing</b>	<b>8 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>9 FRI</b>	<b>10 FRI</b>	<b>11 SAT</b>
<b>Document Handling with Customer</b>	<b>8 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>9 FRI</b>	<b>10 FRI</b>	<b>13 MON</b>
<b>Customs Clearance Process until release freight</b>	<b>4 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>10 SAT</b>	<b>11 SAT</b>	<b>15 WED</b>
<b>Sorting / Pick up</b>	<b>1 hours</b>	<b>2 hours</b>	<b>2.5 hours</b>	<b>11 SUN</b>	<b>12 SUN</b>	<b>16 THU</b>
<b>Trucking from Ho chi minh Port to Ho chi minh factory</b>	<b>3 hours</b>	<b>5 hours</b>	<b>5 hours</b>	<b>11 SUN</b>	<b>12 SUN</b>	<b>16 THU</b>
<b>Total Time Used</b>				<b>11 DAYS</b>	<b>12 DAYS</b>	<b>16 DAYS</b>

Carrier : Penanshin  
 Ocean Transport Transit time : 3 days  
 Service Frequency : Weekly  
 ETD \* Sunday / Closing \* Saturday  
 Direct Sailing

**2<sup>nd</sup> Corridor: TIME USED between Shanghai factory to Hanoi factory**

<b>EXPORT from Shanghai</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
<b>Export Document Handling with Customer</b>	<b>1 day</b>	<b>1 day</b>	<b>1 day</b>	<b>1 MON</b>	<b>1 MON</b>	<b>1 FRI</b>
<b>Customs Clearance Process until finish</b>	<b>1 day</b>	<b>1 day</b>	<b>1 day</b>	<b>2 TUE</b>	<b>2 TUE</b>	<b>4 MON</b>
<b>Trucking from Shanghai factory City Limit to Shanghai Port</b>	<b>3 hours</b>	<b>3 hours</b>	<b>3 hours</b>	<b>3 WED</b>	<b>3 WED</b>	<b>5 TUE</b>
<b>Customs Inspection</b>	<b>3 hours</b>	<b>3 hours</b>	<b>4 hours</b>	<b>4 THU</b>	<b>4 THU</b>	<b>6 WED</b>
<b>Container Port Stay awaiting for vessel arrival</b>	<b>1 day</b>	<b>1 day</b>	<b>2 days</b>	<b>5 FRI</b>	<b>5 FRI</b>	<b>7 FRI</b>
<b>Transit time of Ocean Carriage</b>	<b>6 days</b>	<b>6 days</b>	<b>6 days</b>	<b>11 FRI</b>	<b>11 FRI</b>	<b>13 FRI</b>

<b>IMPORT to Haiphong</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
<b>Port Handling (Lift off vessel)</b>	<b>8 hours</b>	<b>12 hours</b>	<b>1 day</b>	<b>12 SAT</b>	<b>12 SAT</b>	<b>12 SAT</b>
<b>Devaning / Unstuffing</b>	<b>8 hours</b>	<b>1 day</b>	<b>2 day</b>	<b>14 MON</b>	<b>14 MON</b>	<b>14 MON</b>
<b>Document Handling with Customer</b>	<b>8 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>14 MON</b>	<b>15 TUE</b>	<b>16 WED</b>
<b>Customs Clearance Process until release freight</b>	<b>3 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>15 TUE</b>	<b>16 WED</b>	<b>18 FRI</b>
<b>Sorting / Pick up</b>	<b>3 hours</b>	<b>4 hours</b>	<b>5 hours</b>	<b>16 WED</b>	<b>17 THU</b>	<b>19 SAT</b>
<b>Trucking from Haiphong Port to Hanoi factory</b>	<b>4 hours</b>	<b>5 hours</b>	<b>10 hours</b>	<b>16 WED</b>	<b>17 THU</b>	<b>19 SAT</b>
<b>Total Time Used</b>				<b>16 DAYS</b>	<b>17 DAYS</b>	<b>19 DAYS</b>

Carrier : Panda Logistics  
 Ocean Transport Transit time : 6 days  
 Service Frequency : Weekly  
 ETD \* Friday / Closing \* Wednesday  
 Direct Sailing

**2<sup>nd</sup> Corridor: TIME USED between Shanghai factory to Ho chi minh factory**

<b>EXPORT from Shanghai</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
<b>Export Document Handling with Customer</b>	<b>1 day</b>	<b>1 day</b>	<b>1 day</b>	<b>1 WED</b>	<b>1 TUE</b>	<b>1 MON</b>
<b>Customs Clearance Process until finish</b>	<b>1 day</b>	<b>1 day</b>	<b>1 day</b>	<b>2 THU</b>	<b>2 WED</b>	<b>2 TUE</b>
<b>Trucking from Shanghai factory City Limit to Shanghai Port</b>	<b>3 hours</b>	<b>3 hours</b>	<b>3 hours</b>	<b>3 FRI</b>	<b>3 THU</b>	<b>3 WED</b>
<b>Customs Inspection</b>	<b>3 hours</b>	<b>3 hours</b>	<b>4 hours</b>	<b>3 FRI</b>	<b>4 THU</b>	<b>4 THU</b>
<b>Container Port Stay awaiting for vessel arrival</b>	<b>2 days</b>	<b>3 days</b>	<b>3 days</b>	<b>5 SUN</b>	<b>7 SUN</b>	<b>8 FRI</b>
<b>Transit time of Ocean Carriage</b>	<b>7 days</b>	<b>7 days</b>	<b>7 days</b>	<b>12 SUN</b>	<b>14 SUN</b>	<b>15 SUN</b>

