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CHAIRMAN'S MESSAGE

CWT Globelink Group

Opening Message for 2012



In my last New Year message in 2011, I touched on the recovery of world economy and most in the shipping community had made profits with increased volumes. The situation has changed again this year.

In the first 3 quarters of 2011, most of the shipping lines suffered losses due to overcapacity in supply and reduced trade volumes. The US recovery remains slow and the economic situation worsen in Europe.

Countries like Hungary are facing similar financial problem like PIIGS (Portugal, Italy, Ireland, Italy, Greece and Spain). The governments in Spain, Italy and Greece were changed and these countries are hoping the new ruling parties are able to come up with some solutions. Starting early 2011, the Arab Spring Revolution involving Egypt and also other North Africa/Middle East countries have overthrown a number of countries leaders and the unrest is still ongoing.

In Asia, we saw tell-tale signs of the slow growth in China's economy. This is a first in a long time for China that there is no rush in shipments prior to the golden holiday in October. The recent Canton fair also reported substantial reduction in transaction levels. The market is concerned that China's economy may have a hard landing. Natural disasters like earthquake in Japan and flood in Thailand also add uncertainty to the economic growth in the affected countries in Asia.

Shipping lines are also reacting to the new challenges. MISC is the first casualty announcing its exit from the containerized business after a loss of US\$800 million. There were talks that the three main Japanese carriers – NYK, MOSK and K Line may merge to become the world 5th largest carrier. MSC and CGM are in discussion for further alliance.

Conversely, more carriers are adding on capacity. Today, only 6 carriers are operating vessel exceeding 12,000 TEUs. In the next 2 years, there will be at least 12 carriers operating such mega vessels. With the new built and new capacity, it will be more difficult for carriers to idle their ships in order to control capacity. It looks like the carriers will be back to the same problem in 2009 with huge losses but this time, the recession may be longer and harder which may force more carriers out of the game.

Despite the adverse market conditions in 2011, CWT Globelink group continues to strengthen and consolidate our LCL market position by expanding our network presence. We started new offices in Costa Rica, Guatemala, Turkey and Morocco making a total of 96 offices in 24 countries. We have also made good progress with the support from a number of big International Freight Forwarders (IFFs) where we are included in their list of approved global LCL vendors/partners. We will continue our efforts to gain more support from the IFFs in 2012.

When the going gets tough, the tough get going. With clouds of uncertainty ahead, we need to focus our attention on keeping ourselves lean and strong. There remains more need to manage and watch our costs carefully and reduce it where possible. Our sales and marketing efforts have to be better tuned to meet our customers' needs and compete for every piece of cargo.

In every crisis there is an opportunity. We should leverage on our strength and fight for a bigger market share. The hunger for more business must be innate in us as we strive to capitalize on every opportunity.

In conclusion, 2012 is going to be a more than challenging year. There could be a world recession with reduced cargo volume. The competition will be keener to fight for every cbm of cargo in the market. CWT Globelink group and GCA members, together with our network of agents must work even closer to weather through this challenging period.

I would like to take this opportunity to thank all of you for your continual support to GCA/Globelink group in 2011 and we look forward to a better year in 2012 despite the challenging environment.

I wish all of you a Happy, Prosperous and Healthy 2012 – the year of the Dragon!!

REGION FOCUS – Middle East

Middle East



The Middle East is a region that encompasses Western Asia, Northern Africa, the Mediterranean Sea and the Indian Ocean.

The region generally has an arid and hot climate, with several major rivers providing for irrigation to support agriculture in limited areas. Many countries located around the Persian Gulf have large quantities of crude oil.

Arabic is the most widely spoken language in the Middle East, being the official language in all the Arab countries while English is commonly spoken as a second language.

Gulf Cooperation Council (GCC)



GCC is a political and economic union of the Arab states bordering the Persian Gulf and constituting the Arabian Peninsula, namely Bahrain, Kuwait, Oman, Qatar, Saudi Arabia, and United Arab Emirates. Iran and Iraq, also bordering the Persian Gulf, are not members.

Since the creation of the council on 25 May 1981, its membership has not expanded but Jordan and Morocco have been invited to join the council. The GCC has land borders with Iraq, Jordan and Yemen.

United Arab Emirates being a part of GCC acted as a fueling factor in the development for the region. Dubai's strong infrastructure in seaport and airport attracted big investments in the region in a very short span of time. Even with the bad global outlook, the region still performed reasonably well to achieve economic stability and development.

Globelink West Star Shipping, U.A.E.

