



CONTENTS



Feature Story

Globelink Singapore

- Dangerous Goods (DG) Capability

Notices

Notices by Globelink Offices

- Temporary non-acceptance of DG cargo into China via Hong Kong
- Cargo markings and container seal number for shipments into Xingang, China
- Commercial invoice required for transshipment cargo via Spain

Notices by Globelink network partners

- Personal effects and diplomat cargo via South Africa

Industry News

- Freight rates plunge to new lows not seen since February

Others

- World Holidays in September 2012
- Inspiring Quote

FEATURE STORY – Globelink Singapore



Dangerous Goods (DG) Capability

Founded in Singapore in 1988, Globelink Singapore is the largest NVOCC in Singapore and the market leader in terms of service connectivity and trade routes.

Managing its own CFS in the FTZ, Globelink Singapore offers neutrality to freight forwarders; reliability and control over service quality with no further co-loading. Direct export consolidated service to more than 120 main ports and 1,200 inland points are offered.

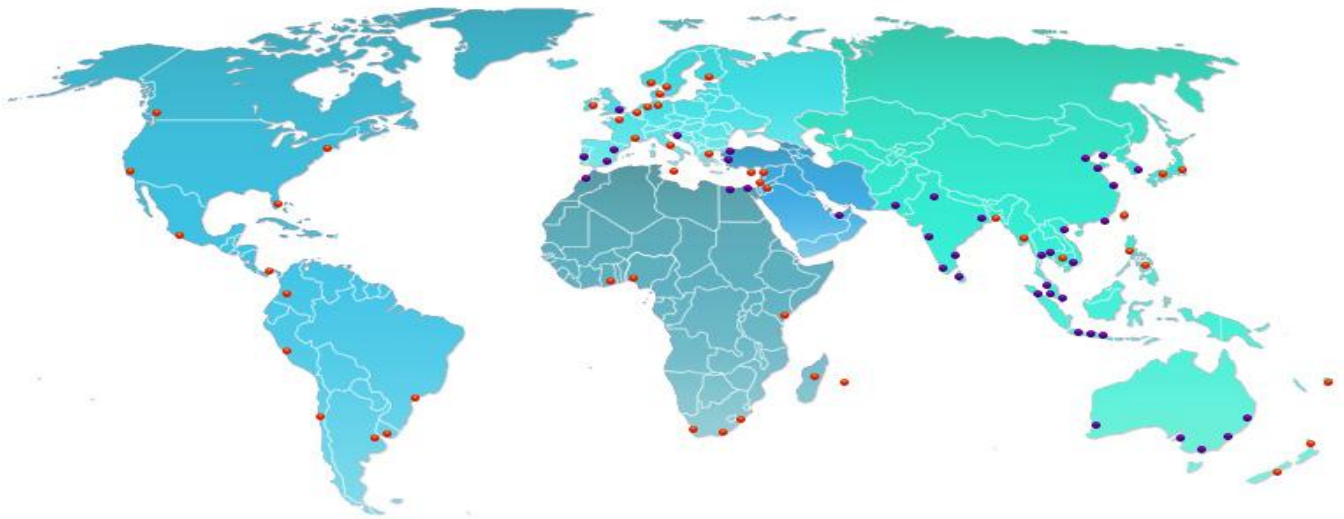


There are regular weekly or twice weekly sailings to all major ports. Direct sailings into Central & Eastern Europe, Latin America (Central & South), Scandinavia in addition to all Intra-Asia and major European destinations are offered by Globelink Singapore.



As the biggest and most efficient transshipment hub within the group, Globelink Singapore is able to accept DG cargoes to be transhipped to other final destinations. Globelink Singapore works closely with PSA Chemcare and the Port Chemist for DG cargoes. The hub is capable of handling DG ex-Singapore to 95 destinations and receiving DG from 67 origins into Singapore.

Accepting DG ex-Singapore to **95** destinations
Receiving DG from **67** origins into Singapore



Direct calling to **120** ports
Reaching over **1,200** inland destinations



DG Classification & Grouping

IMO CLASS	DESCRIPTION	GROUP	REMARKS
1.1	Substances and articles which have a mass explosion hazard	1	Strictly NO Acceptance
1.2	Substances and articles which have a projection hazard but not a mass explosion hazard	1	Strictly NO Acceptance
1.3	Substances and articles which have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard	1	Strictly NO Acceptance
1.4	Substances and articles which present no significant hazard	1	Strictly NO Acceptance
1.5	Very insensitive substances which have a mass explosion hazard	1	Strictly NO Acceptance
1.6	Extremely insensitive articles which do not have a mass explosion hazard	1	Strictly NO Acceptance
2.1	Flammable gases	1 or 2	
2.2	Non-flammable, non-toxic gases	2 or 3	
2.3	Toxic gases	1 or 2	Strictly NO Acceptance
3	Flammable liquids	2 or 3	
4.1	Flammable solids, self-reactive substances and desensitized explosives	2 or 3	
4.2	Substances liable to spontaneous combustion	2 or 3	

4.3	Substances which, in contact with water, emit flammable gases	1 or 2	
5.1	Oxidizing substances	2 or 3	
5.2	Organic peroxides	2	Strictly NO Acceptance
6.1	Toxic substances	2 or 3	
6.2	Infectious substances	2	
7	Radioactive material	2	Strictly NO Acceptance
8	Corrosive substances	2 or 3	
9	Miscellaneous dangerous substances and articles	2 or 3	

For more information and enquiries, please contact Globelink Singapore DG enquiry desk at:

tspricing@sg.cwt-globelink.com

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

Temporary non-acceptance of DG cargo into China via Hong Kong

Due to China National Day holidays, all DG cargoes shipments into China via Hong Kong will be temporary suspended. Last DG cargo to China will be shipped (ETD HKG) 19 September 2012. DG cargo acceptance will resume in October 2012, subject to confirmation on the exact date.