<b>IMPORT to Hochiminh City</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
<b>Port Handling (Lift off vessel)</b>	<b>8 hours</b>	<b>12 hours</b>	<b>1 day</b>	<b>13 MON</b>	<b>15 MON</b>	<b>16 MON</b>
<b>Devaning / Unstuffing</b>	<b>8 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>15 WED</b>	<b>16 TUE</b>	<b>18 TUE</b>
<b>Document Handling with Customer</b>	<b>8 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>16 THU</b>	<b>17 WED</b>	<b>20 THU</b>
<b>Customs Clearance Process until release freight</b>	<b>4 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>17 FRI</b>	<b>18 THU</b>	<b>24 MON</b>
<b>Sorting / Pick up</b>	<b>1 hours</b>	<b>2 hours</b>	<b>2.5 hours</b>	<b>18 SAT</b>	<b>19 FRI</b>	<b>25 TUE</b>
<b>Trucking from Port to City Limit</b>	<b>3 hours</b>	<b>5 hours</b>	<b>5 hours</b>	<b>18 SAT</b>	<b>19 FRI</b>	<b>25 TUE</b>
<b>Total Time Used</b>				<b>18 DAYS</b>	<b>19 DAYS</b>	<b>25 DAYS</b>

Carrier : Faircon Line  
 Ocean Transport Transit time : 7 days  
 Service Frequency : Weekly  
 ETD \* Sunday / Closing \* Friday  
 Direct Sailing

**3<sup>rd</sup> Corridor: TIME USED between Pusan factory to Hanoi factory**

<b>EXPORT from PUSAN</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
<b>Export Document Handling with Customer</b>	<b>3 hours</b>	<b>1 day</b>	<b>1 day</b>	<b>1 TUE</b>	<b>1 TUE</b>	<b>1 MON</b>
<b>Customs Clearance Process from start until finish</b>	<b>4 hours</b>	<b>1 day</b>	<b>1 day</b>	<b>2 WED</b>	<b>2 WED</b>	<b>2 TUE</b>
<b>Trucking from Pusan factory City Limit to Pusan Port</b>	<b>5 hours</b>	<b>5 hours</b>	<b>6 hours</b>	<b>3 THU</b>	<b>3 THU</b>	<b>3 WED</b>
<b>Container Port Stay awaiting for vessel arrival</b>	<b>1 day</b>	<b>3 day</b>	<b>4 days</b>	<b>6 SUN</b>	<b>6 SUN</b>	<b>7 SUN</b>
<b>Transit time of Ocean Carriage</b>	<b>5 days</b>	<b>5 days</b>	<b>5 days</b>	<b>11 FRI</b>	<b>11 FRI</b>	<b>12 FRI</b>

<b>IMPORT to Haiphong</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
<b>Port Handling (Lift off vessel)</b>	<b>8 hours</b>	<b>12 hours</b>	<b>1 day</b>	<b>12 SAT</b>	<b>12 SAT</b>	<b>13 SAT</b>
<b>Devaning / Unstuffing</b>	<b>8 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>13 SUN</b>	<b>13 SUN</b>	<b>15 MON</b>
<b>Document Handling with Customer</b>	<b>8 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>14 MON</b>	<b>14 MON</b>	<b>17 WED</b>
<b>Customs Clearance Process until release freight</b>	<b>3 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>15 TUE</b>	<b>15 TUE</b>	<b>19 FRI</b>
<b>Sorting / Pick up</b>	<b>3 hours</b>	<b>4 hours</b>	<b>5 hours</b>	<b>16 WED</b>	<b>16 WED</b>	<b>20 SAT</b>
<b>Trucking from Haiphong Port to Hanoi factory</b>	<b>4 hours</b>	<b>5 hours</b>	<b>10 hours</b>	<b>16 WED</b>	<b>16 WED</b>	<b>20 SAT</b>
<b>Total Time Used</b>				<b>16 DAYS</b>	<b>16 DAYS</b>	<b>20 DAYS</b>

Carrier : Faircon Line  
 Ocean Transport Transit time : 5 days  
 Service Frequency : Weekly  
 ETD \* Sunday / Closing \* Friday  
 Direct Sailing