Dubai, the commercial hub of United Arab Emirates, is home for Globelink West Star Shipping, U.A.E. Established in 1989, with branch offices in Abu Dhabi and Sharjah, Globelink Dubai also manages Globelink Kuwait office.

Globelink Dubai manages its own warehouse with dedicated facilities for LCL consolidation services and the premise is approved by Jebel Ali Free Zone (JAFZA) Environment, Health and Safety Authority to handle hazardous cargoes. Dubai is the preferred logistics hub in the region with the country's emphasis on infrastructure development matching the best in the world.



The Port of Jebel Ali in Dubai is the world's largest man-made harbor and the biggest port in the Middle East. With Jebel Ali, it is not just a transshipment port as the free zone is a major pull. The advantage of calling at Jebel Ali is the shorter feeder transit serving the Gulf ports – meaning cargo gets to final destinations quicker. Dubai serves as a hub for the region as well as for India, Pakistan and Sri Lanka.



Services Offered

- Export & Import LCL Consolidation
- Export & Import Airfreight
- Sea-Air Transportation
- Hazardous Cargo Handling
- Customs Clearance
- Door to Door Pick-Up/ Delivery
- Road Transportation
- Project/Oversized Cargo Handling
- Events and Exhibition Handling
- Break Bulk/ Ro-Ro Services

Direct Consolidation Services

Dubai – Export

POL	POD Country	POD	POL	POD Country	POD
Dubai	Bahrain	Bahrain	Dubai	Pakistan	Karachi
	Belgium	Antwerp		Qatar	Doha
	Djibouti	Djibouti		Saudi Arabia	Dammam
	Egypt	Alexandria		Saudi Arabia	Jeddah
	Germany	Hamburg		Saudi Arabia	Riyadh
	Ghana	Tema		Singapore	Singapore
	India	Nhava Sheva		South Africa	Durban
	Iran	Bandar Abbas		Spain	Barcelona
	Iraq	Umm Qasr		Sri Lanka	Colombo
	Jordan	Aqaba		Sudan	Port Sudan
	Kenya	Mombasa		Tanzania	Dar Es Salam
	Kuwait	Kuwait		Turkey	Istanbul
	Lebanon	Beirut		U.K.	Thamesport
	Libya	Tripoli		U.S.A.	New York
	Mauritius	Port Louis		Yemen	Aden
	Netherlands	Rotterdam		Yemen	Hodeidah
	Oman	Port Sultan Qaboos (Muscat)			

Dubai – Import

POD	POL Country	POL	POD	POL Country	POL
Dubai	Australia	Melbourne	Dubai	India	Nhava Sheva
	Bahrain	Bahrain		India	Tuticorin
	Belgium	Antwerp		Indonesia	Jakarta
	Brazil	Santos		Italy	Genoa
	China	Dalian		Korea	Busan
	China	Fuzhou		Malaysia	Port Klang
	China	Guangzhou		Netherlands	Rotterdam
	China	Ningbo		Pakistan	Karachi
	China	Qingdao		Singapore	Singapore
	China	Shanghai		Slovenia	Koper
	China	Shenzhen		South Africa	Durban
	China	Xiamen		Spain	Barcelona
	China	Xingang		Spain	Valencia
	Czech Republic	Prague		Sri Lanka	Colombo
	Egypt	Alexandria		Sweden	Göteborg
	France	Le Havre		Taiwan	Kaohsiung
	France	Marseille		Taiwan	Keelung
	Germany	Hamburg		Thailand	Bangkok
	Hong Kong	Hong Kong		Turkey	Istanbul
	India	Chennai		Turkey	Izmir
	India	Cochin		U.K.	Southampton
	India	Coimbatore		U.S.A.	New York
	India	Ludhiana		Vietnam	Ho Chi Minh
	India	New Delhi			

Globelink West Star Shipping, Kuwait

Established in 2009 with a team of experienced and dedicated staff, Globelink West Star Shipping, Kuwait is developing steadily and is well placed to handle various services to serve the market and its clients.



Services Offered

- LCL Consolidation
- Export & Import FCL
- Door to Door Delivery
- Customs Clearance

Direct Consolidation Services

Kuwait – Import

POD	POL Country	POL	POD	POL Country	POL
Kuwait	China	Ningbo	Kuwait	U.A.E.	Dubai

Gulf Rail Project

The 1,970 km route Gulf Railway project is proposed to connect GCC countries and Qatar via a bridge which aimed to be operational by 2017.