Please check with Globelink local offices for more information nearer to date.

Cargo markings and container seal number for shipments into Xingang, China

For all FCLs or LCL consolidated containers into Xingang, the seal number on the carrier bill of lading must correspond with the actual seal number on the container; otherwise, hefty penalties will be imposed by the customs office at Xingang.

Cargo markings reflected on the house bill of lading should also tally with the actual markings on the cargo for shipments shipped in LCL consolidated containers. Should there be any marking discrepancies upon unpacking of container at Xingang, consignees will have to pay for additional charge of cargo marks amendment.

Commercial invoice required for transshipment cargo via Spain

As per European customs regulation, commercial invoices are required for all transshipment cargo via Spain. The commercial invoices should accompany the pre-alert documents transmission to Spain.

The Spanish customs have been much stricter in enforcing this rule recently. If any commercial invoice is found to be missing, the customs will not allow cargo to be transshipped and may hold the outgoing export container if cargo has been loaded.

Therefore, for transshipment cargoes with no commercial invoices submitted, the cargo will be held in Spain until the commercial invoice is received.

NOTICES – Globelink Network Partners

Personal effects and diplomat cargo via South Africa

For personal effects and diplomat cargo transshipped via South Africa, please ensure the following documents and requirements are followed:-

Personal Effects Cargo

1. Shipper and Consignee full style details, including telephone numbers.
2. A dated Inventory List with price (stating the currency type). This must be typed out and supplied by the shipper. It must have a 3-digit inventory number at the top of the inventor (any created number is acceptable).
3. Ensure personal effects and household effects are itemized separately (i.e. do not show clothes and furniture together as one single value).
4. Copy of passport.

Diplomat Cargo

1. Shipper and Consignee full style details, including telephone numbers.
2. A dated Inventory List with price with inventory number (typed out and supplied by shipper) on the Embassy letterhead.
3. Copy of passport.

INDUSTRY NEWS

Freight rates plunge to new lows not seen since February

Some might be tempted to say that it was only a matter of time, while others were perhaps a little more hopeful. But regardless of which side of the fence one might have been sitting on, the fact is that rates are now tumbling in earnest.

Asia-Europe rates are now at their lowest point since February 24 when the average was just US\$826 per TEU, just prior to the significant increases that would come in March.

Today the average spot rate on the trade, according to the Shanghai Containerised Freight Index (SCFI), is averaging around \$1,324 per TEU, down a full 7.7 per cent from the week prior and down a substantial 29.8 per cent from the \$1,888 per TEU recorded at the end of the second quarter.

The plunge is even greater when we consider that at its peak this year the average spot rate on the Asia-Europe trade was \$1,934 per TEU. Today's average rate is 31.5 per cent lower than the peak, which was reached on May 4.

Freight rate development in major trades in 2012 (US\$)					
Trade	Start of 2012	Peak Level	Today	% change since start of year	% change from peak
Asia-Europe*	730	1,934 (reached May 4)	1,324	+81.3%	-31.5%
Asia-Mediterranean*	754	2,033 (reached May 4)	1,371	+81.8%	-32.5%
Asia-US West Coast**	1813	2,782 (reached Aug 10)	2,485	+37%	-10.6%
Asia-US East Coast**	2942	4,098 (reached Aug 10)	3,741	+27.1%	-8.7%

* rate per TEU
 ** rate per FEU
 Source: Shanghai Containerised Freight Index (SCFI)

Rates on the Asia-Europe trade have now been in freefall for the past five straight weeks. In that time the average rate has sunk by a total of \$404 per TEU—an average fall of over \$80 per unit per week.

There have been several occasions this year when rates on the trade have fallen, and consistently so, but this is the single worst period for the entire year.

And it is not just on the Asia-Europe trade. The SCFI data reveals that Asia-Mediterranean rates and transpacific rates are falling consistently too.

The average spot rate on the Asia-Mediterranean trade today is \$1,371 per TEU, down 3.9 per cent from a week before. This rate level is also the lowest on the trade since late February when the average was \$867 per TEU.

While the decline on the Asia-Europe trade has been more severe in terms of dollar value per unit, rates to the Mediterranean have now been falling consistently for the past nine straight weeks.

OTHERS

World Holidays in September 2012



China

30 Sep Mid-Autumn Festival

Costa Rica

15 Sep Independence Day

Egypt

11 Sep Coptic New Year

Guatemala

15 Sep Independence Day

Hong Kong

30 Sep Mid-Autumn Festival

India

09 Sep Ganesh Chaturthi

Korea

29 – 30 Sep Chuseok
(Harvest Moon Festival)

Malaysia

16 Sep Malaysia Day

Spain

11 Sep La Merce Festival
24 Sep Barcelona Holiday

Sri Lanka

29 Sep Binara Full Moon Poya Day

Vietnam

02 Sep National Day

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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