**3<sup>rd</sup> Corridor: TIME USED between Pusan factory to Ho chi minh factory**

<b>EXPORT from PUSAN</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
<b>Export Document Handling with Customer</b>	<b>3 hours</b>	<b>1 day</b>	<b>1 day</b>	<b>1 Tue</b>	<b>1 Tue</b>	<b>1 Mon</b>
<b>Customs Clearance Process from start until finish</b>	<b>4 hours</b>	<b>1 day</b>	<b>1 day</b>	<b>2 Wed</b>	<b>2 Wed</b>	<b>2 Tue</b>
<b>Trucking from Pusan factory City Limit to Pusan Port</b>	<b>5 hours</b>	<b>5 hours</b>	<b>6 hours</b>	<b>3 Thu</b>	<b>3 Thu</b>	<b>3 Wed</b>
<b>Container Port Stay awaiting for vessel arrival</b>	<b>3 days</b>	<b>3 days</b>	<b>4 days</b>	<b>6 Sun</b>	<b>6 Sun</b>	<b>7 Sun</b>
<b>Transit time of Ocean Carriage</b>	<b>6 days</b>	<b>6 days</b>	<b>6 days</b>	<b>12 Sat</b>	<b>12 Sat</b>	<b>13 Sat</b>

<b>IMPORT to Ho chi minh City</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
<b>Port Handling (Lift off vessel)</b>	<b>10 hours</b>	<b>12 hours</b>	<b>1 day</b>	<b>13 Sun</b>	<b>13 Sun</b>	<b>14 Sun</b>
<b>Devaning / Unstuffing</b>	<b>1 day</b>	<b>1 day</b>	<b>2 days</b>	<b>14 Mon</b>	<b>14 Mon</b>	<b>15 Mon</b>
<b>Document Handling with Customer</b>	<b>1 day</b>	<b>1 day</b>	<b>1 day</b>	<b>14 Mon</b>	<b>14 Mon</b>	<b>16 Tue</b>
<b>Customs Clearance Process until release freight</b>	<b>4 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>15 Tue</b>	<b>15 Tue</b>	<b>18 Thu</b>
<b>Sorting / Pick up</b>	<b>1 hours</b>	<b>2 hours</b>	<b>2.5 hours</b>	<b>16 Wed</b>	<b>16 Wed</b>	<b>19 Fri</b>
<b>Trucking from Ho chi minh Port to Ho chi minh factory</b>	<b>3 hours</b>	<b>3 hours</b>	<b>5 hours</b>	<b>16 Wed</b>	<b>16 Wed</b>	<b>19 Fri</b>
<b>Total Time Used</b>				<b>16 DAYS</b>	<b>16 DAYS</b>	<b>19 DAYS</b>

Carrier : Faircon Line  
 Ocean Transport Transit time : 6 days  
 Service Frequency : Weekly  
 ETD \* Sunday / Closing \* Friday  
 Direct Sailing

**4<sup>th</sup> Corridor: TIME USED between Nhava Sheva factory to Hanoi factory**

<b>EXPORT from Nhava Sheva</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
Export Document Handling with Customer	1 day	1 day	1 day	1 WED	1 TUE	1 Mon
Customs Clearance Process from start until finish	1 day	1 day	2 day	2 THU	2 WED	3 Tue
Trucking from factory in City Limit to Port	4 hours	5 hours	6 hours	3 FRI	3 THU	4 Wed
Container Port Stay awaiting for vessel arrival	5 days	6 days	7 days	8 WED	9 WED	11 Wed
Transit time Ocean Carriage to Port Klang	6 days	6 days	6 days	14 TUE	15 TUE	17 TUE
Container Port Stay at Port Klang	6 days	6 days	6 days	20 MON	21 MON	23 MON
Transit time of Ocean Carriage to Haiphong	9 days	9 days	9 days	29 WED	30 WED	32 WED

**CUT SAT**

<b>IMPORT to Haiphong</b>	<b>Minimum</b>	<b>Standard</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Standard</b>	<b>Maximum</b>
Port Handling (Lift off vessel)	8 hours	12 hours	1 day	30 THU	31 THU	33 THU
Devaning / Unstuffing	8 hours	1 day	2 days	31 FRI	32 FRI	35 SAT
Document Handling with Customer	8 hours	1 day	2 days	31 FRI	35 MON	38 TUE
Customs Clearance Process until release freight	3 hours	1 day	2 days	34 MON	36 TUE	40 THU
Sorting / Pick up	3 hours	4 hours	5 hours	35 TUE	37 WED	41 FRI
Trucking from Haiphong Port to Hanoi	4 hours	5 hours	10 hours	35 TUE	37 WED	41 FRI
<b>Total Time Used</b>				<b>35 DAYS</b>	<b>37 DAYS</b>	<b>41 DAYS</b>

