

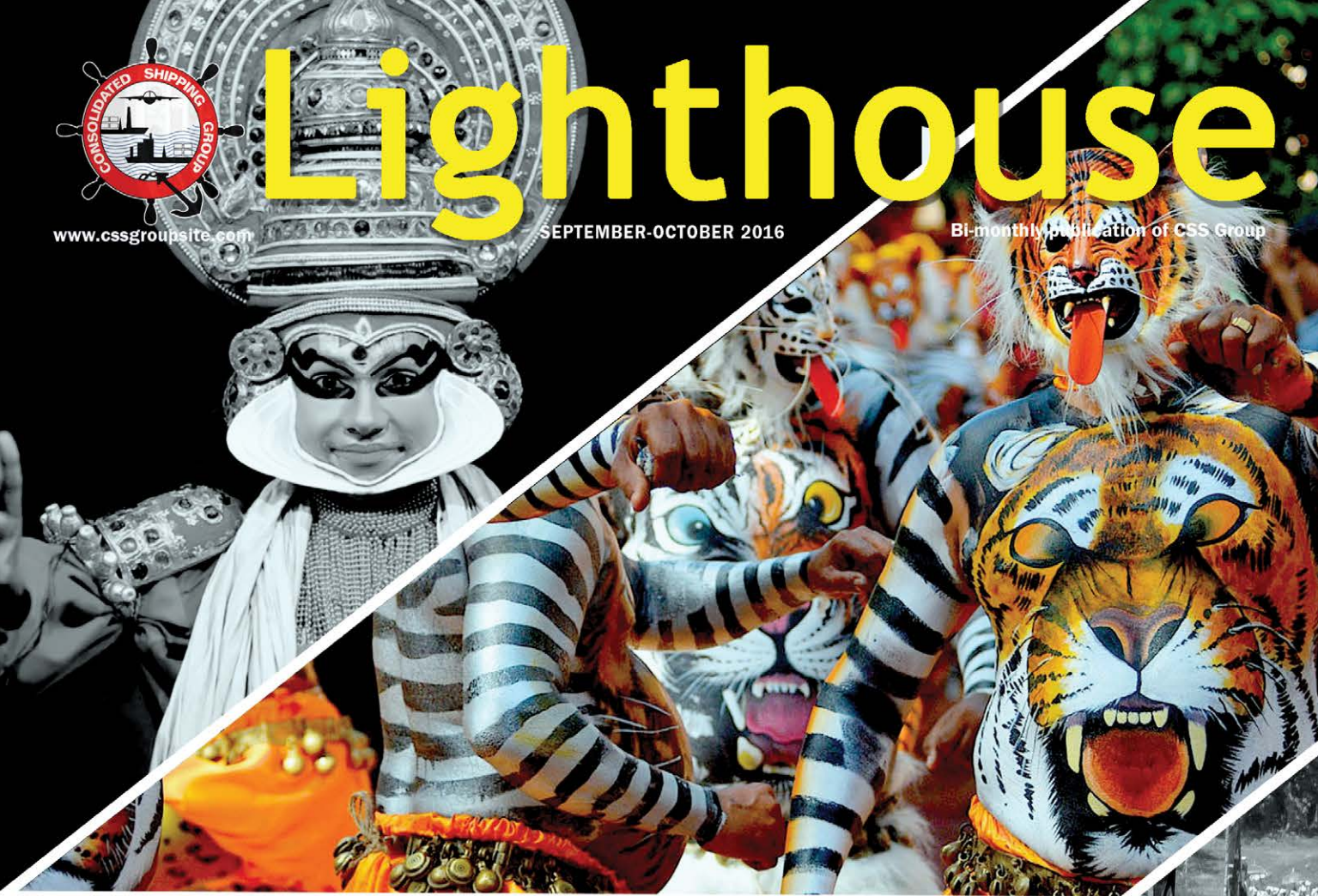


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Lighthouse

SEPTEMBER-OCTOBER 2016

Bi-monthly publication of CSS Group



Happy Onam

BEGINNING OF A NEW ERA
CSS QATAR & OMAN

PROJECTS
AT CSS



PROJECTS OIL & ENERGY



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CHAIRMAN'S MESSAGE

Being able to share some good news invariably makes us happy. After months of hard work from my colleagues, CSS has started its services from Qatar and Oman. This is a great and proud event for all of us at CSS, not least, because this achievement is the result of collective effort by all our staff and stake holders. This is a truly justified reason for all of us to be happy.

It's true that significant moments aren't just about opening new offices or even having a new presence. An occasion becomes noteworthy because it inaugurates the beginning of another success story. With a continued belief in ourselves, hard work and a commitment to our future, we can be sure that our efforts will not go unnoticed in these new regions of the Middle East.

I never forget my roots and an ability to take farsighted decisions based on our abilities and ethics. CSS was founded in 1995 and has grown to become a reputed name in the freight forwarding and logistics businesses, throughout the Middle East and Indian subcontinent. To achieve this success, at certain points of growth, critical decision taking was required. When the business forecasts

demand a change in your existing pattern, it is better to switch over to a more convenient form of progress rather than to try and rectify the current one. My experiences underscore my belief that to hold back a decision, because of uncertainty, is a crime which cannot be pardoned.

We are at an historic CSS landmark because we have taken a decision to commence CSS services provision, utilising our infrastructure and highly experienced staff, in Oman and Qatar. I am confident that this step, involving as it does two major economic power centres in the Middle East, will prove to be the right decision at the right time. I still get the same excitement, when taking decisions, as it did way back in 1995. This current decision equally excites me and I happily anticipate success for us all at CSS and our stake holders.