The railroad network starting in Kuwait and stretching through Saudi Arabia, Bahrain, Qatar, U.A.E. and down to Oman will help boost cross-border trade, cut freight costs and result in faster cargo movement.



The rail project will pave the way for further developments in the gulf region and beyond. Qatar has been selected as the host for the 2022 FIFA World Cup and is the top economic performer in the Middle East. The general outlook remains positive for Globelink to expand its footprints in the region.

Today, Globelink West Star is recognized as one of the leading LCL Consolidators in the region providing professional and reliable global shipping services.

FESTIVE CELEBRATION

Globelink Uniexco's Christmas Dinner 2011



On the evening of the 16th December 2011, Globelink Spain and Portugal offices celebrated the festive season with their annual Christmas dinner which was held at Barcelona's well-known restaurant "Travi Nou".

The dinner was hosted by Mr. Joaquin Pueyo, Managing Director of the Globelink Uniexco and CEO for the Iberian Peninsula. For the first time, Globelink Portugal team attended the dinner together with staff members from Globelink Spain's Madrid, Valencia, Bilbao and Barcelona offices.

NOTICES – Globelink Offices

Service Suspension to Xinfeng Terminal, Guangzhou

Please be informed that Xinfeng Terminal in Guangzhou, China has stopped operations and closed with effect from 31st December, 2011.

Globelink Hong Kong now offers an alternative service connecting to Jiaoxin Terminal in Guangzhou. Kindly check and confirm with clients that they will be able to arrange for custom clearance at Jiaoxin Terminal before accepting the shipment.

Over-weight and Over-height Cargoes to Haikou, China

With immediate effect, all surcharges over-weight and over-height cargoes transshipping from Hong Kong to Haikou, China must be prepaid at Port of Loading. This is to avoid any possibility of dispute at destination resulting in delays.

Kindly note that any cargo height measuring more than 2 metres to Haikou will classify as over-height and any cargo weighing over 1000 kgs per package will classify as over-weight.

For more information on the surcharges, kindly check with the respective local Globelink offices for more details.

Qatar Customs Regulation

As per revised regulations from Qatar Customs, shipments to Doha can no longer be consigned to a freight forwarder but only to the ultimate receiver/consignee with effect from 1st January 2012.

Kindly adhere to the new rules in order to avoid any penalties from the customs.

New EDI Customs Manifest in Sri Lanka

With immediate effect, Globelink Colombo has to file all import manifests through EDI to the customs and port at least 24 hours before vessel arrival into Colombo.

All details on M/BL and H/BL e.g. total packages, weight and measurement must tally otherwise a penalty fee may be imposed along with late manifest charges. Kindly ensure all correct documents are sent in time.

Turkey Customs 24 Hour Advanced Manifest Regulation

Turkish Customs Authority has announced a new 24 hour Advanced Manifest Regulation taking effect on 1 January 2012. The following requirements have to be complied to avoid amendment or penalty charges:-

- For seaway shipments, declaration to Turkish Customs must be submitted before carriers, therefore, all documentation for LCL & FCL shipments must be sent **72 hours** before vessel departure from POL.
- Actual consignee and notify party to be shown on H/BL for co-load shipments.
- Consignee & Notify Party's Tax number to be shown on H/BL.
- The first six digits of the HS code to be shown on H/BL.
- Container and seal number(s) to be shown on H/BL.
- IMO and UN number to be shown on H/BL for dangerous goods.

Documentation for Turkey Shipments

Please note of the correct details to be reflected on the documents for shipments consigned to Globelink Turkey as there are still documents showing the wrong information.

Istanbul Office:

Globelink Unimar Logistics Inc.
"As Delivery Agent Only"
 Altunizade Mah. Mahir Iz Cad. No: 13/2 B Blok, kat: 2-3
 Uskudar 34662 / ISTANBUL – TURKEY
 Tel: +90 216 651 9393
 Fax: +90 216 651 4770-72

Ataturk Airport Office:

Globelink Unimar Logistics Inc.
"As Delivery Agent Only"
 Atatürk Havaliamanı Kargo Terminali A-38
 Yeşilköy / ISTANBUL - TURKEY
 Tel: +90 212 465 2044 / 465 2041
 Fax: +90 212 465 2046

Izmir Office:

Globelink Unimar Logistics Inc.
"As Delivery Agent Only"
 1476 / 1 Sokak No:5 D:6
 K:3 Mehmet Yildirim Is Hani
 Alsancak / IZMIR – TURKEY
 Tel: +90 232 464 5156
 Fax: +90 232 464 7491

Bursa Office:

Globelink Unimar Logistics Inc.
"As Delivery Agent Only"
 Buttım Is Merkezi A Blok, 3.Kat, No:680
 Osmangazi – Bursa / TURKEY
 Tel: +90 224 211 6040 / 211 6226
 Fax: +90 224 211 6313

NOTICES – Globelink Network Partners

Israeli Customs Regulation

The Israeli Customs Authorities recently started to enforce an existing regulation on cargo packing list. According to the regulation, shipments containing 2 or more pieces must have a packing list besides an original supplier invoice. The Israeli Customs Authorities will accept fax or email copy of the packing list.