Carrier : Ecu Line

Ocean Transport Transit time : 21 days

ETD \* Wednesday / Closing \* Saturday

Service Frequency : Weekly

Transshipment at Port Klang

**4<sup>th</sup> Corridor: TIME USED between Nhava Sheva factory to Ho chi minh factory**

<b>EXPORT from Nhava Sheva</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
<b>Export Document Handling with Customer</b>	<b>1 day</b>	<b>1 day</b>	<b>1 day</b>	<b>1 WED</b>	<b>1 TUE</b>	<b>1 Mon</b>
<b>Customs Clearance Process from start until finish</b>	<b>1 day</b>	<b>1 day</b>	<b>2 day</b>	<b>2 THU</b>	<b>2 WED</b>	<b>3 Tue</b>
<b>Trucking from factory in City Limit to Port</b>	<b>4 hours</b>	<b>5 hours</b>	<b>6 hours</b>	<b>3 FRI</b>	<b>3 THU</b>	<b>4 Wed</b>
<b>Container Port Stay awaiting for vessel arrival</b>	<b>5 days</b>	<b>6 days</b>	<b>7 days</b>	<b>8 WED</b>	<b>9 WED</b>	<b>11 Wed</b>
<b>Transit time Ocean Carriage to Port Klang</b>	<b>6 days</b>	<b>6 days</b>	<b>6 days</b>	<b>14 TUE</b>	<b>15 TUE</b>	<b>17 TUE</b>
<b>Container Port Stay at Port Klang</b>	<b>1 day</b>	<b>1 day</b>	<b>1 day</b>	<b>15 WED</b>	<b>16 WED</b>	<b>18 WED</b>
<b>Transit time of Ocean Carriage to Haiphong</b>	<b>6 days</b>	<b>6 days</b>	<b>6 days</b>	<b>21 TUE</b>	<b>22 TUE</b>	<b>24 TUE</b>

<b>IMPORT to Hochiminh City</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
<b>Port Handling (Lift off vessel)</b>	<b>8 hours</b>	<b>12 hours</b>	<b>1 day</b>	<b>22 WED</b>	<b>23 WED</b>	<b>25 WED</b>
<b>Devaning / Unstuffing</b>	<b>8 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>23 THU</b>	<b>24 THU</b>	<b>27 FRI</b>
<b>Document Handling with Customer</b>	<b>8 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>23 THU</b>	<b>24 THU</b>	<b>27 FRI</b>
<b>Customs Clearance Process until release freight</b>	<b>4 hours</b>	<b>1 day</b>	<b>2 days</b>	<b>24 FRI</b>	<b>25 FRI</b>	<b>31 TUE</b>
<b>Sorting / Pick up</b>	<b>1 hours</b>	<b>2 hours</b>	<b>2.5 hours</b>	<b>25 SAT</b>	<b>26 SAT</b>	<b>32 WED</b>
<b>Trucking from Port to City Limit</b>	<b>3 hours</b>	<b>5 hours</b>	<b>5 hours</b>	<b>25 SAT</b>	<b>26 SAT</b>	<b>32 WED</b>
<b>Total Time Used</b>				<b>25 DAYS</b>	<b>26 DAYS</b>	<b>32 DAYS</b>

Carrier : Ecu Line  
 Ocean Transport Transit time : 13 days  
 Service Frequency : Weekly  
 ETD \* Wednesday / Closing \* Saturday  
 Transshipment at Port Klang

**5<sup>th</sup> Corridor: TIME USED between Bundung factory, Indonesia to Phnom Penh factory**

<b>EXPORT from Jakarta Indonesia</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
<b>Export Document Handling with Customer</b>	<b>3 hours</b>	<b>0.5 day</b>	<b>1 day</b>	<b>1 TUE</b>	<b>1 TUE</b>	<b>1 MON</b>
<b>Customs Clearance Process until finish</b>	<b>1.5 days</b>	<b>1.5 days</b>	<b>2 days</b>	<b>3 THU</b>	<b>3 THU</b>	<b>3 WED</b>
<b>Trucking from factory in City Limit to Port</b>	<b>5 hours</b>	<b>5 hours</b>	<b>6 hours</b>	<b>4 FRI</b>	<b>4 FRI</b>	<b>4 THU</b>
<b>Container Port Stay awaiting for vessel arrival</b>	<b>1 day</b>	<b>2 days</b>	<b>3 days</b>	<b>6 SUN</b>	<b>6 SUN</b>	<b>7 SUN</b>
<b>Transit time Ocean Carriage to Singapore</b>	<b>2 days</b>	<b>2 days</b>	<b>2 days</b>	<b>8 TUE</b>	<b>8 TUE</b>	<b>9 TUE</b>
<b>Container Port Stay at Singapore</b>	<b>8 days</b>	<b>8 days</b>	<b>8 days</b>	<b>16 WED</b>	<b>16 WED</b>	<b>17 WED</b>
<b>Transit time Ocean Carriage to Sihanoukville</b>	<b>3 days</b>	<b>3 days</b>	<b>3 days</b>	<b>19 SAT</b>	<b>19 SAT</b>	<b>20 SAT</b>

<b>IMPORT to Phnom Penh via Sihanoukville</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
<b>Port Handling (Lift off vessel)</b>	<b>45 hours</b>	<b>45 hours</b>	<b>65 hours</b>	<b>21 MON</b>	<b>21 MON</b>	<b>23 TUE</b>
<b>Devaning / Unstuffing</b>	<b>1 day</b>	<b>1 day</b>	<b>2 days</b>	<b>22 TUE</b>	<b>22 TUE</b>	<b>25 THU</b>
<b>Document Handling with Customer</b>	<b>1 day</b>	<b>1 day</b>	<b>1 day</b>	<b>22 TUE</b>	<b>23 WED</b>	<b>26 FRI</b>
<b>Customs Clearance Process until release freight</b>	<b>1 day</b>	<b>1 day</b>	<b>2 days</b>	<b>23 WED</b>	<b>24 THU</b>	<b>30 MON</b>
<b>Sorting / Pick up</b>	<b>1 hour</b>	<b>1.5 hours</b>	<b>2 hours</b>	<b>24 THU</b>	<b>25 FRI</b>	<b>31 TUE</b>
<b>Trucking from Port to City Limit</b>	<b>5 hours</b>	<b>6 hours</b>	<b>8 hours</b>	<b>24 THU</b>	<b>25 FRI</b>	<b>31 TUE</b>
<b>Total Time Used</b>				<b>24 DAYS</b>	<b>25 DAYS</b>	<b>31 DAYS</b>