T S Kaladharan

CONTENTS



4	BEGINNING OF A NEW ERA	12	INDUSTRY NEWS
5	NEW FACILITY IN JEBEL ALI	14	ANALYSIS - GST
6	PROJECTS @ CSS	15	KALEIDOSCOPE
7	CSS OMAN	16	IMPACT OF BREXIT IN SHIPPING
8	SUMMER MOVE	17	CSS INDIA CONTACTS
9	FINS	18	SAILING SCHEDULE
10	DESTINATION WEDDING	22	CSS MIDDLE EAST & ASSOCIATES CONTACTS & ADDRESSES
11	OPINION		



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Lighthouse is produced by the CSS Group's Corporate Communications & Marketing Department
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THE BEGINNING OF A NEW ERA

CSS GROUP OFFICIALLY ANNOUNCES ITS QATAR OPERATIONS



Yadhu Krishnan, Narayan RT, Amith

The Services Offered:

- NVOCC
- Ocean Freight Management
- Airfreight Management Air Charter Services
- Land Transportation Management
- Projects Management
- Multimodal operations (Sea/Air, Sea/Land Management)
- 3 PL & 4 PL
- Heavy Equipment Logistics
- Auto Logistics
- Yacht & Marine Logistics
- Industrial Packing, Lashing & Crating
- Moving & Relocation

In a landmark move CSS Group opens its office in Doha and announces its Qatar services. Console Shipping Services W.L.L, as the brand being known in Qatar, offers end to end shipping and logistics solutions with its own infrastructure and a pool of trained manpower. Being a part of the renowned CSS Group, gives CSS Qatar an edge to all its operations and leverage amongst the leaders, with a wide network of partners globally. CSS Qatar ensures that world class services will be offered on all segments of its operations.

Qatar has proved to be one of the strongest Middle East economies and business power centers in the recent past. The country is rich in gas and oil reserves, ranking it third on the list of the world's biggest gas reserves. Qatar has quickly become a huge economic hub as a result of the Emir's directives of fully utilizing the gas and oil resources of the country for the welfare of its citizens, by means of integrated processes of oil and gas exploration and industrialization.

Transport upgrades are leading construction industry growth in Qatar, following rapid expansion and billions of dollars' worth of new contracts awarded in recent years. The 2022 FIFA



World Cup has created an impetus to finish a number of critical transport projects on time, including thousands of kilometers of road and expressway upgrades and construction, the new Hamad Port and a major three-part rail programme. Expansion of the recently opened Hamad International Airport (HIA) also advanced in 2015 when authorities released detailed designs for the next phase of construction, which will nearly double existing capacity – a welcome upgrade, given that the airport is already operating above capacity. Under the broader Qatar National Vision 2030 (QNV 2030) development

plan, these projects will pave the way for future growth across all sectors of the economy, reducing bottlenecks and traffic congestion, improving trade and investment opportunities, and supporting ongoing efforts to diversify the economy.

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NEW FACILITY GETTING COMPLETED

THE NEW FACILITY OF CSS GROUP IS SOON TO BE FUNCTIONAL IN JEBEL ALI

CSS Facility will soon be functional in Jebel Ali. The new administrative and additional warehouse facility will increase the existing operational area to a great extent. The administrative block will be the Regional Head Quarters of the Company. Adjacent to the existing office building and the CFS, the new facility will increase the storage capacity of CSS, which in-turn will benefit the ever growing demand for warehousing facility inside JAFZA. Once commissioned, the new infrastructure will bring in an additional 47,850 Sq. Ft to CSS Group's existing 3 PL facilities in the Middle East. The new facility will have double deep racking facility. The storage area will have state of the art facilities.

The work which was started less than a year ago was completed in record time. The space will go live once the final approvals are received from the Government authorities, which the company is expecting, soon to happen. The ground breaking ceremony of the facility in JAFZA was attended by Dr. Mohammad Al Banna, Vice President – MEA Region, Economic Zones World, Malayalam Cine actor Mr. Anoop Menon, Mr. Srinivas from Orbit engineering consultants & Mr. Ajit T P from Space



Max Contracting L.L.C.

3PL Logistics Solutions from CSS Group

Consolidated Shipping Services Group is one of the leading names in the field of 3PL logistics in the Middle East. With the vast assets in terms of professional manpower and infrastructure, CSS provides the finest

Our Facilities Include

- ➔ Inbound and Outbound transportation
- ➔ Storage area of more than 600,000 Sq. Ft. in the UAE
- ➔ Warehousing (Both Covered & Open Yard)
- ➔ Self-storage facilities for personal effects
- ➔ Freight Bill Auditing/Payment
- ➔ Customs Brokerage
- ➔ Freight Forwarding
- ➔ Customs Clearance



3PL logistics solutions to a cross section of industry giants. Working with CSS brings in benefits for both the customer and supplier through accurate, well-managed inventory and supply chain solutions. CSS Group own and operate one of the largest network of warehouses in the UAE. Our third party logistics offer an integrated solution for assembly, packaging, warehousing, and distribution.

SKID MOVEMENT

CSS Sales Jebel Ali team has done a movement from Al Quoz to Dry Dock for a FPSO project. One cooling water circulation Pump Skid was the machinery. The skid weighing 53 tons with a volume of 291.43 CBM was handled by a well-trained team of CSS. As is the practice, extensive study and survey was conducted as part of this movement regarding the Origin, destination and the travel route. Each point of the entire project was carefully assessed to ensure a fool proof and smooth journey of the cargo. Dimensions of the Skid was 9.2 x 7.2 x 4.4 meters (L x W x H). Loading and



transportation was the scope of work for CSS. Superlift cranes weighing 500 tons were engaged for the process.

