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FEATURE STORY – Globelink Opens New Office in Portugal



CWT Globelink Expands its Presence to Portugal



It is with great pleasure that we announce the official establishment of Globelink Portugal office in May 2010.



“Globelink Portugal will be under the stewardship of Mr. Fernando Veiga, supported by a strong and professional team with more than 13 years experience in the industry. Fernando’s experience and in-depth knowledge of the Portuguese market will be a tremendous asset for Globelink Portugal,” commented Mr. Tan Choon Wei, Executive Chairman of CWT Globelink Group.

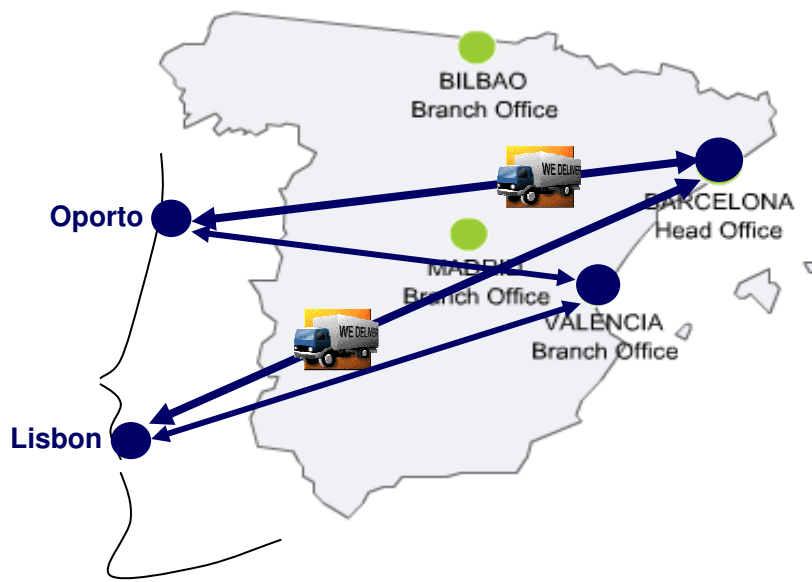
Together with Globelink Uniexco's 4 offices in Spain (Barcelona, Valencia, Madrid, Bilbao), Globelink will now provide full coverage of the Iberian Peninsula of Spain and Portugal.

Globelink Portugal will be operating direct consolidation services from many origins in Asia and Europe into Portugal. The team will continue to develop more direct consolidation services from additional origins into Portugal. Globelink Portugal will also be starting direct export consolidation service



from Portugal to Singapore to serve various Asian destinations via Globelink's main hub in Singapore.

In addition, there are twice weekly trucking services connecting Oporto and Lisbon with both Barcelona and Valencia. The comprehensive trade lane coverage at Barcelona and Valencia will serve as efficient and competitive gateways for both import and export traffic of Portugal.



Twice weekly trucking services provide efficient connections between Oporto and Lisbon with Barcelona and Valencia.

Globelink Uniexco Spain has been the driving force behind the establishment of Globelink Portugal and the expansion from Spain into Portugal will ensure that both customers' and agents' requirements for the entire Iberian Peninsula will be very well covered.

With the opening of Globelink Portugal, the Globelink family now has presence in 82 offices across 15 countries. In addition to Portugal and Spain, Globelink has offices in Australia, China, Egypt, India, Korea, Kuwait, Malaysia, Pakistan, Singapore, Sri Lanka, Thailand, Vietnam, and U.A.E.

COUNTRY HIGHLIGHT – Globelink Egypt Recognised as Top Client



Egypt

Globelink Egypt Ranks as one of Hanjin's Top Clients



Globelink Egypt has received a certificate of appreciation from Hanjin Shipping Line for being one of their top clients in 2009. This certification is handed out annually by Hanjin to their Top 10 clients for the year based on total volume shipped.

Globelink Egypt is among the market leaders with offices in Alexandria, Port Said, Cairo as well as sales presence in the key industrial estates in Egypt. They are also the first in Egypt to operate own CFS operations outside of the port at Merghem Bonded Warehouse – thus providing more efficient and flexible services to meet the various needs of the customers.

GATEWAY INTRODUCTION – Barcelona for Southern France

Barcelona to serve as Port of Entry/Exit for South France Cargoes

In order to be more competitive in the French market, Globelink Uniexco (Spain) and Cargo Lines (France) have entered into an agreement to handle LCL cargoes from Cargo Lines' CFS in Lyon and Marseille to Central and South America, Mediterranean, Africa regions via Barcelona.



This new cooperation between Globelink Uniexco and Cargo Lines is aimed to attract more LCL cargoes located below the dotted line, West-East from Bordeaux to Lyon. The shorter trucking distance to Barcelona port compared to Le Havre or Antwerp is clearly an advantage.

Due to the long distance from Marseille/Lyon to Le Havre and Antwerp, it makes sense to send South France cargoes to Barcelona for loading.

