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HIGHLIGHTS



Global e-Sailing Schedule

Having access to the available vessel sailing schedules is essential and critical for shippers in planning their daily operations and production. In view of this, Globelink has developed a global comprehensive e-sailing schedule module that displays port-to-port schedule information. The global e-sailing schedule is opened to public access and can be accessed online, round the clock.

For customers' convenience, we offer different views of the sailing schedule. Searches may be performed by country or port and further customized by ETD dates to narrow search and generate results for vessel name, voyage numbers, departure and arrival dates.

Features of e-Sailing Schedule

- ✓ Search schedule by country
- ✓ Search schedule by port
- ✓ Search schedule by country – country , port - port, country- port pair
- ✓ Search schedule by ETD
- ✓ Export the schedule into PDF file, Excel file or print the list.
- ✓ Can further narrow down search from the search results.
- ✓ Sailing schedule available from current month and the next month (2-month schedule)

e-Schedule

Track & Trace ▼ My Account Contact Us Logout

[-] SEARCH ?

POL Country :	<input type="text" value="Select One"/>	POD Country :	<input type="text" value="Select One"/>	ETD POL (From) :	<input type="text"/>	<input type="button" value="SEARCH"/>
POL :	<input type="text" value="Select One"/>	POD :	<input type="text" value="Select One"/>	ETD POL (To) :	<input type="text"/>	<input type="button" value="RESET"/>

Our global e-Sailing schedule can be accessed through our e-Services website:

<http://www.cwt-globelink.com/html/e-services.html> or via direct link:

<http://www.cwt-globelink.com/SailingSchedule/>

For more information on Globelink's global e-Sailing Schedule, kindly contact leesiewyi@cwt-globelink.com

SERVICES UPDATE

Direct export services ex-Spain

Please find all direct export consolidation services offered Globelink Spain.

Ex-Barcelona / Valencia

MEDITERRANEAN AND NORTH OF AFRICA

P.O.L.	DESTINATION	FREQUENCY	T.TIME
Barcelona	Alexandria	Weekly	8
Barcelona	Algiers	Weekly	2
Barcelona	Ashdod	Weekly	6
Barcelona	Beirut	Weekly	7
Barcelona	Casablanca	Weekly	2
Valencia	Casablanca	Weekly	2
Barcelona	Haifa	Weekly	8
Barcelona	Istanbul	Weekly	8
Barcelona	La Valetta	Weekly	7
Valencia	La Valetta	Weekly	8
Barcelona	Limassol	Weekly	6
Valencia	Limassol	Weekly	5
Barcelona	Oran	Fortnightly	3
Barcelona	Piraeus	Fortnightly	6
Barcelona	Tripoli	Fortnightly	12
Barcelona	Tunis	Weekly	2

WEST AFRICA

P.O.L.	DESTINATION	FREQUENCY	T.TIME
Barcelona	Abidjan	Fortnightly	20
Barcelona	Dakar	Fortnightly	19
Barcelona	Douala	Fortnightly	24
Barcelona	Lome	Fortnightly	15

SOUTH AFRICA

P.O.L.	DESTINATION	FREQUENCY	T.TIME
Barcelona	Cape Town	Fortnightly	22
Barcelona	Durban	Weekly	23

CENTRAL AND SOUTH AMERICA

P.O.L.	DESTINATION	FREQUENCY	T.TIME
Barcelona	Altamira	Weekly	18
Barcelona	Arica	Fortnightly	28
Barcelona	Buenos Aires	Weekly	18
Valencia	Buenos Aires	Weekly	18
Barcelona	Callao	Weekly	21
Barcelona	Cartagena	Weekly	13
Barcelona	Colon	Weekly	20
Barcelona	Guayaquil	Fortnightly	18
Barcelona	La Guaira	Fortnightly	15
Barcelona	Montevideo	Weekly	20
Barcelona	Paranagua	Fortnightly	28
Barcelona	Puerto Cabello	Fortnightly	24
Barcelona	Rio de Janeiro	Fortnightly	14
Barcelona	Rio Grande	Fortnightly	22
Barcelona	Rio Haina	Weekly	9
Barcelona	San Antonio	Weekly	26
Barcelona	San Jose CR	Fortnightly	11
Barcelona	Santos	Weekly	15
Valencia	Santos	Weekly	16
Barcelona	Valparaiso	Weekly	28
Barcelona	Veracruz	Weekly	17
Valencia	Veracruz	Weekly	18