Carrier : Mentari Logistics  
 Ocean Transport Transit time : 14 days  
 Service Frequency : Weekly  
 ETD \* Sunday / Closing \* Friday  
 Transshipment at Singapore

**6<sup>th</sup> Corridor: TIME USED between Shanghai factory, China to Phnom Penh factory, Cambodia**

<b>EXPORT from Shanghai</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
<b>Export Document Handling with Customer</b>	<b>1 day</b>	<b>1 day</b>	<b>1 day</b>	<b>1 WED</b>	<b>1 TUE</b>	<b>1 MON</b>
<b>Customs Clearance Process until finish</b>	<b>1 day</b>	<b>1 day</b>	<b>1 day</b>	<b>2 THU</b>	<b>2 WED</b>	<b>2 TUE</b>
<b>Trucking from Shanghai factory City Limit to Shanghai Port</b>	<b>3 hours</b>	<b>3 hours</b>	<b>3 hours</b>	<b>3 FRI</b>	<b>3 THU</b>	<b>3 WED</b>
<b>Customs Inspection</b>	<b>3 hours</b>	<b>3 hours</b>	<b>4 hours</b>	<b>3 FRI</b>	<b>4 FRI</b>	<b>4 THU</b>
<b>Container Port Stay awaiting for vessel arrival</b>	<b>2 days</b>	<b>2 days</b>	<b>3 days</b>	<b>5 SUN</b>	<b>5 SUN</b>	<b>7 SUN</b>
<b>Transit time Ocean Carriage to Singapore</b>	<b>7 days</b>	<b>7 days</b>	<b>7 days</b>	<b>12 SUN</b>	<b>12 SUN</b>	<b>14 SUN</b>
<b>Container Port Stay at Singapore</b>	<b>8 days</b>	<b>8 days</b>	<b>8 days</b>	<b>20 MON</b>	<b>20 MON</b>	<b>22 MON</b>
<b>Transit time Ocean Carriage to Sihanoukville</b>	<b>3 days</b>	<b>3 days</b>	<b>3 days</b>	<b>23 THU</b>	<b>23 THU</b>	<b>25 THU</b>

<b>IMPORT to Phnom Penh via Sihanoukville</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
<b>Port Handling (Lift off vessel)</b>	<b>45 hours</b>	<b>45 hours</b>	<b>65 hours</b>	<b>25 SAT</b>	<b>25 SAT</b>	<b>28 SUN</b>
<b>Devaning / Unstuffing</b>	<b>1 day</b>	<b>1 day</b>	<b>2 days</b>	<b>27 MON</b>	<b>27 MON</b>	<b>30 TUE</b>
<b>Document Handling with Customer</b>	<b>1 day</b>	<b>1 day</b>	<b>1 day</b>	<b>27 MON</b>	<b>27 MON</b>	<b>29 MON</b>
<b>Customs Clearance Process until release freight</b>	<b>1 day</b>	<b>1 day</b>	<b>2 days</b>	<b>28 TUE</b>	<b>28 TUE</b>	<b>31 WED</b>
<b>Sorting / Pick up</b>	<b>1 hour</b>	<b>1.5 hours</b>	<b>2 hours</b>	<b>29 WED</b>	<b>29 WED</b>	<b>32 THU</b>
<b>Trucking from Port to City Limit</b>	<b>5 hours</b>	<b>6 hours</b>	<b>8 hours</b>	<b>29 WED</b>	<b>29 WED</b>	<b>32 THU</b>
<b>Total Time Used</b>				<b>29 DAYS</b>	<b>29 DAYS</b>	<b>32 DAYS</b>