All cargoes from South of France will be moved by truck from Lyon and Marseille to Barcelona on a weekly basis and a through rate from France to final destination will be quoted.

For more information on this new service, please contact Cargo Lines:

- Cargo Lines, Paris: Mr. Daniel Dubray <daniel_dubray@cargo-lines.com>
- Cargo Lines, Marseille: Mr. Laurent Busardo <laurent_busardo@cargo-lines.com>

Oncarriage from South France to Barcelona Port



Cargoes in South France area indicated on the map, can be shipped via Barcelona Port

Import Consolidation from Barcelona Port to South France

South France cargoes will be shipped via Barcelona Consol and trucked to Marseille CFS (2 trucks per week). All inland cargoes to the rest of South France will be sent by truck from Marseille CFS



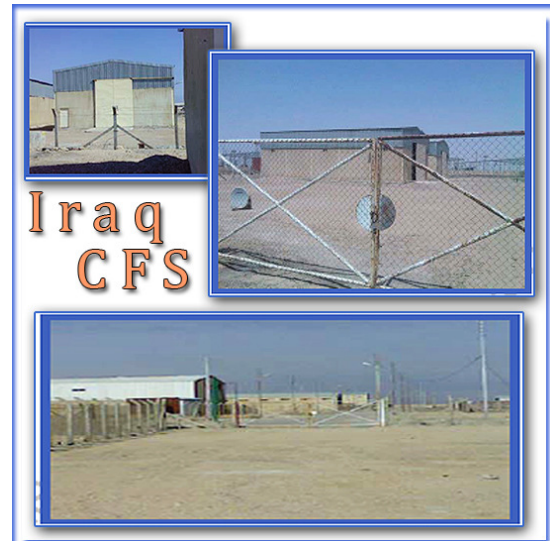
Globelink Uniexco is the first maritime cargo consolidation company in Spain with more than 40 years of history and experience in the industry. With its headquarters in Barcelona, Globelink Uniexco has offices in Valencia, Madrid and Bilbao to serve the Spanish market.

Service Introduction – New direct service into Iraq

Direct Consolidation Service from Dubai to Iraq

Globelink West Star is proud to announce a direct consolidation service into Iraq. This new service will be sailing fortnightly from Dubai to Umm Qasr Port with a transit time of 3 days.

All LCL containers will be unpacked at Customs Bonded CFS located in Khor Al-Zubair (KAZ) Free Zone. The KAZ Free Zone is adjacent to the KAZ Port in the South of Iraq. KAZ is located between Umm Qasr and Basrah in close distance to the Kuwaiti border.



Please note some important points for Iraq-bound cargoes:

- Service will be up to Umm Qasr Port only
- Hazardous cargoes not acceptable
- Foodstuff not acceptable
- Personal effects, Ministry and Military cargoes cannot be accepted until further notice
- Every package must be MARKED by shipper, NIL marking is not permitted
- Freight collect not accepted
- Actual shipper and actual consignee must be reflected on the HB/L
- Express Bill of Lading is preferred for all shipments

For more information on the Iraq consolidation service, please Globelink West Star.

Globelink West Star is the one of the top LCL consolidators in the U.A.E. With offices in Dubai, Abu Dhabi, Sharjah and Kuwait office under its wings, Globelink West Star is able to offer many consolidation services to the Arabian Gulf and region.

NOTICES

Callao Port Strike

An indefinite strike at Callao Port was called by the Union of Carriers and Stevedores started on Wednesday, May 12th, at 00:00 hours went on for more than a week, which resulted in the Peruvian Government declaring a state of emergency.

Due to the port strike, shipping lines are omitting Callao Port calls and vessels are continuing their journey to north or south bound destinations until situation improves.

Emergency steps are taken by the Government at Callao Port area to guarantee port services and keep activities ongoing. Port operators with the help of local authorities and police have developed a plan in order to secure goods from vandalism and to assure transport of containers.

The strike situation will affect the normal development of foreign trade operations and cause delays to both import and export shipments.

Turkish Customs and Procedures

For all cargoes into Turkey or transshipped at any Turkish Port, the following should serve as a guide in avoiding possible shipment problems.

Consignee on HB/L

- Consignees whether Turkish or foreign, must be registered with the Turkish Tax Section.

Hazardous Cargoes

- IMO 1, IMO 2 and IMO 7 cargoes are NOT acceptable.
- Hazardous cargoes must stay in the import container until clearance of the goods by consignee as IMO cargoes cannot be unstuffed and stored at the CFS. All related charges will be on shipper/consignee's account.

Personal Effects Cargoes

- Consignee must arrange for own customs clearance at PORT OF ENTRY with Customs Authorities with his/her passport.
- As per Turkish Customs Rules, personal effects cargoes must be USED and shipper/consignee name must reflect the same on the HB/L.