ASIA

P.O.L.	DESTINATION	FREQUENCY	T.TIME
Barcelona	Bangkok	Weekly	31
Barcelona	Busan	Weekly	32
Barcelona	Chennai	Fortnightly	29
Barcelona	Colombo	Weekly	30
Barcelona	Hong Kong	Weekly	25
Valencia	Hong Kong	Weekly	23
Barcelona	Karachi	Fortnightly	22
Barcelona	Nhava Sheva	Weekly	25
Barcelona	Port Klang	Weekly	29
Barcelona	Shanghai	Weekly	35
Barcelona	Singapore	Weekly	26
Valencia	Singapore	Weekly	25
Barcelona	Xingang	Fortnightly	38

MIDDLE EAST/ARABIAN GULF

P.O.L.	DESTINATION	FREQUENCY	T.TIME
Barcelona	Aqaba	Fortnightly	15
Barcelona	Doha	Fortnightly	23
Barcelona	Dubai	Weekly	20
Valencia	Dubai	Weekly	18
Barcelona	Jeddah	Fortnightly	10
Barcelona	Kuwait	Fortnightly	26

USA / CANADA

P.O.L.	DESTINATION	FREQUENCY	T.TIME
Barcelona	Chicago	Weekly	22
Barcelona	Houston	Fortnightly	23
Barcelona	Los Angeles	Fortnightly	24
Barcelona	Miami	Weekly	16
Barcelona	New York	Weekly	13
Valencia	New York	Weekly	10
Barcelona	San Juan PR	Fortnightly	19
Barcelona	Montreal	Weekly	16

OCEANIA

P.O.L.	DESTINATION	FREQUENCY	T.TIME
Barcelona	Auckland	Weekly	37
Barcelona	Melbourne	Fortnightly	40
Barcelona	Sydney	Fortnightly	39

For enquires, please contact Globelink Spain.

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Valencia Tel: +34 96 3242410 or email: f.ripoll@gl-uniexco.com

Busan to Caucedo, Dominican Republic

Please note our exclusive direct consolidation service from Asia to Dominican Republic.

Ex-Busan to Caucedo / Rio Haina

- ❖ POL: Busan
- ❖ POD: Caucedo / Rio Haina
- ❖ Transit: 28 days
- ❖ Frequency: Weekly

For enquires, please contact Globelink Korea. Tel: +82 2 7578878 or email: latin@globelink-korea.com

NOTICES – Globelink Offices

New regulations for importation of wood into Australia

Kindly note the regulations with Quarantine of wood into Australia which will be implemented in November 2014.

From 30 November 2014, anyone importing a 'regulated timber product' into Australia will be required under DAFF (Department of Agriculture, Fisheries and Forestry) legislation to have carried out due diligence prior to import.

Put simply, due diligence requires an importer to gather information, assess the risk that the timber product they are importing may have been illegally logged and, if the risk is ***not low***, undertake reasonable steps to mitigate any risk. These requirements have been designed to be as flexible as possible and not too onerous.

The department has developed a **position paper** PDF [189 KB] outlining how it will work with and support industry with the illegal logging laws and new due diligence requirements.

What is a "regulated timber product"?

- Regulated timber products are listed in the Illegal Logging Prohibition Amendment Regulation 2013. They include a variety of products in the following tariff codes: Chapter 44, Chapter 47, Chapter 48 and Chapter 94.
- This includes most timber and wood based products, such as sawn timber, veneer, mouldings, wood panels, plywood, pulp, paper and wooden furniture.

Where do I go for more information?

- The DAFF illegal logging website is a source of up-to-date information and guidance materials, including answers to frequently asked questions.

Please visit: <http://www.daff.gov.au/forestry/policies/illegal-logging>

- To receive regular updates on this issue, please join the subscription list using the "Subscribe" link on the DAFF website.
- You can also email: illegallogging@agriculture.gov.au

NOTICES – Globelink Offices

Cease of services to Tan Cang terminal

Please refer to below announcement from Saigon Newport Corporation regarding cease of services at Tan Cang terminal, Ho Chi Minh.

ANNOUNCEMENT

Ref. Stop some services at Tan Cang Terminal due to land handover

Firstly, Saigon Newport Corporation (SNP) would like to express our heartfelt thanks for your valuable cooperation and support thus far.

