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PortCalls

The Philippines' only shipping and transport guide

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PPA sees 7% cargo growth with easing of restrictions

- Cargo volumes are expected to grow by 7% this year, and by 1% and 3% by 2022 and 2023, respectively
- Philippine Ports Authority general manager Jay Daniel Santiago said the rise in cargo volumes will depend on easing of people's movements, as this can bump up and drive domestic consumption
- PPA expects passenger traffic to improve by 1% to 2% this year after sinking 70% to 24.79

million in 2020

THE Philippine Ports Authority (PPA) is "optimistically conservative" about cargo volumes from this year until 2023, with expectations especially this year and next hinged on the continued easing of COVID-19 restrictions.

A 7% growth is projected in 2021 after a double-digit slide in the previous year. In 2022, volume is seen rising by 1% and in 2023, by 3%, PPA general manager Jay Daniel Santiago said in an

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Six ports to house DA exam areas for agri imports

- The Department of Agriculture is set to establish in six ports this year the country's first border inspection (FBI) facilities or agricultural commodity examination areas
- The six ports are the Manila International Container Terminal, Manila South Harbor, and Cebu, Batangas, Subic, and Davao ports
- The FBI facilities will be used

to inspect imported animals, plants, meat, and other farm and fishery products

THE Department of Agriculture (DA) is set to establish in six ports this year the Philippines' first border inspection (FBI) facilities, or agricultural commodity examination areas (ACEA).

The ACEAs, the first to be established in the Philippines, will be set up at the

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Airlines lift 41% less PH cargo in 2020; Korean Air carries most volume

- International cargo and mail handled by airlines operating in the Philippines declined 41% in 2020 from 2019
- Korean Air carried the most shipments, with 10% of the total, displacing Philippine Airlines, which for years has traditionally led the pack
- Incoming cargoes sank 38% in 2020 from 2019; outgoing cargoes decreased 44%

WEAK demand and decreased airline space due to COVID-19 travel restrictions slashed by 41% international cargo and mail handled by airlines operating in the Philippines in 2020 from 2019.

In the Philippines, only repatriation, sweeper, and cargo flights were allowed to operate during the period mid-March until June, when restrictions were eased and limited domestic flights permitted.

Data from the Civil Aeronautics Board (CAB) showed the airlines lifted 218.808 million kilograms (kg) in 2020 from 370.603 million kg in 2019.

Last year saw major changes in the listing of top carriers. Korean Air carried the most shipments at 22.211 million kg or 10% of the total, displacing Philippine Airlines, which for years has traditionally led the pack. The South Korean-based carrier jumped to first place from sixth in 2019.


PAL did not even make it to the top 20 list of top carriers in 2020.

Of the total 2020 international cargo and mail traffic handled by 33 carriers operating in the Philippines, 51% represented incoming shipments and the rest outgoing.

Incoming cargoes dropped 38% to 112.044 million kg from 180.743 million kg in 2019, while outgoing cargoes decreased 44% to 106.763 million kg from 189.860 million kg.

Korean Air was followed by Taiwan-based carrier EVA Air, formerly in 10th place, with 20.445 million kg. EVA Air bumped Cathay Pacific down to third place as the Hong Kong flag carrier logged 20.221 million kg of cargo uplifted.





Qatar Airways remained in fourth



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place with 18.353 million kg while express operator United Parcel Service, which was previously in 14th place, came fifth with 16.914 million kg.

Jumping three ranks to sixth was Japan-based All Nippon Airways with 15.689 million kg, followed by logistics company Federal Express in seventh. Formerly in 13th place, US-based FedEx lifted 14.328 million kg last year.

Taiwan-based China Airlines last year handled 13.081 million kg, placing it three ranks higher to eighth place, bumping off flag carrier Japan Airlines, with 12.301 million kg to its credit, to ninth place.

Completing the top 10 airlines was Dubai-based Emirates with 10.753 million kg. The carrier was in fifth place in 2019.

