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FEATURE STORY – Globelink Opens in Qatar

Qatar

New Gulf Office in Doha



Following the establishment of Globelink office in Kuwait, CWT Globelink has yet again extended our footprint in the Arabian Gulf with the set up of a new Globelink office in Doha, Qatar.

Qatar ranks as a top economic performer in the region and will play host to the 2022 FIFA World Cup. With our new office, we will be in a strategic position to support the market in and out of Doha. This new office will strengthen Globelink's regional presence and boost our service network in the growing GCC market.

The office will be managed by Mr. Nanda Kumar, our newly appointed General Manager of the Doha office. Nanda has many years of experience in Qatar and is well connected with the local environment.

Doha, the Capital of Qatar is the largest city and also the economic centre of the country. The country's economy is built on the revenue made from its oil and gas industries and the government is trying to diversify the economy to lessen the dependence on oil. As a result, Doha is experiencing a boom and developing very rapidly.

Qatar sits on the Qatar Peninsula located on the northeast coast of the Arabian Peninsula. Its only land border is with Saudi Arabia on the South, with the rest of its territory surrounded by the Persian Gulf.

The Doha Port is the main seaport servicing Doha. However, it is fast reaching its maximum throughput capacity and its prime city centre location is no longer compatible with future developments planned for the capital. Plans for a new port are underway and the New Doha Port will be one of the largest of its kind in the Middle East. It is designed to attract transshipment and logistics traffic in the region.

The New Port, targeted to be operationally ready in 2016, is set to become an integral part of the multi-billion dollar project to develop the first integrated freight and passenger rail network in Qatar. Individual GCC countries are currently carrying out their own feasibility studies into the proposed 2,000km rail network, which would eventually link all six member states – Qatar, Oman, UAE, Saudi Arabia, Kuwait and Bahrain. This will eventually boost cross-border trade, cut freight costs and result in faster cargo movement.



Services Offered by Globelink Qatar

- ✚ Ocean Freight
 - FCL/LCL Export & Import
 - Break Bulk
 - RO/RO
 - Special Equipment Handling
- ✚ Air Freight
 - Air Export & Import
 - Charter Services
- ✚ Land Transport
 - Export & Import Trailer Services plying all GCC Countries
 - Land Consolidation to/from U.A.E.
- ✚ Customs Clearance
 - Export & Import Clearance
- ✚ Warehousing & Distribution
- ✚ Heavy Equipment Rental/Handling

Globelink Qatar Office



Globelink Qatar is now fully operational. All shipments direct into Doha or transshipped via Dubai to Doha should also reflect the new office details as the delivery agent.

For more information and enquiries, please contact Globelink Qatar at:-

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CWT Globelink Group has a presence of more than 100 offices in 27 countries. Globelink operates in Australia, Bulgaria, China, Costa Rica, Croatia, Egypt, Guatemala, Hong Kong, India, Indonesia, Kuwait, Malaysia, Morocco, Pakistan, Portugal, Qatar, Romania, Singapore, Slovenia, South Korea, Spain, Sri Lanka, Thailand, Turkey, United Arab Emirates, the United Kingdom and Vietnam.

NOTICES – Globelink Offices

Dubai Port Safety Requirements

Circular from DP World Dubai with regard to Port Safety Requirements for shipment of IMO Class 8 cargo:-

Port Safety Requirements for Import, Export and Trans-shipment Class 8 Cargo

All concerned/ interested parties are to follow and comply with the stated Port safety requirements in addition to the IMDG Code compliances for Import, Export and Transshipment of Class 8 cargo.