Pursuant to the reconversion plan of Tan Cang Terminal (Ward 22, Binh Thanh District) and the progress of land handover to the Vietnam People's Navy, Saigon Newport Corporation would like to advise as followed:

1. From July 1st 2014 onward, we will stop receiving empty containers at Tan Cang Terminal (except those return for stuffing on site). Shipping Lines/ Agents and customers hereby will return empty containers at other premises of SNP (Tan Cang – Long Binh ICD, Tan Cang – Song Than ICD, Phuc Long ICD, Tan Cang – Cat Lai Terminal, Cai Mep Terminals,...).
2. For the cargoes being stored in the domestic warehouses No.9, No.11, No.12, kindly plan to urgently withdraw all your cargoes from those warehouses before August 20th 2014.
3. From September 1st 2014 onward, we will stop receiving laden containers at Tan Cang Terminal (except those for unstuffing into the CFS warehouses in Tan Cang).
4. From October 1st 2014, we will stop the stuffing services in the yard (except for rice stuffing at berth and CFS stuffing services).
5. From October 25th 2014, the offices that are lent to customers will be removed.
6. From March 1st 2015 onward, we will stop receiving cargo into Import CFS Warehouses, Export CFS Warehouses and stop rice stuffing services at berth. All import and export cargo in Tan Cang CFS Warehouses will be transferred into CFS warehouses at Tan Cang – Cat Lai Terminal.
7. Tan Cang Terminal will stop all the operation in May 2015.

We look forward to receiving your continued cooperation.

INDUSTRY NEWS

Too big to sail? China harpoons P3 white whale as more bad than good

China has blocked the P3 mega alliance forged by Maersk, CMA CGM and MSC, the world's three biggest shipping lines, because it appeared to provide more benefits to its members and too few to its customers - and none at all to its rivals.

The sorry fate of the P3, widely supposed to dominate world shipping in years to come, has humbled the world's three biggest shipping lines, by China's power to control the vital Asia-Europe trade lane.

Despite approval of the US Federal Maritime Commission in March, with one dissenting vote, and acceptance from the European Commission, China's Ministry of Commerce said no to the P3 because it would "restrict competition".

Said Beijing: "Based on market share, market access and industry characteristics, the concentration will enable [P3] operators to become a close-knit alliance, commanding 47 per cent market share in the Asia-Europe liner service."

To this, Maersk said: "The partners have agreed to stop the preparatory work on the P3 network and the P3 network as initially planned will not come into existence."

MSC said it will continue to review options as to how it can continue to become more cost efficient and improve service in the absence of the P3.

Said MSC vice president Diego Aponte: "We are disappointed by the decision of the Chinese Ministry of Commerce, but will continue our efforts to operate more efficiently and provide clients comprehensive and excellent service."

Said a CMA CGM statement: "Based on the decision, Maersk Line, MSC and CMA CGM have agreed to end P3 implementation."

The one dissenter from the US Federal Maritime Commission's otherwise unanimous vote of approval of P3 in March was that of former FMC chairman Richard Lidinsky, who said he was pleased with China's decision.

"This would allow the controlling carrier the ability, when coupled with existing discussion agreements, to deploy its assets along with those two other carriers, to dominate competition and narrow shipper options," he said.

Also pleased was, China Shippers' Association as well as Asia Shippers' Council vice-chairman Cai Jiayang, who said: "We welcome the ministry's decision, which is a very wise one. The ministry's analysis entirely reflects the reality. P3 indeed excludes competition."

Also pleased was the European Shippers' Council (ESC), having already expressed "concern about the risk of dominant situation created by an alliance that could represent 44 per cent of market shares for trades between China and Europe".

The Ministry of Commerce announced the decision on its website that the proposed P3 would "restrict competition" on the Asia-Europe routes.

But Maersk group CEO Nils Andersen expressed surprise. "The partners have worked hard to address all the regulators' concerns," he said.

Said Maersk marketing chief Vincent Clerc: "We have worked hard to address the Chinese concerns. P3 would have provided Maersk Line with a more efficient network and our customers with a better product."

But Mr Clerc hoped for wiggle room yet. "What was prohibited is one form of co-operation. Other forms, future forms are still possible and we need to explore them and see the best way forward," he said.

P3, which had leased offices in London as a base for its standalone vessel operating company, now must re-integrate staff into the company. Maersk's Lars Mikael Jensen was to have been CEO of the arm's length operations unit.

