Time: 9.40am

Location: SIS MR4-1

Attended By: All

Absent with Apologies: Nil

No	Agenda:	Action By:
1	 Hui Shia started with the explanation of our structure. Used utilization rate as the independent variable Used individual trade lanes because it is impossible to put together a generic model when the characteristics are very different Some will be significant, someone will not. Stepwise vs least square regression Explained that volume cant be used 	
2	 Started with the explanation of the seasonal pattern Explanation of volume by month Looking at trends between months. Map it according to the different months to see if there is any trend Utilisation Rate Group by Carrier & Actual TEU KW asked about 2-2. HS clarified that it is nothing. KW: 20HC should have only one data point. For presentation, remove those that are not relevant. UR Group by carrier: seasonality → not that insightful. UR & Volume: Grouped by quantile range. Even if we group by TEU theres no difference. Distribution of carrier by UR: go into the ones that have a wider range. KW: earlier we said that during May we have higher volume. "Customers are unable to pack under stress volume but yet they didn't think of using LCL" KW: the only missing thing is the intensity (we are not sure one dot 	
3	refers to what) Siong Min: - UR vs Month & Year - KW: "though the images are small but it is good as we can see it very clearly that Lloyd is better than Hyundai"	
4	Janice: - CMA has higher utilization rate as compared to llyod - KW: if you claim that total volume is the capacity, then TEU x 33.67 = capacity (total volume). Can you prove that capacity is total volume? - Siong min just checked that it is the total volume (m3)	
5	Conclusion: - They will figure out about the volume and get back to us.	