Please ensure that the above requirement is fulfilled to avoid any delay on cargo clearance.

Container Packing to Greece

Please note that any cargoes made with/containing animal or plant materials to Greece should be loaded at the container door because the cargoes will have to be inspected before the container can be unpacked.

Shippers must provide all relevant certificates at least 2 weeks before the arrival of container in Greece. An email notification should also be sent to Globelink network partner, Cargo Book notifying them so that all formalities can be prepared.

Removal Notice: Euroconsol Poland

Please note the new address and contact numbers for Euroconsol, Poland w.e.f December 2011:-

EUROCONSOL Sp. z o.o. NVOCC

Długa Street 23/25

00-238 Warsaw, Poland

Tel: +48 22 460 5770

Fax: +48 22 349 2076

INDUSTRY NEWS

Container Groups Form Leading Alliance

A leading member of the secretive family behind Mediterranean Shipping Company, the world's second-biggest container shipping line, has laid out audacious plans to become the industry's most powerful force, by inviting further lines to join an alliance announced on Thursday between his company and France's CMA CGM.

Diego Aponte, MSC's vice-president and son of Gianluigi Aponte, the company's founder, gave a rare interview to the Financial Times after announcing the alliance with CMA CGM, operator of the world's third-largest container ship fleet.

Even without any further members, the new alliance already looks set to overtake Denmark's Maersk Line as the most important force in container shipping. The two lines together control 21.7 per cent of the world's container ship capacity, against Maersk's 15.8 per cent.

The pair have formed the alliance amid a glut of container ship capacity that has pushed nearly every big operator deep into loss and forced a number to raise capital or reconsider their future in container shipping. The glut has been particularly acute on the key Asia to Europe route, where a new generation of larger ships have proved difficult to fill profitably.

Mr. Aponte said it was the pair's strategy to expand the new alliance still further. "Should other carriers want to join us, we would be delighted, because at the end of the day we need to fill up the vessels," he said.

The alliance, signed on Thursday between the Aponte family and the Saadé family that controls CMA CGM, will apply on a selection of important routes – between Asia and northern Europe, Asia and southern Africa and South America and the rest of the world. The two already co-operate on Asia to North America services.

The two family-controlled lines, both started in the 1970s in the Mediterranean, have previously shunned the alliances by which some smaller container shipping lines seek to compete with the industry's bigger operators.

Rodolphe Saadé, executive officer of CMA CGM, said it was important in a difficult environment to keep an open mind.

"When it comes to two family-run businesses willing to co-operate ... in order to fight a difficult situation, it makes quite a lot of sense," he said.

CMA CGM underlined the depth of the crisis facing the industry by announcing alongside the alliance that it had made a \$223m net loss on \$3.86bn revenue for the third quarter. MSC, whose founding family is from southern Italy, has never published financial figures.

The formation of the alliance comes only days after Malaysia's MISC announced it would withdraw from container shipping altogether after losing an aggregate \$789m in the industry over three years. Israel's Zim has announced it needs \$100m new capital and Chile's CSAV has said it needs to raise \$1.2bn.

- *Source: Financial Times*

MISC Announces Its Exit From The Liner Business

MISC Berhad (MISC) today issued a statement through the local stock exchange, Bursa Malaysia, announcing its decision to exit the liner business (container shipping) via cessation of the said business.

The Company, in its announcement to the exchange, explained that the radical change in the operating dynamics of the liner industry which is driven by high operating cost and rapid changes in global trade patterns is challenging the validity of today's operating models. With the pursuit of size being the centre of this change, leading operators are now testing the size limits of vessels in order to maximize economies of scale and realize greater cost efficiency. This push for investments in larger vessels comes at a time when operators are struggling to stay profitable with a depressed freight rate environment, which is not expected to improve any time soon due to the continued heavy delivery of new container vessels.