"All sorts of licenses required for the move were in place and technical teams were involved for a fool-proof movement process. Such project movements give us chances to understand something new always," commented Hinna Hussain, Team Manager, Sales Jebel Ali team. The entire team did a commendable job on this project movement, as mentioned by the CSS Senior Management.

SHIPS AND SHIPBUILDING

TIT BITS

PHOENICIAN VESSELS



The most able shipbuilders of ancient times were those of Phoenicia, about 2000 BC, who constructed not only merchant vessels capable of carrying large cargoes, but also warships larger and more effective than any built by their contemporaries, the Egyptians and the Aegeans. The Phoenicians' most significant contribution was the round boat—a broad-beamed ship that depended principally on sails rather than oars and provided a much larger cargo-space than the narrow galleys. Phoenician round ships travelled the Mediterranean

and beyond: to Britain (for trade in tin), and probably far south along the African coast.

Phoenician shipbuilders are also credited with developing bireme and trireme galleys, in which the oars were arranged in two or three banks. Multi-banked galleys are a matter of scholarly dispute. Some authorities, who doubt that the quinqueremes of the Greeks and Romans actually had five banks of oars, suggest that the term means merely that five rowers were assigned to an oar.

CSS OMAN ON THE MOVE

COMPREHENSIVE CONSOLIDATED TRADE AND SHIPPING L.L.C- OMAN

CSS Group proudly announces its commencement of services from Oman with the brand known as Comprehensive Consolidated Trade and Shipping L.L.C. Being a part of the CSS Group, gives CCTS Oman access to an impressive network of global partners which leads them to all corners of the world. CCTS Oman ensures that world class services being offered on all segments of its operations with a touch of professionalism. CSS Group has recently completed two decades of service in the Middle East recently. CSS, is already present at Sohar with their association with the Arkan Sohar group.

Sultanate of Oman is one of the fastest growing economies in the Arabian Peninsula. Oman has a terrain encompassing desert, riverbed oases and long coastlines on the Persian (Arabian) Gulf, Arabian Sea and Gulf of Oman. Oman has modest oil reserves, ranking 25th globally. Nevertheless, in 2010 the UNDP ranked Oman as the most improved nation in the world in terms of development during the preceding 40 years. A significant portion of its economy is tourism and trade of fish, dates, and certain agricultural produce. This sets it apart from its neighbors' solely oil-dependent economy. Oman is categorized as a high-income economy and ranks as the 74th most peaceful

country in the world according to the Global Peace Index.

Oman continues to capitalise on its geographical position, increasingly establishing itself as a major trans-shipment centre for traffic between Europe, Africa and Asia with ongoing development and expansion plans at various ports in the sultanate, particularly at Duqm where a new port and dry-dock are being developed. Coordinating this maritime-based growth with land and air-side growth is also under way, with the 2011-15 five-year development plan earmarking \$15.5bn for the national rail project; \$6.2bn for airport expansion; and \$3.1bn for road network development. Plans to connect the national railway project with

The Services Offered:

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- Ocean Freight Management
- Airfreight Management Air Charter Services
- Land Transportation Management
- Projects Management
- Multimodal operations (Sea/ Air, Sea/Land Management)
- 3 PL & 4 PL
- Heavy Equipment Logistics
- Auto Logistics
- Yacht & Marine Logistics
- Industrial Packing, Lashing & Crating
- Moving & Relocation



the GCC-wide rail network will boost integration in the region, while airport and road expansions will solidify Oman's growing reputation as a logistics hub and encourage the sultanate's growing tourism sector.

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SUMMER MOVE

MAKE YOUR RELOCATION A PLEASANT EXPERIENCE WITH CSS HOMEWARD BOUND



Summer is the most popular time of year to move and that means many millennials are packing their bags.

In fact, 44 percent of those young people say they plan to pull up stakes within the next year, according to rent increase.

Relocating for a job was the top reason people move. Typically, they go where the work is. People will jump on the opportunity to improve their skill sets and up their paycheck, so it's very common they will change jobs half a dozen times for a career, as per experts. But moving from one location to another can be a huge hassle, not to mention a hit to your wallet.

Here are some tips to make your move a little easier financially and physically:

Start by mapping out your expenses in advance about 15 percent of consumers said they went into debt as a result of moving costs, according to Our research hiring unprofessional packing companies people spend more on repairs and end up buying new items.

The average cost of an unprofessional movers is AED 1000 and professional movers average AED 1500 to 2000, according to the UAE Moving & Storage market (that's based on the average

market research), Although for people with less stuff, the cost would be lower.

For do-it-yourselfers, contact CSS Homeward Bound and we will assist you and give you all the equipment to do it yourself. Homeward Bound will provide you calculator to determine what size moving truck you need, in addition to packing supplies. Although the cost varies by location, renting a 15-foot moving truck will set you back about AED 500 a day plus. Securing a truck that is too large will waste money on gas and rental fees, not to mention that the bigger it is, the harder it can be to navigate in areas like JLT, JBR, Marina Etc.

The boxes also add up quickly, particularly if they are specialty ones. Average-size packing boxes, hanging-garment boxes. Instead, try pulling a large garbage bag over multiple items hanging in your closet and tie a string around the tops of the hangers to keep them together. U-Haul, for example, also offers a box exchange where customers can pick up free used boxes before their move from CSS HWB, with extra assistance.

If you are relocating for work and your employer doesn't cover the moving costs, Homeward Bound may be able to help you. Helping you to relocate your things in the minimum cost, also HWB gives you options to pay through Credit

card machines.