Rounding off CAB's list were Singapore Airlines (9.58 million kg); Etihad Airways (7.236 million kg); Air Hong Kong (6.283 million kg); Asiana Airlines (6.189 million kg); Malaysia Airlines (5.089 million kg); PAL (3.559 million kg); China Eastern Airlines (2.816 mil-

lion kg); China Southern Airlines (2.727 million kg); Thai Airways (2.562 million kg); Saudi Arabia Airlines (2.517 million kg); Xiamen Airlines (1.765 million kg); Gulf Air (870,095.69 kg); KLM Royal Dutch (849,928.13 kg); Turkish Airlines (615,785.85 kg); Kuwait Airways

(464,921.34 kg); Delta Airlines (381,527 kg); United Airlines (333,424 kg); Royal Brunei (295,070 kg); Jetstar Asia Airways (244,731 kg); Air Niugini (66,467.47 kg); Cargolux (61,394 kg); El AL Israel Airlines (6,801.50 kg); and Air China (442.35 kg). – **Roumina Pablo**

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Ctc: Mr. Mark Vernon G. Sunga - Vice President

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ICTSI posts 1% income growth to \$102M in 2020

- International Container Terminal Services, Inc.'s (ICTSI) attributable net income for 2020 is US\$101.8 million, 1% higher than the \$100.4 million earned in 2019
- Revenues from port operations reached \$1.505 billion, 2% higher than the \$1.481 billion reported in 2019
- ICTSI handled 10.193 million twenty-foot equivalent units (TEUs) in 2020, marginally higher than the 10.178 million TEUs handled in 2019
- Capex budget for 2021 is about \$250 million, to be utilized to complete expansion projects, acquire and upgrade equipment and conduct various maintenance requirements

INTERNATIONAL Container Terminal Services, Inc. (ICTSI) reported a net income attributable to equity holders of US\$101.8 million for 2020, 1% higher than the \$100.4 million earned in 2019.

Revenues from port operations reached \$1.505 billion, 2% higher compared to the \$1.481 billion reported in 2019.

ICTSI in a statement said the increase is due to the contribution of ICTSI Rio; higher revenues from ancillary services; tariff adjustments and new services at certain terminals; and favorable translation impact mainly from Philippine peso-based revenues in Philippine terminals.

The result was partially tempered by the decline in trade activities, mainly as a result of the lockdown restrictions imposed by most governments to contain COVID-19 infections.

“ICTSI has delivered a positive performance in very challenging circumstances and it highlights not only the significant dedication and commitment of our colleagues who have performed strongly throughout the pandemic but also the agility and strength of our business,” ICTSI chairman and president Enrique K. Razon, Jr. said.

“We were swift to take action at the start of the pandemic to initiate cost reduction, reduce capital expenditures, and later seized opportunities to lengthen our debt maturities at lower rates,” Razon noted.

He added that ICTSI has stepped up its social community support and increased health and safety measures at all ports

“to ensure that we all remain resilient in these extraordinary times.”

He further explained: “These actions have helped us to navigate a severe weakening of demand at some of our key terminals around the world. And as our volumes rebounded from their lows when lockdown restrictions began to lift in the second half, so did our margins reflect the benefits of these actions. Those gains have continued into the new financial year as ICTSI emerges from these trying times leaner, stronger and optimistic of the future as governments around the world begin the herculean task of global mass vaccination.”

ICTSI handled a consolidated volume of 10.193 million twenty-foot equivalent units (TEUs) in 2020, marginally higher by 0.2% compared to the 10.178 million TEUs handled in 2019.

The increase was due to the contribution of ICTSI Rio, the company's new terminal operations in Rio de Janeiro in Brazil; improvement in trade

activities in the second half of 2020 as lockdown restrictions in most parts of the world eased; and new contracts with shipping lines and services at certain terminals.

Growth was tempered, however, by the decline in trade activities mainly in the first half of 2020, which resulted from lockdown restrictions and the impact of COVID-19 pandemic on global trade.

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Liza P. Almonte
Publisher & Editor

Mariel Kliatchko
Director

Roumina M. Pablo
Reporter

Elenita L. San Juan
Marketing Associate

Jeronel C. Alejandrino
Production

Fe A. Dionisio
Cristina D. Marzan
Edna I. Balena
Administration

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Rice imports tariff collection up 58% in Jan

- P2.04 billion in tariffs was collected from rice imports in January 2021, a year-on-year increase of 58% as the average valuation value of rice imports grew
- The collection was generated from 287,957 metric tons of imported rice in January, up 29% year-on-year

THE Bureau of Customs (BOC) collected P2.04 billion in tariffs from rice imports in January 2021, a 58% increase over the P1.29 billion collected during the same month last year as the average valuation value of rice imports increased, the Department of Finance (DOF) said.