Carrier : Panda Logistics

Ocean Transport Transit time : 20 days

Service Frequency : Weekly

ETD \* Sunday / Closing \* Friday      Transshipment at Singapore

**7<sup>th</sup> Corridor: TIME USED between Pusan factory to Phnom Penh factory, Cambodia**

<b>EXPORT from PUSAN</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
<b>Export Document Handling with Customer</b>	<b>3 hours</b>	<b>1 day</b>	<b>1 day</b>	<b>1 THU</b>	<b>1 WED</b>	<b>1 TUE</b>
<b>Customs Clearance Process from start until finish</b>	<b>4 hours</b>	<b>1 day</b>	<b>1 day</b>	<b>2 FRI</b>	<b>2 THU</b>	<b>2 WED</b>
<b>Trucking from factory in City Limit to Port</b>	<b>5 hours</b>	<b>5 hours</b>	<b>6 hours</b>	<b>3 SAT</b>	<b>3 FRI</b>	<b>3 THU</b>
<b>Container Port Stay awaiting for vessel arrival</b>	<b>0.5 day</b>	<b>2 days</b>	<b>3 days</b>	<b>4 SUN</b>	<b>5 SUN</b>	<b>6 SUN</b>
<b>Transit time Ocean Carriage to Singapore</b>	<b>7 days</b>	<b>7 days</b>	<b>7 days</b>	<b>11 SUN</b>	<b>12 SUN</b>	<b>13 SUN</b>
<b>Container Port Stay at Singapore</b>	<b>9 days</b>	<b>9 days</b>	<b>9 days</b>	<b>20 TUE</b>	<b>21 TUE</b>	<b>22 TUE</b>
<b>Transit time Ocean Carriage to Sihanoukville</b>	<b>3 days</b>	<b>3 days</b>	<b>3 days</b>	<b>23 FRI</b>	<b>24 FRI</b>	<b>25 FRI</b>

<b>IMPORT to Phnom Penh via Sihanoukville</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
<b>Port Handling (Lift off vessel)</b>	<b>45 hours</b>	<b>45 hours</b>	<b>65 hours</b>	<b>25 SUN</b>	<b>26 SUN</b>	<b>28 MON</b>
<b>Devaning / Unstuffing</b>	<b>1 day</b>	<b>1 day</b>	<b>2 days</b>	<b>26 MON</b>	<b>27 MON</b>	<b>30 WED</b>
<b>Document Handling with Customer</b>	<b>1 day</b>	<b>1 day</b>	<b>1 day</b>	<b>26 MON</b>	<b>27 MON</b>	<b>29 TUE</b>
<b>Customs Clearance Process until release freight</b>	<b>1 day</b>	<b>1 day</b>	<b>2 days</b>	<b>27 TUE</b>	<b>28 TUE</b>	<b>31 THU</b>
<b>Sorting / Pick up</b>	<b>1 hour</b>	<b>1.5 hours</b>	<b>2 hours</b>	<b>28 WED</b>	<b>29 WED</b>	<b>32 FRI</b>
<b>Trucking from Port to City Limit</b>	<b>5 hours</b>	<b>6 hours</b>	<b>8 hours</b>	<b>28 WED</b>	<b>29 WED</b>	<b>32 FRI</b>
<b>Total Time Used</b>				<b>28 DAYS</b>	<b>29 DAYS</b>	<b>32 DAYS</b>

Carrier : Faircon Line  
 Ocean Transport Transit time : 19 days  
 Service Frequency : Weekly  
 ETD \* Sunday / Closing Saturday  
 Transshipment at Singapore

**8<sup>th</sup> Corridor: TIME USED between Nhava Sheva factory to Phnom Penh factory via Sihanoukville**

<b>EXPORT from Nhava Sheva</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum Cumulative days used</b>	<b>Average Cumulative days used</b>	<b>Maximum Cumulative days used</b>
<b>Export Document Handling with Customer</b>	<b>1 day</b>	<b>1 day</b>	<b>1 day</b>	<b>1 TUE</b>	<b>1 TUE</b>	<b>1 MON</b>
<b>Customs Clearance Process from start until finish</b>	<b>1 day</b>	<b>1 day</b>	<b>2 day</b>	<b>2 WED</b>	<b>2 WED</b>	<b>3 WED</b>
<b>Trucking from factory in City Limit to Port</b>	<b>5 hours</b>	<b>5 hours</b>	<b>6 hours</b>	<b>3 THU</b>	<b>3 THU</b>	<b>4 THU</b>
<b>Container Port Stay awaiting for vessel arrival</b>	<b>1 day</b>	<b>1 day</b>	<b>1 day</b>	<b>4 FRI</b>	<b>4 FRI</b>	<b>5 FRI</b>
<b>Transit time Ocean Carriage to Singapore</b>	<b>7 days</b>	<b>7 days</b>	<b>7 days</b>	<b>11 FRI</b>	<b>11 FRI</b>	<b>12 FRI</b>
<b>Container Port Stay at Port Klang</b>	<b>11 days</b>	<b>11 days</b>	<b>11 days</b>	<b>22 TUE</b>	<b>22 TUE</b>	<b>23 TUE</b>
<b>Transit time of Ocean Carriage to Sihanoukville</b>	<b>3 days</b>	<b>3 days</b>	<b>3 days</b>	<b>25 FRI</b>	<b>25 FRI</b>	<b>26 FRI</b>
<b>IMPORT to Phnom Penh via Sihanoukville</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Average</b>	<b>Maximum</b>
<b>Port Handling (Lift off vessel)</b>	<b>45 hours</b>	<b>45 hours</b>	<b>65 hours</b>	<b>27 SUN</b>	<b>27 SUN</b>	<b>29 MON</b>
<b>Devaning / Unstuffing</b>	<b>1 day</b>	<b>1 day</b>	<b>2 days</b>	<b>28 MON</b>	<b>28 MON</b>	<b>31 WED</b>
<b>Document Handling with Customer</b>	<b>1 day</b>	<b>1 day</b>	<b>1 day</b>	<b>28 MON</b>	<b>28 MON</b>	<b>30 TUE</b>
<b>Customs Clearance Process until release freight</b>	<b>1 day</b>	<b>1 day</b>	<b>2 days</b>	<b>29 TUE</b>	<b>29 TUE</b>	<b>32 THU</b>
<b>Sorting / Pick up</b>	<b>1 hour</b>	<b>1.5 hours</b>	<b>2 hours</b>	<b>30 WED</b>	<b>30 WED</b>	<b>33 FRI</b>
<b>Trucking from Sihanoukville Port to Phnom Penh</b>	<b>5 hours</b>	<b>6 hours</b>	<b>8 hours</b>	<b>30 WED</b>	<b>30 WED</b>	<b>33 FRI</b>
<b>Total Time Used</b>				<b>30 DAYS</b>	<b>30 DAYS</b>	<b>33 DAYS</b>