"With 8 distinct businesses, investment prioritization and opportunity cost consideration are necessary as we allocate resources to support the growth of each business sector. Our focus in recent years has been on providing maritime and transportation solutions for the energy sector, and thus, it is only natural that the bulk of our resources are dedicated towards growing our energy based business segments. In view of the expected larger demand of investment in the liner industry, the cost for us to remain relevant in the liner business is untenable," said Datuk Nasarudin Md Idris, President/Chief Executive Officer of MISC in a statement today.

In January 2010, MISC undertook a restructuring of its liner business when it exited the Far East-Europe trade services to refocus on an Intra-Asian model. The decision was taken on the back of the faster and greater economic growth prospects of the Asian region and to enable the Company to build scale in the liner business and to review its sub-optimal asset portfolio to support the new business model.

However, the rapid pace at which the industry is evolving, especially new investments when the industry is plagued by overcapacity and container rates trending below operating costs have threatened the Company's liner restructuring plans, leading to the decision to exit the liner business altogether.

The Company's decision was also hastened by the present difficult operating conditions which have seen the liner business suffering a total financial loss of USD789 million over the past three years, impacting the overall financial performance of MISC.

The cessation of the liner business will inevitably result in a retrenchment of employees. MISC will extend to the affected employees a reasonable severance package which will be guided by the relevant requirements in the various jurisdictions. The Company will endeavour to provide additional support to assist the affected employees in managing the change.

The exercise will be administered by the MISC Group with assistance from the appropriate advisors in each jurisdiction.

MISC said that after due consideration of operational and legal requirements, the Company anticipates cessation of the liner business to be by end June 2012.

- *Source: MISC Berhad*

OTHERS

World Holidays in January 2012



Australia

01 Jan New Year's Day
26 Jan Australia Day

China

01 Jan New Year's Day
23 - 25 Jan Spring Festival

Costa Rica

01 Jan New Year's Day

Croatia

01 Jan New Year's Day
06 Jan Epiphany

Egypt

09 Jan Coptic Christmas Day

Guatemala

01 Jan New Year's Day

Hong Kong

01 Jan New Year's Day
23 - 25 Jan Lunar New Year's Day

India

26 Jan Republic Day

Indonesia

01 Jan New Year's Day
23 Jan Chinese New Year

Korea

01 Jan New Year's Day

Kuwait

01 Jan New Year's Day

Malaysia

01 Jan New Year's Day

23 Jan

Chinese New Year

Morocco

01 Jan New Year's Day

Portugal

01 Jan New Year's Day

Romania

01 Jan New Year's Day

Singapore

01 Jan New Year's Day
23 - 24 Jan Chinese New Year

Slovenia

01 Jan New Year's Day

Spain

01 Jan New Year's Day
06 Jan Epiphany

Sri Lanka

08 Jan Duruthu Full Moon Poya Day
15 Jan Tamil Thai Pongal Day

Thailand

01 Jan New Year's Day

Turkey

01 Jan New Year's Day

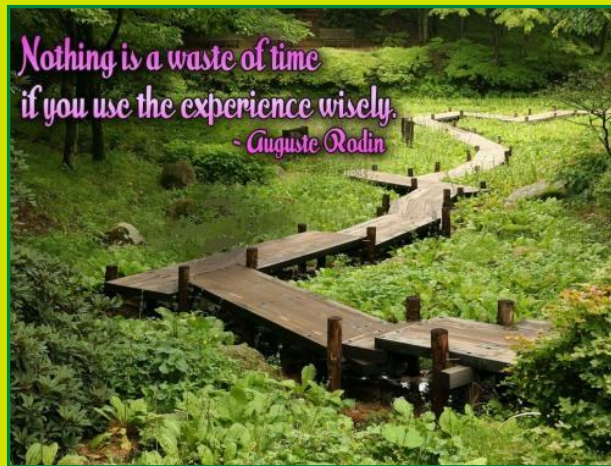
UAE

01 Jan New Year's Day

Vietnam

01 Jan New Year's Day
23 - 26 Jan Tet Nguyen Dan
(Vietnamese New Year)

INSPIRING QUOTE



CWT Globelink started in 1988 in Singapore. It has now expanded to over 96 offices in 24 countries, providing comprehensive and high quality consolidation services to our valued customers.

CWT Globelink's presence includes Australia, China, Costa Rica, Croatia, Egypt, Guatemala, Hong Kong, India, Indonesia, Kuwait, Malaysia, Morocco, Pakistan, Portugal, Romania, Singapore, Slovenia, South Korea, Spain, Sri Lanka, Thailand, Turkey, UAE 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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