The tariffs were collected from 287,957 metric tons (MT) of rice imported in January, up 29% from the 223,278 MT brought into the country in the same period last year, preliminary data showed.

Based on data from the bureau's Electronic-to-Mobile (e2M) system, the average valuation of rice importers in January 2021 improved 11.5% year-on-year, DOF said in a statement, citing a report from Customs commissioner Rey Leonardo Guerrero.

In January 2020, the average value of rice imports was P18,177 per MT, which increased to P20,262 per MT in January this year.

DOF noted that "improvements made by the BOC to help ensure the proper classification, quantity and weight of rice stocks brought into the country under the Rice Tariffication Law (RTL) led to the increase in the average value of imported rice, which, in turn, meant higher revenues for the government from the duties collected from these imports."

All import duties collected from rice imports under the RTL go to the annual P10-billion Rice Competitiveness Enhancement Fund (RCEF).

The RCEF is used to finance programs that will sharpen the competitiveness of *palay* growers by providing them access to farm machinery and equipment, high-yield seeds, cheap credit, and skills training programs on farm mechanization and modern farming techniques.

Annual tariff revenues from rice imports in excess of P10 billion will be earmarked by Congress—and included in the national budget of the following year—for financial assistance to *palay* farmers, titling of agricultural lands, an expanded crop insurance

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program on rice, and crop diversification.

From January to September 2020, BOC collected P13 billion in duties from 2 million MT of rice imports, overshooting the minimum amount of P10 billion earmarked annually for the RCEF, according to DOF data.

DOF secretary Carlos Dominguez III earlier directed BOC to check on private traders for undervaluation of rice imports.

BOC last December said it was work-

ing to collect some P2.4 billion in tax deficiencies that were uncovered in a post-clearance audit of cooperatives that had imported rice in 2019 and 2020.

Guerrero said a post-clearance audit in 2019 showed that 48 cooperatives had tax deficiencies totaling P1.4 billion. These cooperatives came from an initial batch of the top 60 importers out of a list of over 320 cooperatives that imported rice in 2019.

Court affirms dismissal of BOC officer for SALN dishonesty

- The dismissal from government service of customs operations officer III Miriam Casayuran found liable for serious dishonesty in her annual Statements of Assets, Liabilities and Networth (SALNs) has been upheld
- Casayuran failed seven times to declare ownership of a house and lot in her SALNs
- The court ordered the cancellation of Casayuran's civil service eligibility, her disqualification from taking civil service examinations, forfeiture of retirement benefits, and perpetual disqualification from public office

tions in her annual Statements of Assets, Liabilities and Networth (SALNs).

Miriam Casayuran, a customs operations officer III of the Bureau of Customs (BOC), was found liable by the appellate court of failure to declare ownership of a house and lot in her SALNs for seven times, the Department of Finance (DOF) said in a statement.

The court's decision dated October 23, 2020 was based on an investigation done by the DOF's anti-corruption arm Revenue Integrity Protection Service (RIPS).

Finance undersecretary for legal affairs Bayani Agabin said DOF and BOC will swiftly implement the CA decision.

RIPS found that Casayuran in 1998 bought a property located in San Jose Del Monte, Bulacan, but deliberately omitted declaring it in her subsequent SALNs. RIPS then filed a case against Casayuran

before the Office of the Ombudsman based on these findings, but the complaint was dismissed.

Upon appeal by RIPS before the CA, the court's Eighth Division ruled that Casayuran's failure to declare the Bulacan property in her SALN not only once but for seven years that she was in the service was a deliberate omission.

The CA, citing the case of Fajardo vs Corral, said in its decision dated October 23, 2020, that "Dishonesty is defined as the 'concealment or distortion of truth, which shows lack of integrity or a disposition to defraud, cheat, deceive, or betray, or intent to violate the truth. Thus, the mere omission from or misdeclaration in one's SALN does not per se constitute Dishonesty. Only when such omission or misdeclaration is attended by malicious intent to conceal the truth can it be said to constitute Dishonesty.'