You can also generally purchase insurance through yourself or you can ask CSS HWB to assist you with the same, HWB is registered with the best insurance companies around the world. Then, organize everything. Start by sorting your possessions into take, store, toss and donate. Then eliminate the things you won't need in your new spot. It'll save you time, money and a headache unpacking.

Before you start packing, photograph your belongings to help remember where things go. If you like the way you decorated or hung pictures that will make it simpler to replicate in your new home. The same goes for electronics. Taking a picture of how the cords are arranged will make it easier to put back together.

As you pack, label all of the boxes with the rooms they go in. If you know that you'll need to get to some items right away, like bedding or the coffee maker, label those boxes as important and put them where they are easily accessible so they can be unpacked first.

Finally, pack an essentials bag for your moving day with water, your basic toiletries, and of course prescription medications.

MISSION ACCOMPLISHED

CSS IT HAS MIGRATED IT'S ERP FROM I-PACK TO FINS

CSS Group IT department has confirmed the upgradation procedure of their software has been completed. In a recent statement released by the CSS IT Dept., the new version namely FINS will have an array of innovative features and facilities, than its predecessor I-Pack. The final migration happened on the



first week of July 2016, whereby all users of FINS will benefit with the modified system.

The company has been using the software, which was developed in-house by their IT professionals some years back. Since then the system has been put on test for constant upgrades and incorporating novel features. FINS will be used by all CSS offices in the Middle East and the Indian Sub-continent.

FINS takes pride in having novel features like browser compatibility, all format report generation, personalised screen colours and enhanced speed along with some other new features like calculator, improved memory management system and user friendly forms. FINS has the ability to offer you a one-stop-solution across many business related applications, such as Human Resources, Payroll, Finance & Fixed Assets, Construction, Warehousing & Distribution, and General Freight Forwarding.

The system has the capacity for Electronic Data Interchange (EDI), the transfer of data between different companies using networks, such as the Internet. EDI becomes increasingly important as an easy mechanism for companies to carry out their core businesses. FINS, deployed on a web server, has the advantage in offering integrated services, capturing all transactions in a single module, for any company involved.



EMPLOYEES OF THE MONTH



Lin Jacob - Sales Dubai given by **Shelly Varkey John**, Manager, Administration



Godson Raphael - Coordinator-Customer Service Desk given by **Shelly Varkey John**, Manager, Administration



Britto and Sasikala



Destination Wedding

CSS FAMILY RECENTLY WITNESSED A FAIRY TALE LIKE WEDDING AT PHUKET

Destination weddings are becoming the buzzword in the Indian Culture as well. Recently CSS got lucky to witness a destination wedding. T S Kaladharan, Chairman of CSS Group arranged her daughter's wedding in the dream like, exotic destination of Phuket.

He wanted his daughter Sasikala to wed Britto in a location he was particularly fond of – Phuket, the idyllic paradise in Thailand. Phuket – a tropical paradise in Thailand known for its mesmerising aqua blue waters, white sand beaches, glorious mountain views and the heart-warming Thai smiles!

Sasikala, daughter of Mr T S Kaladharan & Mrs Devika Kaladharan, was born and brought up in Dubai. After completing her graduation from Raffles Design Institute – Singapore, she joined the family business and currently heads the marketing division in Dubai. Britto, the eldest son of the South Indian movie producer Mr Satheesh Kuttiyil and Adv. Syra Satheesh, was born and brought up in Kerala. After completing his bachelor's in aerospace engineering from Nottingham University, he stepped up to become a noted research scientist at Montan University, Austria.

The bride's family hired Rainmaker Weddings to plan and organise the event. Dusit Thani Laguna Phuket and Hyatt Regency Phuket Resort, two exquisite havens overlooking the breaking sounds of the waves on the famed Phuket beaches were the venues of the function.

The entire event comprised of a North Indian and Thai fused Mehendi ceremony named Daawat-E-Mehendi, for which the couple were accompanied to the venue by Serng Kratip Kho performers – North Eastern Thai long drum musicians and dancers. The event ended with guests dancing to Bollywood music by Kerala-based DJs Ryan & Shamil. Next was the event Sangeeth, which was themed South Indian– Why This Kolaveri Nite for which the couple and their friends danced to choreographed numbers and the rockband Thaikkudam Bridge kept the gathering on their toes. The conventional Hindu Kerala wedding and Sadya termed as the Maangalyam Sadya and, the finale, traditional Thai wedding called Thai Vows followed by Cherry Blossom themed western reception named as Sakura Ball.

The event was well attended by invited guests, friends and family from around the globe and the invited staff members from CSS Group, company's stake holders and network partners. Renowned personalities from the Indian film industry and Politics were among the guests. CSS Group wishes the couple a happy and joyful wedded life.

WHY GRI IS MORE IMPORTANT THAN GST FOR THE LOGISTICS INDUSTRY

There is a unique relation between all organs in the human body. They always go through the central leadership of the brain who directs them to act in a certain way and react in a certain way to an external stimulus. This is the standard procedure and in existence since mankind itself.

But two organs have turned out to be breaching this protocol for the last few years. Some outsiders (Social media avenues like Facebook, Twitter, Whatsapp etc.) have motivated them. These controversial organs in cahoots with each other are:

Ears

Tongue

What they have done is, they have become hand in glove with each other and skipped the intermediate link of involving the brain. So ears listen and tongue reacts instantly. Read a tweet, react. Read a post, react. Read a message, react. And react FAST. This is the new chaos called social media.

I remember, earlier days, if some people were fighting outside the railway station, suddenly a crowd would appear and in 7-8 minutes, all were giving "solutions" and in 11-12 minutes all were fighting with each other.

Same thing is happening, but not necessarily outside the rail station.