The three carriers were to commit 255 vessels deployed on 29 services. Maersk, which moves 15 per cent of all the world's containers, were expected to contribute 42 per cent of the tonnage.

P3: Great expectations dashed, but G6 and other networks sail on

SOME take China's rejection of the P3 mega alliance at face value, that an operational union of Maersk, MSC and CMA CGM, was just too big to be anything other than a threat to competition.

Others ascribe protectionist motives, seeing a will to shield Cosco, the fifth largest box shipping line and China Shipping, the ninth largest, from a combine of the world's first, second and third biggest.

But there was also a consensus that smaller G6 alliance that was to be P3's chief rival among the networks, would not encounter regulatory trouble because of its structure and smaller size.

The P3 rejection marks the first time China blocked a proposal by foreign firms since its anti-monopoly regulator was granted greater powers six years ago, said Reuters.

Taking the Ministry of Commerce ruling at face value, Norton Rose Fulbright anti-trust lawyer Marc Waha said: "This industry is very important for China, which is the manufacturing powerhouse of the world. It is very important that shipping remains competitive."

Taking a darker view, Barclays analyst Jon Windham said: "China's rejection of the P3 is more an effort to insulate Chinese shipping companies, from competing with a more effective rival than it is an effort to maintain industry fair play."

But grateful China Shippers Association (CSA) vice-chairman Cai Jiangxiang said: "We're very happy, we think it's a fair result. All the small and medium firms are very happy because they were worried about being squeezed out by P3."

Of the G6, made up of APL, Hapag-Lloyd, Hyundai, MOL, NYK and OOCL, Lloyd's List said Beijing shared the view of US Federal Maritime Commissioner Richard Lidinsky, who cast a no vote against P6 in March.

But Mr Lidinsky admired the G6: "From the organisational chart, multi-diverse membership, rotating chairmen, vessel-sharing agreement terms and flexible operational procedures, it is well-equipped to serve the international waterborne commerce of the US in a fair and efficient manner," he said.

An industry source told Lloyd's List that the G6 Alliance was not expecting P3 trouble because it was already operational on the Asia-North Europe, Asia-Mediterranean and transpacific east coast trade lane.

The G6 is only expanding onto the transatlantic and transpacific west coast, unlike the P3, which is a new start-up. What's more, only part of the G6 expansion, the transpacific west coast move, affects China.

SeaIntel analyst Kasper Hansen said another factor was that the G6 centre in Singapore would work more like a co-ordination centre, while the proposed P3 would act for like a manager of fleet operations.

The implications for Maersk, CMA CGM and MSC are less clear, said the UK's Transport Intelligence. P3 was an attempt to drive-down costs and thus improve margins, something that remains an imperative for all players.

"Its success was far from assured as the three companies have very different business cultures, yet the attractiveness of such a big move was the potential for major cost reductions combined with the potential for increases in market share," said Ti analyst Thomas Cullen.

In the short-term the urgency may have eased as Maersk seems to have established a cost-competitive. This suggests that CMA CGM and MSC may be under greater pressure to look for other solutions, he said.

Said a CMA CGM statement: "With a presence on every continent through its network of 650 agencies, the group will continue to deploy a strategy combining innovative transport solutions, financial discipline and excellence in customer service. CMA CGM is confident that it will maintain its operating performance and continue to over-perform the industry."

Source: Shipping Gazette

WORLD HOLIDAYS

World Holidays in July 2014



Costa Rica

25 Jul Annexation of Guanacaste

Egypt

23 Jul National Day
28 – 30 Jul Edi-al-Fitr (End of Ramadan)

Hong Kong

01 Jul Hong Kong S.A.R
Establishment Day

India

28 Jul Idul-Fitr

Indonesia

28 – 29 Jul Eid al-Fitr

Kuwait

28 – 30 Jul Eid al-Fitr

Malaysia

28 – 29 Jul Hari Raya Puasa

Morocco

28 Jul Eid al-Fitr
30 Jul Enthronement

Pakistan

28 – 30 Jul Eid ul-Fitr

Qatar

28 – 30 Jul Eid al-Fitr

Singapore

28 Jul Hari Raya Puasa

Sri Lanka

12 Jul Esala Full Moon Poya Day
29 Jul Eid ul-Fitr

Thailand

11 Jul Asalha Puja Day

Turkey

28 – 30 Jul Ramzan Bayrami

UAE

28 – 30 Jul Eid al Fitr

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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