Aside from dismissing her from the service, the court also ordered the cancellation of Casayuran's civil service eligibility, her disqualification from taking civil service examinations, forfeiture of her retirement benefits, and perpetual disqualification from holding public office.

The CA ruling was received by the RIPS on January 11, 2021.

"As a government employee, it is

incumbent upon Casayuran to provide truthful disclosures in her SALNs. As discussed by the Honorable Court in its decision, the full disclosure of one's wealth in SALNs is a means of preventing and curtailing corruption and maintaining a standard of honesty in the public service," said Agabin, who supervises RIPS.


RIPS earlier launched the Information Against Corruption page which can be accessed via <https://www.dof.gov.ph/report-corruption>.

Informants may submit evidence through this "Sumbong" page showing properties or lifestyles grossly disproportionate to the pay levels of officials and employees of DOF and its attached agencies, which include BOC.

RIPS has so far initiated investigations against 403 officials and employees of the DOF and its attached agencies since 2016.




Its anti-corruption probes have led to the filing of administrative or criminal cases against 60 errant public officers, 14 of whom have already been dismissed from service.

Finance Secretary Carlos Dominguez III has ordered the DOF-RIPS to coordinate with the Task Force Against Corruption led by the Department of Justice to discuss how the two departments can work together in weeding out graft and corruption in the bureaucracy.



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PEZA automation plan to allow online payments, transactions

- The Philippine Economic Zone Authority will start automating its systems and processes to simplify doing business for locators
- The program includes an electronic payment collection system, digitization and document management system, electronic letter of authority, online visa submission for foreign investors, and online submission of the Tax Incentives Management and Transparency Act report

THE Philippine Economic Zone Authority (PEZA) will start implementing an automation program that includes an online payment system, with the aim to improve ease of doing business for applicant investors and current locators of economic zones.

PEZA director-general Charito Plaza in a statement said the agency will adopt technologies and innovations and explore digital platforms “to improve good governance, transparency, ease of doing business, and accountability.”

In line with this automation program, PEZA on February 18 signed a

memorandum of agreement (MOA) with I-PAY MYEG PH (IPMPI), an online payment gateway provider that operates and maintains an Electronic Payment Collection System (EPCS) and has the capability to integrate with PEZA’s online portal.

IPMPI is offering its EPCS and related services to PEZA at no cost, and it has also passed the authority’s accreditation process for online payment gateway providers.

The EPCS enables clients to remit payments through various channels such as ATM accounts, credit cards, mobile wallets, and over-the-counter facilities.

Plaza said the use of EPCS “will improve transparency, accountability, and good governance in PEZA’s brand of service.”

The MOA is in line with Republic Act (RA) No. 11032, also known as the Ease of Doing Business and Efficient Government Services Delivery Act of 2019, which aims to improve government transaction systems and procedures.

Plaza said the EPCS will be rolled

out in 30 to 45 days following the MOA signing.

The automation program also includes the following:

- Digitization and Document Management System (DMS) for a more efficient, secure, and organized document management for PEZA. The DMS was recently implemented at the Cavite Economic Zone and will be implemented at economic zones in Mactan and Baguio City in the next few weeks following the recent deployment of scanners.
- Electronic Letter of Authority (eLOA) for four types of LOAs, which is currently undergoing pilot implementation. Electronic filing of other types of LOAs and the eLOA’s integration into the payment gateway system is targeted for April 2021.
- Engineering Permits Assessment Monitoring System (EPAMS), now being redeveloped to update system functionalities and secure

a more efficient interconnection with the billing and collection system. EPAMS will automate the filing and monitoring of engineering permits.

Further, the procurement and development of the online visa for foreign investors will start this year. The process will be a web-based system that will manage and monitor the submission of visa applications by foreign nationals, expatriates, and their dependents working for PEZA-registered enterprises.

An online system developed by the National Economic and Development Authority will also be adopted in relation to the required submission of the Tax Incentives Management and Transparency Act (TIMTA) report.