Now the point i want to make is: This rhetoric, which is aggravated by the noise around it, is about GST legislation in India. Suddenly, everyone and his uncle think that this will be very good for the logistics sector.

I will speak for our sector only in context of GST. The buzz is:

- 1 Due to a "One Nation, One Tax" theory, all

indirect taxes will be subsumed and therefore there will be ease of operations and flow of goods and services.

Remember - one nation one tax is a good theory but look within and see the difference of opinion and chaos within your own house, office, society, club, village, town. Accounts department doesn't agree with marketing teams so how will centre and state agree and work without chaos is to be seen to be believed.

- 2 Since goods and services will flow freely, a unified National Logistics policy will come in leading to organisation of the industry.

All i have seen in my observation of industry is that whenever a "policy" or "organised" sector is tried to be created, the small, middle, tertiary level players get exhausted and only the large fish remain. If this is good or bad, you decide but I think it is necessary to have industry at every level of operation, especially in a country like India, where entrepreneurs are at each level.

- 3 Then due to this policy, 100% FDI in warehousing will be possible, 3PL and 4 PL will get a boost with the entry of multinationals etc. Look, the listed players who are ready for it will benefit. But the industry as a whole will be further cornered and narrowed.

Also, never forget that FDI is just a policy. It doesn't guarantee FDI. Look at the real estate prices on which warehouses are built which are higher than London, New

York, Tokyo and I doubt if anyone will want to pay a price for it, knowing very well that the final pricing power of warehouses to customers is nil.

That brings me to a larger point:

GST is only a tax situation. Tax alone is not the Business. If the Business is there, tax comes in the picture. There are four constant players in any business:

- Shareholders - Real owner
- Managements and Employees - executors
- Tax - government
- Customers - consumers

This doesn't change. What changes is that according to the macro and micro dynamics of that industry, the share of revenue is distributed. Let me illustrate with an example:

Let's say in Logistics: The dominant is INR 100. The year is 2016. The Base year is 2001.

Customers benefit the most because of no pricing power. So they have almost 45 bucks of this 100 - which in 2001 would be 15 since there was no competition and logistics companies had pricing power.

Management & Employee costs have escalated over the decade so as of today; they corner 35 bucks which was 5 bucks in 2001.

Tax: new taxes like service tax have come in and direct taxes have also gone up so this corners 15 of that 100 today which was 10 in 2001.

What remains is Shareholders or Owners who have the balance 5 out of the 100 today. I am not just saying. The Net Profit After tax component of the large listed players in India and around the world is in low single digits like 5%. This in 2001 was 70 if you do

the reverse math.

These 70 out of 100 enabled them to buy offices, land, warehouses, equipment etc. and the asset prices appreciated over the years. Ask a promoter today to invest 150 crores for a warehouse and then hunt for business without pricing power on the back of discounts and he will rather do nothing than hit himself on his own toe.

So what is needed?

A business situation in logistics needs to change. Pricing power needs to come in which i don't see coming anytime soon, maybe never. It looks like the best is behind us. On immediate basis, that business situation is GRI (General Rate Increase)

That happens when demand picks up and supply can't catch up and the business situation changes for the better. Everyone makes better profits when prices are higher. You may argue that LCL rates never go up but see your own P&L statements over the years and realise that when the prices were higher, the going was the best.

So to my mind, a business situation needs to be better, not a tax situation like GST.

GRI as of now is much anticipated than GST.

But you won't listen to me because print, digital, broadcast and social media are all shouting: GST best for Logistics. All stocks have run up in anticipation. Companies in the business of Market Cap, congratulations. You can do one thing for me at least: You don't breach the brain in this sinful partnership of the ears and tongue.

Like!

Rahat Talreja
Vice President - CSS India
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APL STRENGTHENS ASIA-EUROPE SERVICE NETWORK WITH NEW INDIA PAKISTAN EUROPE SERVICE

APL has announced the launch of a new weekly service - the India Pakistan Europe (IPE) Service, directly connecting the key South Asian markets of India and Pakistan to Major Ports in Europe. The new IPE service builds on APL's strong market presence and local expertise in India and Pakistan to enhance its Asia-Europe service offerings.

"Europe is a premier trading partner and a major export market of South Asian countries. It is opportune that we expand our service coverage in Asia-Europe through the new IPE service, directly linking the major economies of India and Pakistan to Europe. As APL offers market connectivity, our priorities are also to

provide reliable and timely cargo shipments across all regions," said Mr. Eric Eng, APL Head of Asia Europe Trade.

With fast transit times from India and Pakistan to North Europe, the IPE service will call the Ports of Port Qasim, Nhava Sheva, Hazira, Mundra, Jeddah, Djibouti,

Southampton, Rotterdam, Antwerp, Felixstowe and Le Havre.

First sailing of the IPE Eastbound service will commence on October 1, 2016 from Southampton. First sailing of the Westbound service will commence on 4 October 2016 from Port Qasim.

HAPAG-LLOYD MERGER REVEALS UASC'S HUGE NET LOSSES

The United Arab Shipping Company (UASC) suffered an operating loss of US \$299-million and a net loss of US \$384-million in 2015 off of a revenue of US \$3.32-billion.

The figures were revealed by Hapag-Lloyd as part of its obligatory disclosures as a public company before an upcoming Annual General Meeting, scheduled to be held in Hamburg at the end of August.

At the meeting, the German carrier will seek shareholders' approval to amend its capital structure to complete a planned merger with UASC.

UASC has until now never disclosed its financial results as the shipping line is privately owned by six GCC states. The depth of its underperformance will likely cause some hesitancy among Hapag-Lloyd shareholders.