1. Packaging Requirements

Only UN certified packaging is permitted to transport IMO class 8 Cargo. In case if the packaging is not UN certified, then the following Port EHS requirements shall be complied

- a. For plastic drums capacity of 200 Litres and above, only single tier storage is permitted and no drums shall be stowed one over other.
- b. For Plastic Jerri-cans, only maximum three tier stowage is permitted and no Pallets/Palletised Jerri-cans shall be stowed one over other.
- c. Concentrated Nitric Acid is a strong oxidizing agent and can cause a fire risk if it comes into contact with combustible materials such as wood etc., which is used in packages/container. Hence, adequate control measures shall be taken to prevent fire and cargo spill by taking into consideration of all potential hazards and risks.
- d. Customer shall obtain the "Container Packing Certificate" for all Class 8 containers at the point of loading. Upon request, submits the same certificate along with photographic evidence of packaging to the Port Regulator - Trakhees - EHS through e-mail, EHS.Ports@Trakhees.ae
- e. Port regulator- Trakhees-EHS shall conduct random inspection on packages to ensure compliance requirements.

2. Temperature Control

If the cargo requires temperature control, then the temperature controlled container only shall be used in line with IMDG requirements. It is the responsibility of the shipper, consignee and agent to evaluate the prevailing temperature at DP World Ports in UAE (eg. Port Jebel Ali) and accordingly utilize such a suitable container with adequate control measures.

3. Port Storage requirements:

- a. Transshipment Class 8 Hazardous container shall not be stored within the port more than 10 days.
- b. Import Class 8 Hazardous container shall be cleared within 3 working days.
- c. Export Class 8 Hazardous container shall not be stored within the port more than 3 working days.

The above stated Port safety requirements will be effective from 1st September 2012.

Should there be any non-compliance to these safety requirements, the resulting action from EHS would be an imposition of appropriate sanctions in the form of financial penalty/prohibition notice against the company.

INDUSTRY NEWS

Brazil Customs Slowdowns Intensify

Cargo clearance is affected as labor negotiations drag on.

Brazilian customs officers stepped up their slowdowns this week, delaying commerce at Santos and other ports, as labor negotiations continued.

Customs officers last month announced plans for intermittent strikes and slowdowns to underscore demands for wage increases. They said they would halt work for two days a week and work at a minimal level on the remaining days until an agreement was reached.

Negotiations were said to be continuing but are taking longer than expected.

This week, customs officers said they would clear no cargo except medicines, food and livestock from Monday through Thursday.

The impact of the slowdowns has varied by port but has been felt most severely at Santos, the country's main port.

Shipping agents said most ports have been able to deal with cargo backups, and many vessels are entering and leaving ports without problem, but that congestion has forced some ships to be diverted to other ports. The slowdowns, however, have delayed cargo clearance and added to costs.

- *Source: JOC*

Strange year for container shipping in 2012

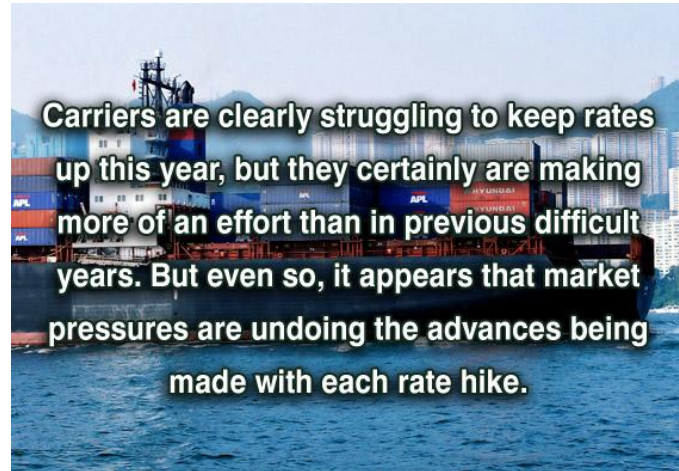
If 2010 is considered to have been a good year for the container shipping industry, and 2011 considered to be a poor one, then 2012 has to be considered, at least to date, a very strange year.

It has been a year that has seen dramatic rate increases, as opposed to the dramatic rate declines of 2011, and yet it has to date been a year that has seen far less demand growth than in the preceding years—excluding 2009 of course.