The law requires locators receiving tax incentives to submit the report to PEZA. RA 10708, or TIMTA, allows for the submission of online documents of annual reports to reduce the tedium of organizing and extracting voluminous data required by the TIMTA. - **Roumina Pablo**

MetroPac Movers handles transport, storage of first Sinovac vaccines

- MetroPac Movers, Inc. (MMI) handled the first batch of COVID-19 vaccines that recently arrived in the country from China
- The 600,000 vaccine vials arrived on February 28 and were transported to MMI’s facility in Marikina

METROPAC Movers, Inc. (MMI) handled the first batch of COVID-19 vaccines that recently arrived in the Philippines from China.

Donated by China’s Sinovac Biotech

Ltd., the first batch of 600,000 vaccine vials, which arrived on February 28, was transported to MMI’s facility in Marikina.

A long-time warehousing partner of the Department of Health (DOH), MMI is compliant with government protocols on the storage of temperature-controlled pharmaceutical products, the company said in a statement.

Its Marikina facility is a 3.2-hectare warehouse compound with chiller rooms that can handle temperatures as low as 2°C.

Before the arrival of the Sinovac

vaccines, MMI and DOH signed off on a manual of procedures on vaccine handling, and conducted simulation training with key employees from DOH, Research Institute for Tropical Medicine, Food and Drug Administration, and United Nations International Children’s Emergency Fund.

MMI said it is expanding its cold storage capabilities with the construction of its Sta. Rosa hub, which will have 17,500 refrigerated pallet positions for temperature requirements as low as -25°C, co-located with ambient storage facilities

with 41,000 pallet positions. MMI early last year announced that construction of the Sta. Rosa hub had started.

“This latest MMI hub will lead the Philippines’ logistics industry in addressing customer pain points, with systems and designs that will ensure faster truck turnaround times, best-in-class inventory control and data transparency, leading product security, and an assurance of business continuity and sustainability,” MMI said.

MMI is the logistics arm of Metro Pacific Investments Corp.

ICTSI posts 1% income growth to \$102M...

Capital expenditures (capex) in 2020 amounted to \$198.7 million, exceeding the reduced capex budget of \$160 million for the year, mainly due to the additional capex from the new terminal in Kribi, Cameroon, and the reinstitution

of postponed capex in a number of terminals, which demonstrated strong volume growth in the second half of 2020.

The group’s capex budget for 2021 is approximately \$250 million, which will be utilized for the completion of the

expansion project at Manila International Container Terminal; the ongoing yard expansion at ICTSI DR Congo in Matadi, Democratic Republic of Congo; the new expansion project at Victoria International Container Terminal in Mel-

bourne, Australia; equipment acquisitions and upgrades; and various maintenance requirements.

ICTSI has 32 terminal operations, including concessions and port development projects, in 19 countries worldwide.

Continued from page 2



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EAGLINE QINGDAO NING		MAR 18	MAR 11	MAR 12	MAR 17	MAR 18	MAR 28
LCT: (SOUTH) MON/1200H: (MIP) TUE/1200H: (SUBIC) THU/1200H - FRI SAILING FOR PERISHABLE GOODS: (SOUTH) TUE/1200H: (MIP) WED/1200H: (SUBIC) FRI/1200H							

WM1 SERVICE DIRECT MANILA - SHANTOU(2) - QUANZHOU(2-3) - XIAMEN(3-4)							
VESSEL	VOY	MIP ETD/MON	MNS ETD/TUE	SHA ETA/THU	QUA ETA/FRI	XMN ETA/SAT	
SINOTRANS TIANNH	2100N	CANCELLED VOYAGE					
SINOTRANS TIANNH	2100N	CANCELLED VOYAGE					
SINOTRANS TIANNH	2100N	CANCELLED VOYAGE					
SINOTRANS TIANNH	2110N	8-4hr	9-4hr	11-4hr	12-4hr	13-4hr	
LCT: (NORTH) MON 0600H & (SOUTH) TUE 0100H - TUE SAILING							

CPS SERVICE DIRECT MANILA - SHANGHAI(4) - NINGBO(5)						
VESSEL	VOY	MNN ETD/THU	MNS ETD/FRI	SFS	SHA ETA/SAT	NBO ETA/SUN
MERATUS TOMOH	2100N	CANCELLED VOYAGE				
G.ACE	2100N	CANCELLED VOYAGE				
MERATUS TOMOH	2105N	MAR 4	MAR 5	-	MAR 12	MAR 13
G.ACE	2105N	MAR 11	MAR 12	-	MAR 19	MAR 20
LCT: (MIP) TUE/1800H: (SOUTH) WED/1800H - FRI SAILING FOR PERISHABLE GOODS: (MIP) WED/1800H: (SOUTH) THU/1800H						