A negative operating margin of -9.0% makes UASC the worst performer among all main container carriers that have published financial results for 2015.

UASC's poor financial performance has continued in 2016 with an operating loss of US \$132-million and net loss of US \$201-million on revenues of US \$1.5-billion in the first six months of the year.

KHALIFA PORT EXPANSION TO BRING THE WORLD'S LARGEST SHIPS TO ABU DHABI

Nearly four years after it first opened for business, Abu Dhabi's vast Khalifa Port container terminal is to be expanded to accommodate the world's largest ships.

Abu Dhabi Ports, the government-owned company that runs the US\$7 billion terminal, has announced plans to expand the port's quay wall so that it can handle more cargo and to dredge the port to make it two metres deeper.

In a statement on Saturday, Abu Dhabi Ports said that it planned to build 1,000 metres of quay wall, adding 600,000 square metres of space for cargo handling and deepen its main channel and basin to 18 metres from the current 16 metres.

The company has signed a contract with the National Marine Dredging Company (NMDC) to start preparatory work on dredging the channels and using this material to build the new quay wall and a yard behind it.

The work, which will involve 250 workers, is scheduled to be completed in mid-2018.

The expansion is part of ambitious plans for Khalifa Port, which replaced Abu Dhabi's 1960s built Port Zayed as the city's main container port in December 2012 with the capacity to handle 2 million containers a year and is projected to have the capacity to handle 15 million a year by 2030.

ELECTRIC VEHICLE CHARGING STATIONS LAUNCHED IN SHARJAH

The new electric charging facilities unveiled in Sharjah's Al Qasba area form part of the emirate's green parking initiative, which was recently launched by the Sharjah Investment and Development Authority (Shurooq) with the aim of promoting a sustainable ecosystem in Sharjah.

The inauguration of the two new charging stations is aimed at spreading awareness about the importance of electric vehicles in preserving the environment, decreasing harmful emissions and reducing the carbon footprint.

Al Qasba's management is keen to highlight the role played by green parking - of which electric vehicle charging stations are a main component - in promoting sound environmental practices.



SINGAPORE BUNKER MARKET PLAYERS ESTABLISH NEW ASSOCIATION

Singapore's bunker market has formed a new industry association, Association of Bunker Industry (Singapore) (ABIS), to improve and address the needs of the industry.

The new group said its core aims are

to focus on working with small and medium-sized bunker firms so as to improve their business services, as well as working with national bodies to raise industry standards, and develop and deliver training programs for its members.

Kwok Fook Sing, honorary secretary of ABIS, said the new bunker association comprises of all bunker-related stakeholders, ranging from suppliers, shipowners, bunker buyers, traders, surveyors, fuel testers, legal counsels and mass flow meter (MFM) vendors.

IMPACT OF GST ON INDIAN LOGISTICS INDUSTRY

The logistics industry in India is growing slowly but steadily, with introduction of E-commerce, Economic reformation by proposed GST, Initiative like "MAKE IN INDIA". Today we will see what positive & negative impacts can happen in Logistics Market for Modi Government's proposed GST which will be implemented from 2017 calendar year....

Logistic Industry in India is primarily categorized into warehousing, land/road transportation, freight forwarding & value added service in which transportation contributes almost 60% on whole logistics part in India followed by almost 25% on warehousing, 10% on freight forwarding & rest 5% on value added services.

Currently Logistic Industry is suffering from various issues like (a) Complex Tax structure within states in India (b) Poor Infrastructure (c) Poor / strict Custom efficiency and procedure of Customs, thus being a lower cost service proving country actually logistics cost in India is higher than many countries compared to European Countries.

Positive impacts what we can expect for implementation of GST...

1. Indian Road/ Rail transport will be highly beneficial due to removal of multiple/ combined taxes like State entrance Tax/ Chungi/ Octroi/ Exise Duty/ Countervailing duty/ Service



Tax, Value added tax/ luxury tax etc.

Currently if we combine Centre & State tax for most of the goods it works out to be 26.5 % (Cenvat 14% & VAT 12.5%), whereas post GST implementation the same is expected to reduce to standard rate of about 18-21% which will be levied on most goods and all services.

2. Due to trade barriers such as Entry Tax/Local Body Tax/OCTROI and other hurdles trucks lie idle for 30-40% as per schedule, whereas post GST this will be phased out and logistics time will be improved resulting in improvement in operational efficiency through quicker and increased number of deliveries along with reduction in logistic cost during the transit.
3. Inter-state TAX in India forced corporate to create & maintain warehouses in each state, as per a recent study currently there are around 20-30 warehouses per company, one in every state resulting supply chain must longer & Cost inefficient, but after implementation of GST logistics costs are expected to be decreased at least by 2% which can result immense scope of improvement in India's Supply Chain management industry.

Small but short term negative impacts of GST Implementation.

1. Importers in India will face a hard time which they import goods from Outside India due to Implementation of GST, because after GST the current Educational & Excise Tax of 15% on Import Duty will be charged between 18-21% resulting increase of overall Custom duty which will result in



Rajesh Arora

VP North India, CSS India

increased cost in Imported materials .

2. Currently India is not fully IT oriented country, still there are a large number of Trade players who are not organized, they will face major challenges as Logistics Industry is highly competitive which leaves little headroom for margin improvement.

CONCLUSION:

Implementation of GST in INDIA is an overall welcome initiative by the Indian Government for the collective growth of the country, the rollout of GST, in India would dissolve the existing various indirect tax structure, i.e. multiple taxes that is being split between center & state governments leading to reduction of about 20% of current logistics costs.

