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HIGHLIGHTS



Japan's 24-hour Advance Filing Rules (AFR)

We would like to inform all parties concerned about the upcoming regulatory changes for cargo discharging or transshipping in the territory of Japan, which commences on 1st March, 2014 (based on vessel departure from Port of Origin).

As of this date, Advance Filing Rules will come into effect. This will require electronic submission of information on maritime container cargoes which are destined for discharge at a port in Japan, no later than 24 hours before departure of the vessel from port of loading. This ruling is applicable to any cargo discharging (including transshipment) in Japan. However, it does not include cargo where the port of discharge is outside Japan (FROB - Freight Remain On Board) or empty containers.

If no data filing is arranged before vessel departure, the cargo cannot be loaded onboard.

Customs will carry out a security assessment on the data submitted and if high-risk cargo or errors are determined, they will revert with the following statuses within 24 hours:

- DNL (Do Not Load) - customs identify the cargo as high-risk and declare it should not be loaded on the vessel.
- HLD (Hold) - additional data or correction of data is required to complete the risk assessment. HLD status can be corrected prior to vessel departure.
- DNU (Do Not Unload) - If customs identify any high-risk cargo after the vessel has sailed, they will apply DNU, preventing the cargo from being discharged at any port in Japan.

Cargo will not be loaded onto the vessel if either DNL or HLD are applied upon vessel arrival. In order to avoid cargo being put on hold by Japanese customs authorities, it is important that the BL data provided is complete and accurate. The information received on the shipping instruction will be used for the advanced manifest submission.

Please refer to below links for a list of **DATA ELEMENTS** to be filed and unacceptable cargo descriptions:

Data elements required: <http://www.customs.go.jp/english/summary/advance/annex03.pdf>

Unacceptable cargo: <http://www.customs.go.jp/english/summary/advance/annex09.pdf>

We would like to highlight that data requirements are more detailed than current procedures. This includes but not limiting to the following:

- Full name, address (including postal/zip code) and telephone number of shipper, consignee and notify parties.
- Precise goods description per cargo item (general or group descriptions are not allowed).
- Minimum 6 digit HS code per cargo item.
- Dangerous goods information where applicable.

Please be aware that any parties not adhering to the customs requirements could face a fine up to **JPY500,000** or **imprisonment of up to one year**.

Globelink network is fully equipped with the necessary tools to file AFR on behalf. A nominal fee is applicable for this service rendered.

Further details can be obtained by contacting any of our Globelink offices.



Japan Customs

<http://www.customs.go.jp/english/index.htm>

HIGHLIGHTS



Globelink UAE: 25th Anniversary Celebrations



Globelink West Star UAE celebrated their 25th anniversary on the 6th and 20th February 2014 at Hotel Atlantis, The Palm Jumeirah. This milestone is testimony to the accomplishments and success of Globelink West Star since its humble establishment in 1989.

Warm hospitality was extended to the staff and their family members on both days with transport pick up and drop off at their home after the function. A Gala dinner with cuisines specially chosen for the occasion followed the prelude events.

The celebrations include dancing & singing extravaganza by the talented staff members, activities such as lucky draws and mega raffle. The staff members and their family immersed themselves in the festive mood and danced to the tunes of famous Bollywood music.

Tokens of appreciation were also presented to staff members who have completed more than 10 years of service with Globelink West Star.



Globelink UAE is headquartered in Dubai, with branch offices in Abu Dhabi and Sharjah. For more information, please contact Globelink Dubai at glwss@glweststardubai.com or Tel: +971 4 3974400.

SERVICE INTRODUCTION

New Direct Consolidation Services

CWT Globelink group has added new direct consolidation services in our network.

Hong Kong to Beirut

- ❖ POL: Hong Kong
- ❖ POD: Beirut
- ❖ ETD Hong Kong: Thursday
- ❖ CFS Cut-off: Monday
- ❖ Transit: 22 days
- ❖ Frequency: Weekly

Also accepting Lattakia, Syria shipments via Beirut. For enquires, please contact Globelink Hong Kong.

Tel: +852 25403318 or email: karen-lo@globelink-hk.com

Fuzhou to Barcelona

- ❖ POL: Fuzhou
- ❖ POD: Barcelona
- ❖ ETD Fuzhou: Tuesday
- ❖ CFS Cut-off: Thursday
- ❖ Transit: 32 days
- ❖ Frequency: Fortnightly

For enquires, please contact Globelink Fuzhou Tel: +86 591 87615811 or email: marketing@cwtglobelink-fz.com
or Globelink Barcelona Tel: +34 93 2687575.

Le Havre to Shanghai

- ❖ POL: Le Havre
- ❖ POD: Shanghai
- ❖ ETD Le Havre: Saturday
- ❖ Transit: 35 days
- ❖ Frequency: Weekly

For enquires, please contact Globelink Shanghai Tel: +86 21 63373006 or email: oversea@globelinksha.com.cn
or TCC Logistics, Le Havre Tel: +33 2 35258923 or email: yb@tcclogistics.com

NOTICES – Globelink Offices

New Penang Port Customs Regulation

With immediate effect, the Penang Port Custom Authorities has implemented a new regulation which mandates the inclusion of itemizing HS Codes on bill of lading for all import and export shipments.