Carrier : Ecu Line

Ocean Transport Transit time : 20 days

Service Frequency : Weekly

ETD \* Friday / Closing Thursday

Transshipment at Singapore

## Summary

### **1. Competitiveness of Transit Time of FCL shipment**

We found that Thailand has most advantage in term of shortest Transit time for the corridors to Vietnam both Hanoi and Ho Chi Minh and Indonesia has most advantage in the corridor to Cambodia comparing with those three countries, Korea, China and India. See table below:

<b>CORRIDOR</b>	<b>FROM</b>	<b>TO</b>	<b>Rang in Time Fastest</b>	<b>Average Number of days</b>
<b>THAILAND - VIETNAM</b>	<b>Samut prakarn</b>	<b>Hochiminh City</b>	<b>1</b>	<b>11 Days</b>
<b>CHINA - VIETNAM</b>	<b>Shanghai</b>	<b>Hochiminh City</b>	<b>2</b>	<b>16 Days</b>
<b>KOREA - VIETNAM</b>	<b>Pusan</b>	<b>Hochiminh City</b>	<b>3</b>	<b>16 Days</b>
<b>INDIA - VIETNAM</b>	<b>Nhava Sheva</b>	<b>Hochiminh City</b>	<b>4</b>	<b>25 Days</b>

<b>THAILAND - VIETNAM</b>	<b>Leam Chabang</b>	<b>Hanoi</b>	<b>1</b>	<b>17 Days</b>
<b>KOREA - VIETNAM</b>	<b>Pusan</b>	<b>Hanoi</b>	<b>2</b>	<b>18 Days</b>
<b>CHINA - VIETNAM</b>	<b>Shanghai</b>	<b>Hanoi</b>	<b>3</b>	<b>20 Days</b>
<b>INDIA - VIETNAM</b>	<b>Nhava Sheva</b>	<b>Hanoi</b>	<b>4</b>	<b>29 Days</b>

<b>INDONESIA - CAMBODIA</b>	<b>Bandung</b>	<b>Phnom Penh</b>	<b>1</b>	<b>17 Days</b>
<b>CHINA - CAMBODIA</b>	<b>Shanghai</b>	<b>Phnom Penh</b>	<b>2</b>	<b>24 Days</b>
<b>KOREA - CAMBODIA</b>	<b>Pusan</b>	<b>Phnom Penh</b>	<b>3</b>	<b>26 Days</b>
<b>INDIA - CAMBODIA</b>	<b>Nhava Sheva</b>	<b>Phnom Penh</b>	<b>4</b>	<b>28 Days</b>

## 2. Competitiveness of Cost Door to Door FCL shipment

We found that Thailand has most advantage in term of cheapest cost for the corridors to Vietnam to Ho Chi Minh only while India has most advantage to Hanoi and China has most advantage in the corridor to Cambodia  
See table below:

CORRIDOR	FROM	TO	Rank in Cheapest	Average Cost
THAILAND - VIETNAM	Samut prakarn	Hochiminh City	1	1,014.16
INDIA - VIETNAM	Nhava Sheva	Hochiminh City	2	1,214.00
CHINA - VIETNAM	Shanghai	Hochiminh City	3	1,276.00
KOREA - VIETNAM	Pusan	Hochiminh City	4	1,560.48

INDIA - VIETNAM	Nhava Sheva	Hanoi	1	1,286.00
CHINA - VIETNAM	Shanghai	Hanoi	2	1,348.00
THAILAND - VIETNAM	Samut prakarn	Hanoi	3	1,456.16
KOREA - VIETNAM	Pusan	Hanoi	4	1,682.48

CHINA - CAMBODIA	Shanghai	Phnom Penh	1	2,262.00
INDONESIA- CAMBODIA	Bandung	Phnom Penh	2	2,402.00
KOREA - CAMBODIA	Pusan	Phnom Penh	3	2,441.48
INDIA - CAMBODIA	Nhava Sheva	Phnom Penh	4	2,545.00

### 3. Competitiveness of Transit Time of LCL shipment

We found that Thailand has most advantage in term of shortest Transit time for the corridors to Ho Chi Minh and Korea has most advantage to Hanoi. Indonesia has most advantage in the corridor to Cambodia comparing with those three countries, Korea, China and India. See table below:

<b>CORRIDOR</b>	<b>FROM</b>	<b>TO</b>	<b>Rank in Time Fastest</b>	<b>Average Number of days</b>
<b>THAILAND - VIETNAM</b>	<b>Samut prakarn</b>	<b>Hochiminh City</b>	<b>1</b>	<b>12 Days</b>
<b>KOREA - VIETNAM</b>	<b>Pusan</b>	<b>Hochiminh City</b>	<b>2</b>	<b>16 Days</b>
<b>CHINA - VIETNAM</b>	<b>Shanghai</b>	<b>Hochiminh City</b>	<b>3</b>	<b>19 Days</b>
<b>INDIA - VIETNAM</b>	<b>Nhava Sheva</b>	<b>Hochiminh City</b>	<b>4</b>	<b>26 Days</b>
<b>KOREA - VIETNAM</b>	<b>Pusan</b>	<b>Hanoi</b>	<b>1</b>	<b>16 Days</b>
<b>THAILAND - VIETNAM</b>	<b>Samut prakarn</b>	<b>Hanoi</b>	<b>2</b>	<b>16 Days</b>
<b>CHINA - VIETNAM</b>	<b>Shanghai</b>	<b>Hanoi</b>	<b>3</b>	<b>17 Days</b>
<b>INDIA - VIETNAM</b>	<b>Nhava Sheva</b>	<b>Hanoi</b>	<b>4</b>	<b>37 Days</b>
<b>INDONESIA - CAMBODIA</b>	<b>Bandung</b>	<b>Phnom Penh</b>	<b>1</b>	<b>25 Days</b>
<b>KOREA - CAMBODIA</b>	<b>Pusan</b>	<b>Phnom Penh</b>	<b>2</b>	<b>29 Days</b>
<b>CHINA - CAMBODIA</b>	<b>Shanghai</b>	<b>Phnom Penh</b>	<b>3</b>	<b>29 Days</b>
<b>INDIA - CAMBODIA</b>	<b>Nhava Sheva</b>	<b>Phnom Penh</b>	<b>4</b>	<b>30 Days</b>

#### **4. Competitiveness of Cost Door to Door LCL shipment**

We found that China has most advantage in term of cheapest cost for the corridors to Vietnam both Hanoi and Ho Chi Minh and also for the corridor to Cambodia

See table below:

<b>CORRIDOR</b>	<b>FROM</b>	<b>TO</b>	<b>Rank</b>	<b>Average Cost</b>		
<b>CHINA - VIETNAM</b>	<b>Shanghai</b>	<b>Hochiminh City</b>	<b>1</b>	<b>372.20</b>	<b>588.40</b>	<b>848.65</b>
<b>THAILAND - VIETNAM</b>	<b>Samut prakarn</b>	<b>Hochiminh City</b>	<b>2</b>	<b>417.11</b>	<b>588.65</b>	<b>858.73</b>
<b>KOREA - VIETNAM</b>	<b>Pusan</b>	<b>Hochiminh City</b>	<b>3</b>	<b>435.23</b>	<b>674.75</b>	<b>994.15</b>
<b>INDIA - VIETNAM</b>	<b>Nhava Sheva</b>	<b>Hochiminh City</b>	<b>4</b>	<b>586.20</b>	<b>993.40</b>	<b>1,473.65</b>

<b>CHINA - VIETNAM</b>	<b>Shanghai</b>	<b>Hanoi</b>	<b>1</b>	<b>427.20</b>	<b>643.40</b>	<b>903.65</b>
<b>THAILAND - VIETNAM</b>	<b>Samut prakarn</b>	<b>Hanoi</b>	<b>2</b>	<b>472.11</b>	<b>643.65</b>	<b>913.73</b>
<b>KOREA - VIETNAM</b>	<b>Pusan</b>	<b>Hanoi</b>	<b>3</b>	<b>490.23</b>	<b>729.75</b>	<b>1,049.15</b>
<b>INDIA - VIETNAM</b>	<b>Nhava Sheva</b>	<b>Hanoi</b>	<b>4</b>	<b>626.20</b>	<b>973.40</b>	<b>1,378.65</b>

<b>CHINA - CAMBODIA</b>	<b>Shanghai</b>	<b>Phnom Penh</b>	<b>1</b>	<b>652.00</b>	<b>1,050.00</b>	<b>1,545.00</b>
<b>KOREA - CAMBODIA</b>	<b>Pusan</b>	<b>Phnom Penh</b>	<b>2</b>	<b>665.03</b>	<b>886.35</b>	<b>1,190.50</b>
<b>INDIA - CAMBODIA</b>	<b>Nhava Sheva</b>	<b>Phnom Penh</b>	<b>3</b>	<b>816.00</b>	<b>1,205.00</b>	<b>1,670.00</b>
<b>INDONESIA-CAMBODIA</b>	<b>Bandung</b>	<b>Phnom Penh</b>	<b>4</b>	<b>840.00</b>	<b>1,145.00</b>	<b>1,615.00</b>