Due to high Import duty after implementation of GST, Indian manufacturing industry will look out for Indian sources for RAW MATERIAL, instead of importing, which will actually strengthening the Rupees in World market.

Deliberating on holistic view the implementation of GST would help the entire Logistic industry in improving the operational efficiency thus cutting the logistics cost & expanding the business prospect through consolidation of logistic players.

GOOD BYE STRESS



We all know that whether our office is lively, dull or easy-going we have days when things just do not seem to go right. At such times our stress levels rise and as a consequence our work suffers. Let's face it we would all appreciate a less stressful day at the office. On such occasions an extra bit of 'umph' to jolly us along, would be very welcome. It's therefore of little wonder that lots of ongoing research takes place to see how this 'umph' may be provided. So here are three suggestions, from many, that are designed to stimulate ideas which may enhance a work place environment.

PLANTS IN THE OFFICE

The first one is a simple solution arising from research carried out by an Australian University that focused on the benefits of having plants in our offices. It concluded that plants, being present in the work place, not only helped purify the air but also added focal points and created identifiable spaces. Plants are known to be a source of tranquillity where a casual, almost subconscious, look can trigger inner peace. The Australian study determined that plants in the office reduced the

adverse effect of a whole range of feelings including anxiety, anger, depression, stress and fatigue. Just one plant, per work space, can provide a good lift to staff spirits whilst at the same time promoting wellbeing. The choice of plant is important depending on how much time one wishes to devote to looking after them. Ideally plants which only occasionally flower are better avoided. Seeing them come into bloom is upwardly stimulating but when the flowers start to wilt the emotional uplift is dampened. However if an office has a team member with 'green fingers' then maintaining a regular recycling of floral greenery displays will be a welcome assignment.

HOLDING A COLOUR DAY

This second suggestion is more team focused and allows for fun without occasioning any direct impact on working practices. Having a day when everyone in your department agrees to wear something of the same colour is bound to bring some interesting surprises. If there is an overall feeling that a more determined approach is needed then everyone should be asked to wear something red. It could be red socks, shirt,

tie, dress, shoes or even an item of jewellery - anything, as long as it is red. The variations will no doubt raise at least a chuckle and woe betides anyone who forgets. The choice of colours for your work place colour day should be picked to suit a team's emotional needs. This brief look at the emotional meanings of colours will give you the idea:-

RED - Strength, energy, determination, decision making.

YELLOW - Loyalty, light-hearted, attention impact.

ORANGE - Joy, enthusiasm, creativity.

GREEN - Safety, growth, finance.

PURPLE - Luxury, power, ambition.

BLUE - Wisdom, trust, confidence.

BLACK - Power, elegance, authority.

WHITE - Perfection, goodness.

Choosing a colour will let everyone else know, who is into the secret, what your objectives are for your colour day. It's bound to favourably impact on success.

PETS AT WORK

The third suggestion is bringing a pet to work. A British pet food company's research revealed that some 40% of UK workers said that having a pet in their office would make them feel less stressed. It may be impossible for an office to adopt a pet but a staff member, bringing in their pet for the day, can have a wonderful interactive effect on others. It's said that the next time you are stressed, perhaps because of a monthly meeting deadline, then reaching down to stroke a cat or pat a dog sets aside any unhelpful stress.

Still, whatever ideas this article may have stimulated for you, eliminating stress completely is not realistically possible. However we owe it to ourselves and our colleagues to see how we may say 'goodbye' to stress. By trying meaningful ways of injecting some 'umph', into our day to day routine, we may help each other to feel more contented at work; not least because it's never too late to start.

Kaleidoscope desk

THE IMPACT OF BREXIT ON SHIPPING



Joy Thattil

Maritime Lawyer & Partner @ Callidus
Corporate & Maritime Consulting (CCMC)
Dubai & India
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A much talked about topic these days is the exit of Britain from the European Union (EU). The European Union is made up of 28 member states and on June 23rd 2016, the people of Britain voted for the exit of Britain (also referred as "BREXIT") from the European Union, after being with EU for almost 43 years. Since the finality of the process of exiting the EU, will take about 2 year; this is the perfect time for individuals and companies engaged in the shipping industry to have a better understanding of the "Impact of BREXIT".

A number of major hubs of the shipping industry lie within the European Union, namely Rotterdam, Hamburg, Antwerp, and Piraeus; the world's largest Container / Passenger Ports. As aforesaid the European Union consisted of 43 member states and these member states were exempted from taxes or duty while trading with the member states that are within the European Economic Area.. However, with the exit of Britain from the European Union, it is not clear, whether these trade exemptions would still be applicable with regard to the UK.

Further, the Contracts / Agreements

have already been entered into by the Companies in the UK, with Companies in the European Union may now have to be amended. . For example, Shipping Contracts, that allow for trading within certain geographical areas in the EU, should now specifically define, if this area in the EU includes, the UK or not. Since the Contracts/Agreements are binding on the parties to it, there is a need to be vigilant while amending these Contracts/Agreements so as to avoid any confusion or ambiguity that would arise in the future.

In the past, when disputes arose, and the concerned parties approached the Courts, they were prohibited from conducting parallel proceedings in the Courts of more than one European Union member state. This rule was applicable to proceedings that were initiated on the same issue concerning the dispute. This is based on the legal principle of "Res Sub-judice", which in Latin means 'under judgment'. It denotes that a matter or case is being considered by court or judge; when two or more cases are filed between the same parties on the same subject matter, the competent court has power to stay proceeding. However, with the exit of Britain from

the European Union, it is not clear, whether Britain would elect to apply the Res Sub-judice rule to the parties, with regard to disputes both within and outside the European Union In order to avoid any such ambiguity in the future, it is advisable to have a clear mention of the Jurisdiction Clause, in all legal documents.