- If consignee importing the personal effects is a returning Turkish citizen, he/she must have lived a minimum of 2 years in the country he/she came from.
- If consignee is a foreigner, he/she must have a Turkish residence permit or working permit from the Ministry of Internal Affairs and their residence address in Turkey must be declared.
- No commercial goods can be imported under personal effects cargo. If cargo consists of electronic items, consignee must pay the relevant duties to the Turkish Customs for the electronic goods.
- Consignee is responsible for all Turkish local charges due to destination agent.

Transshipment Cargoes within Turkey

- Consignee must clear cargoes at ISTANBUL Customs. The clause "CUSTOM CLEARANCE MUST BE EFFECTED AT PORT OF ENTRY" must be mentioned on the HB/L.
- Cargoes are delivered up to trucker depots only.
- Maximum weight per unit/piece of cargo is 1 ton.
- Cargoes should preferably be palletized.
- Additional costs and procedures will apply for hazardous cargoes, foodstuff, raw leather etc. as these items cannot be unstuffed and stored at the CFS. Cargoes must stay in the container until clearance by consignee and all related charges will be under shipper/consignee's account.

Uncleared Cargoes

- If cargo is not released from the Turkish Customs within 45 days after arrival, cargo will be under the Government's control and auctioned.
- All charges incurred at port of discharge due to non-clearance or abandonment of cargo will be on shipper's account. E.g. Freight on collect basis, local charges, storage/demurrage, penalties.

INDUSTRY NEWS

JAWAHARLAL NEHRU (JN) Port in Navi Mumbai, India's largest container port, is reported to be "inundated," as 13,000 boxes pile up at the gateway waiting a week to be moved inland by rail to container depots.

India's Jawaharlal Nehru Port Train Shortage Causes Boxes to Stack Up

This results from a lack of trains being operated by Container Corp of India (Concor), an Indian Railways unit, to move them to depots like Tughlakabad in Delhi for deconsolidation, customs clearance and onward movement, reports Live Mint Wall Street Journal.

The report said delays were affecting manufacturing schedules and firms risk losses for missed deadlines while shipping lines were forced to pay high detention charges and ground rents. Between 65 and 70 per cent of the containers are destined for the Tughlakabad depot, India's busiest.

"We are feeling the heat," said V Sridharan, customs operations manager at Hewlett-Packard India Sales Pvt Ltd, an arm of the Indian unit of technology firm Hewlett-Packard Development Co.

According to the report, shipping company representatives claim to have offered to pay additional charges, "but Concor is neither ready to provide extra trains nor willing to move the containers to ICD at Dadri, close to Tughlakabad," it said.

"Concor is not willing to address this issue by projecting nearby ICDs to make Tughlakabad congestion-free, fearing loss of business," said a shipping company representative, speaking on condition of anonymity.

To clear the backlog Concor needs to deploy at least 125 additional trains, according to data from the Bombay Chamber of Commerce and Industry (BCCI).

"ICD at Tughlakabad is running at full capacity. [But] shipping lines can bring cargo to other ICDs near Tughlakabad and Concor can bring as many trains to JNPT [Jawaharlal Nehru Port Trust] for evacuating cargo," he said.

In fiscal 2010, India's port volumes increased 5.7 per cent over the previous year, while JN port's container throughput increased by 14.7 per cent, according to an April report by Infrastructure Development Finance Co Ltd.

- *Source: Shipping Gazette*

OTHERS

World Holidays in June 2010



Australia

14th

Queens's Birthday

Malaysia

05th

Birthday of H.M the Yang di-
pertuan Agong

China

16th

Dragon Boat Festival

Spain

24th

Saint John (Barcelona)

Korea

06th

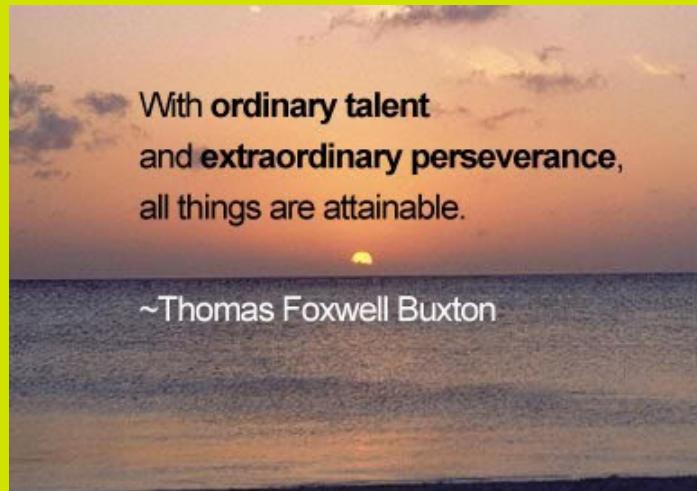
Memorial Day

Sri Lanka

25th

Poson Full Moon Poya Day

INSPIRING QUOTE



CWT Globelink Pte Ltd

If you would like to promote your company/services in our NEWSLETTER, or have anything to share, please send your contributions to: general@sg.cwt-globelink.com

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