The HS Code declared must tally with the Consignee's Packing List and Custom Form. Special attention should be paid for commodities such as pharmaceutical, food and veterinary products on the documentation.

Non-compliance may result in penalty charges and delays in shipment.

Banned Commodities into Egypt

Please note that the following commodities have been banned and refused for importation by the Egyptian customs:-

- Motorcycles.
- Motorcycles spare parts.

INDUSTRY NEWS

Carrier Mega-Alliances 'All About Cost Reduction'

It is possible to think up all kinds of scary scenarios that could play out as container lines form new vessel-sharing alliances or expand existing alliances, but the primary goal of carriers is to deploy the largest ships at their disposal in order to reduce their per-unit costs.

"It is all about cost reduction. It's as simple as that," Lars Jensen, CEO and partner in Sea-Intel Maritime Intelligence, told the JOC's TPM conference on March 3 in Long Beach.

The alliance scene in container shipping is hot. The G6 alliance of APL, Hapag-Lloyd, Hyundai Merchant Marine, Mitsui O.S.K. Lines, NYK Line and Orient Overseas Container Line are waiting for the Federal Maritime Commission to approve expansion of vessel sharing to the trans-Pacific and trans-Atlantic trades.

The G6 currently operates in the Asia-Europe and Asia-U.S. East Coast trades. If its expansion plans are approved, the G6 will share space on 240 vessels in the major east-west trade lanes.

Evergreen Marine Corp. agreed in principle to join China Ocean Shipping Co., "K" Line, Yang Ming and Hanjin Shipping Co., which have been sharing vessels in the CKYH Alliance. The new CKYHE plans to begin the expanded alliance arrangement next month in the Asia-North Europe and Asia-Mediterranean trades.

Also, Cosco and China Shipping Container Line last month announced that they had signed a strategic cooperation framework agreement. Although the two large Chinese carriers have not released the details or goals of their agreement, it could lead to an alliance-type structure.

The pending alliance that has stirred up most of the interest on the alliance scene was the announcement last year by the world's three largest shipping lines, Maersk Line, Mediterranean Shipping Co. and CMA CGM, that they intend to form the P3 alliance and begin operations around mid-2014.

If the P3 receives regulatory approval in the U.S., Europe and China, the lines will share space on more than 250 vessels on the Asia-Europe, trans-Pacific and trans-Atlantic trades.

Jensen said it is not the number of ships the alliances will operate that is the key to their formation. Rather, it is the size of the ships. The G6 and CKYH alliances will each operate vessels with an average size of more than 11,000 20-foot container units, and the P3 will have an average vessel size of 13,000 TEUs.

These large vessels significantly reduce carrier operating costs, and based on the huge vessels of up to 18,000-TEU capacity the P3 will have, the P3 will be the clear winner in reducing operating costs, he said.

Carriers have been ordering large vessels for the past decade, and what appeared to be an excellent idea when container volumes were increasing rapidly with no end in sight turned into a major problem with the global trade recession of 2008-09. Since 2010, the carrier industry has experienced three straight years of losses.

In this current environment of slow trade growth and vessel capacity exceeding demand, the formation of the P3 Network makes sense, said Bill Woodhour, vice president center trade and marketing at Maersk Line. Since carriers have by and large been unsuccessful in increasing their freight rates to compensatory levels, cutting costs is the only option, Woodhour said.

Beneficial cargo owners accept the fact that carriers must reduce their costs, and they say participating in vessel-sharing alliances may be the best option available. "It's a natural evolution of the industry to foster cost savings and become more efficient," said Klaus Schnede, manager marine-air-facilities procurement at Eastman Chemical.

For the next few years, as carriers adjust to operating in their expanded alliances, freight rates could remain constant or even drop a bit, Schnede said.

BCOs expressed some concerns, however, about the service levels that could develop from the alliances. Periodic surveys of carrier on-time performance indicate that for most lines reliability has been mediocre at best in recent months.

Adam Hall, senior director of international logistics at Dollar General, said he does not see the formation or expansion of alliances on their own fostering improved overall reliability. In fact, the opportunities for taking ad hoc action to cancel sailings when load factors are judged to be insufficient will increase, he said.

Carrier communications about their plans have been poor and have been limited primarily to the issuance of press releases, Hall said.

Cargo interests are not especially concerned that the closer working relationship among carriers will encourage collusion on prices, which they noted is illegal. In fact, Jensen said that if existing alliances ever had a reason to collude on pricing, it would have been the past two or three years as the industry racked up billions of dollars in losses.

"I would almost describe them as inept on collusion," he said.

Source: JOC.com

WORLD HOLIDAYS

World Holidays in March 2014



Bulgaria

03 Mar Liberation Day

India

17 Mar Holi*
31 Mar Ugadi*
31 Mar Telegu New Year Day*
31 Mar Gudhi Padwa*

* Regional holiday.

Indonesia

31 Mar Hari Raya Nyepi (Hindu New Year)

Korea

01 Mar Independence Movement Day

Pakistan

23 Mar Pakistan Day

Sri Lanka

16 Mar Medin Full Moon Poya Day

ABOUT CWT GLOBELINK GROUP

CWT Globelink started in 1988 in Singapore. It has now expanded to more than 100 offices in 28 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, Taiwan, 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



CWT Globelink Group

For article contributions, please contact: newsletter@cwt-globelink.com

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