Industry insiders say there is neither rhyme nor reason for the dramatic upswings in rates from as little as US\$536 per TEU on the Asia-Europe trade at the end of last year to just under \$1,900 per TEU earlier this month.

Of course the one logical reason this is happening is that the shipping lines are trying to claw their way back into “the black” financially, after losing pots of money last year, for the second time in just three years.

But even with these increases that are defying the so-called laws of supply and demand, carriers are still not raking in the profits. Some carriers say they are now making money, while industry analysts remain skeptical.



The first quarter results were terrible to say the least, but of course rates were not as high as they are now. And yet, while the second quarter results are expected to be better, it still remains to be seen whether or not it will mean a return to profit industry wide.

After all, the rate hikes on the major east-west trades—Asia-Europe and the transpacific—have been inconsistent. Certainly, rates have risen to remarkable highs at times this year. But even with the latest rate hike on the Asia-Europe trade earlier this month, which saw a spike in spot rates from \$1,549 per TEU to \$1,888 per TEU in just one week, the rate slipped the following week to \$1,828 per TEU.

If we compare the 21.9 per cent increase from the week before to last week’s 3.2 per cent slide, then one might argue that the slide is hardly anything to worry about.

But the fact is that the rate increase lasted just one week before a decline started.

- *Source: Shipping Gazette*

OTHERS


World Holidays in August 2012
**Costa Rica**

15 Aug Mother's Day

Croatia05 Aug Victory Day and National
Thanksgiving Day**Egypt**

19 Aug Bairam Feast

India10 Aug Krishna Janmashtami
15 Aug Independence Day
19 Aug Id ul Fitr**Indonesia**17 Aug Indonesia Independence Day
18 - 21 Aug Eid al-Fitr**Kuwait**

19 Aug Eid al-Fitr

Malaysia19 - 21 Aug Hari Raya Aidilfitri
31 Aug National Day**Morocco**14 Aug Oued Ed-Dahab Day
19 Aug Eid al-Fitr
20 Aug Revolution of the King and
the People
21 Aug King Mohammed's Birthday**Pakistan**14 Aug Independence Day
19 - 21 Aug Eid ul-Fitr**Portugal**

15 Aug Assumption Day

Romania

15 Aug Assumption Day

Singapore09 Aug National Day
19 Aug Hari Raya Puasa**Slovenia**

15 Aug Assumption Day

Spain

15 Aug Assumption Day

Sri Lanka01 Aug Nikini Full Moon Poya Day
19 Aug Id-UI-Fitr
31 Aug Adhi Binara Full Moon Poya Day**Thailand**

12 Aug HM The Queen's Birthday

Turkey19 - 21 Aug Ramazan Bayrami
30 Aug Victory Day**UAE**

22 Aug Eid al-Fitr

UK

27 Aug Summer Holiday

INSPIRING QUOTE



CWT Globelink started in 1988 in Singapore. It has now expanded to more than 100 offices in 27 countries, providing comprehensive and high quality consolidation services to our valued customers.

CWT Globelink's presence includes Australia, Bulgaria, China, Costa Rica, Croatia, Egypt, Guatemala, Hong Kong, India, Indonesia, Kuwait, Malaysia, Morocco, Pakistan, Portugal, Qatar, Romania, Singapore, Slovenia, South Korea, Spain, Sri Lanka, Thailand, Turkey, United Arab Emirates, the United Kingdom and Vietnam.

Together with key members of its agency network, Globelink formed the Global Consolidator Alliance (GCA) to provide comprehensive and seamless global coverage to its valued customers.

For more information about the CWT Globelink Group, please refer to our website: www.cwt-globelink.com or contact: newsletter@cwt-globelink.com



CWT Globelink Pte Ltd

If you have anything that you would like to share in our newsletter, please send your contributions to: newsletter@cwt-globelink.com

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