CNP2 SERVICE DIRECT MANILA NH - MANILA SH - SUBIC - QINGDAO - NINGBO - QUANZHOU							
VESSEL	VOY	MNN ETD/WED	MNS ETD/THU	SUBIC ETD/FRI	TAO ETA/WED	NBO ETA/THU	QZJ ETA/SAT
XIN LONG YUN 22	120N	FEB 17	FEB 18	FEB 19	MAR 3	MAR 5	MAR 17
BUDHAWASA	121N	FEB 24	FEB 25	FEB 26	MAR 10	MAR 12	MAR 14
NO VESSEL		CANCELLED VOYAGE					
XIN LONG YUN 22	121N	10-4hr	11-4hr	12-4hr	24-4hr	26-4hr	29-4hr
LCT: (NORTH) MON/1200H: (SOUTH) TUE/1200H: (SUBIC) THU/1200H - FRI SAILING FOR PERISHABLE GOODS: (NORTH) TUE/1200H: (SOUTH) WED/1200H: (SUBIC) FRI/1200H							

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Global air cargo demand back to pre-Covid levels

- Global demand was up 1.1% in January this year compared to January 2019 and 3% higher compared to December 2020
- All regions saw month-on-month improvement, with North America and Africa the strongest performers
- Asia-Pacific airlines saw demand fall 3.2% in January 2021 year-on-year. This was an improvement from the 4.0% fall in December 2020

prior month. The new export orders component of the manufacturing PMI—a leading indicator of air cargo demand—continued to point to further demand improvement. However, Covid-19 resurgence has negatively impacted export business in emerging markets, and should this continue or expand to other markets, it could weigh on future air cargo growth.

The level of inventories remains

relatively low compared to sales volumes. Historically, this has meant that businesses had to quickly refill their stocks, for which they also used air cargo services.

“Air cargo traffic is back to pre-crisis levels and that is some much-needed good news for the global economy. But while there is a strong demand to ship goods, our ability is capped by the shortage of belly capacity normally provided by passenger aircraft,” said Alexandre Juniac,

IATA’s director general and CEO.

He urged governments to share their plans for restart to inform the industry of how soon more capacity can be brought online. “In normal times, a third of world trade by value moves by air. This high value commerce is vital to helping restore COVID damaged economies—not to mention the critical role air cargo is playing in distributing lifesaving vaccines that must continue for the foreseeable future.”

FOR the first time since the onset of the Covid-19 crisis, global air cargo demand returned to pre-pandemic levels in January 2021, buoyed by improving manufacturing and export conditions, according to the latest International Air Transport Association (IATA) data.

January demand also showed strong month-to-month growth over December 2020 levels.

Global demand was up 1.1% compared to January 2019 and 3% higher compared to December 2020. All regions saw month-on-month improvement, and North America and Africa were the strongest performers.

In contrast, the recovery in global capacity was reversed owing to new capacity cuts on the passenger side. Capacity shrank 19.5% compared to January 2019 and fell 5% compared to December 2020, the first monthly decline since April 2020.

IATA said the operating backdrop remained supportive for air cargo volumes:

Conditions in the manufacturing sector remain robust despite new Covid-19 outbreaks that dragged down passenger demand. The global manufacturing Purchasing Managers’ Index (PMI) was at 53.5 in January. Results above 50 indicate manufacturing growth versus the

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CEBU
Lorde - latherado@shipco.com
Erika - epangan@shipco.com
Manni - mlmpangog@shipco.com
Cyde - cquinto@shipco.com

DOCUMENTATION
Edwin - emestioia@shipco.com
Charl - congoco@shipco.com
Jhuls - jbarje@shipco.com

SALES
U - lvianzon@shipco.com
Mylene - mlugats@shipco.com
Marie Joy - mcipuz@shipco.com
Sheena - sbandalen@shipco.com

AIRFREIGHT
Billy - bgonzales@shipco.com
Salie - slarosa@shipco.com
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