Conclusion:

As stated before, the process of Britain's exit, is currently only on paper and would take a minimum of two years, to come into effect, hence these two years can be prudently utilised to understand the two "W's" - "WHO" & "WHAT" shall be affected with the exit of Britain? We can further apprise ourselves of the legal implications and take possible and necessary steps to overcome the impact.

LUCKY WINNER

As part of our continuous commitment to the freight forwarding fraternity, CSS initiated a thank you scheme over 9 years ago, whereby one lucky name out of the scores of business cards that are dropped into the raffle bowls placed at the Delivery Order Counter will be rewarded with a gift.

The winner picked selected and rewarded for the months of May-June 2016 was **Ashique Ahmed** from Cargo Assistance who walked away with gift vouchers worth AED 200 from Lulu Hyper Market, presented by **Susanth Shekar**, Manager- HR, CSS Dubai



CONSOLE SHIPPING SERVICES INDIA PVT. LTD.

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inbound

VESSEL	VOY	BAHRAIN	BANGKOK	BARCELONA	BREMEN	BUSAN	COCHIN	HONGKONG	KARACHI	KEELUNG	KUWAIT	NHAVA SHEVA	NEW YORK	NINGBO	PORT KLANG	ROTTERDAM	SHANGHAI	SINGAPORE	SOUTHAMPTON	XINGANG	JEBEL ALI	
X-PRESS EUPHRATES	519S	24-Aug																				26-Aug
X-PRESS EUPHRATES	520S	31-Aug																				2-Sep
X-PRESS EUPHRATES	521S	7-Sep																				9-Sep
X-PRESS EUPHRATES	522S	14-Sep																				16-Sep
X-PRESS EUPHRATES	523S	21-Sep																				23-Sep
X-PRESS EUPHRATES	524S	28-Sep																				30-Sep
X-PRESS EUPHRATES	525S	5-Oct																				7-Oct
X-PRESS EUPHRATES	526S	12-Oct																				14-Oct
HYUNDAI COLOMBO	079W		2-Sep																			15-Sep
HYUNDAI JAKARTA	068W		9-Sep																			22-Sep
HYUNDAI BRAVE	054W		16-Sep																			29-Sep
HYUNDAI CONFIDENCE	545W		22-Sep																			6-Oct
HYUNDAI COURAGE	056W		29-Sep																			13-Oct
HYUNDAI BANGKOK	063W		6-Oct																			20-Oct
MSC MELATILDE	634E			6-Sep																		24-Sep
MSC SONIA	635E			13-Sep																		1-Oct
MSC RAPALLO	636E			20-Sep																		8-Oct
MSC MARGRIT	637E			27-Sep																		15-Oct
MSC EVA	638E			4-Oct																		22-Oct
MAERSK SARAT	1611				28-Aug																	24-Sep
DAU	1611				4-Sep																	1-Oct
MAERSK SALTORO	1611				11-Sep																	8-Oct
MAERSK STADELHORN	1611				18-Sep																	15-Oct
MAERSK SKARSTIND	1611				25-Sep																	22-Oct
MAERSK SIRAC	1613				2-Oct																	29-Oct
MAERSK GUAYAGUIL	1615				9-Oct																	5-Nov
CEZANNE	1613				16-Oct																	12-Nov
APL SANTIAGO	19					29-Aug																21-Sep
APL CHARLESTON	19					5-Sep																28-Sep
MOL COSMOS	51					12-Sep																5-Oct
APL MIAMI	20					19-Sep																12-Oct
APL VANCOUVER	27					26-Sep																19-Oct
APL COLUMBUS	21					3-Oct																26-Oct
APL DETROIT	20					10-Oct																2-Nov
APL SANTIAGO	20					17-Oct																9-Nov
MAERSK AVON	1666						23-Aug															6-Sep
MAERSK AVON	1668						30-Aug															20-Sep
MAERSK AVON	1670						6-Sep															20-Sep
MAERSK AVON	1672						13-Sep															27-Sep
MAERSK AVON	1674						20-Sep															4-Oct
MAERSK AVON	1676						27-Sep															18-Oct
MAERSK AVON	1678						4-Oct															18-Oct
MAERSK AVON	1680						11-Oct															25-Oct
HYUNDAI COLOMBO	079W							2-Sep														15-Sep
HYUNDAI JAKARTA	068W							9-Sep														22-Sep
HYUNDAI BRAVE	054W							16-Sep														29-Sep
HYUNDAI CONFIDENCE	545W							23-Sep														6-Oct
HYUNDAI COURAGE	056W							30-Sep														13-Oct
HYUNDAI BANGKOK	063W							7-Oct														20-Oct
HYUNDAI TACOMA	002W							14-Oct														27-Oct
HYUNDAI FORCE	053W							21-Oct														3-Nov
TAROKO	021E								7-Sep													10-Sep
CAPE MARIN	009R								14-Sep													17-Sep
TAROKO	122E								21-Sep													24-Sep
CAPE MARIN	010R								28-Sep													1-Oct
TAROKO	023E								5-Oct													8-Oct
CAPE MARIN	011R								12-Oct													15-Oct
TAROKO	024E								19-Oct													22-Oct
CAPE MARIN	012R								26-Oct													29-Oct
AMALTHEA	001W									4-Sep												17-Sep
HYUNDAI GLORY	073W									11-Sep												24-Sep
HYUNDAI GRACE	065W									18-Sep												1-Oct
HYUNDAI VOYAGER	052W									25-Sep												8-Oct
HYUNDAI GOODWILL	051W									2-Oct												15-Oct
HYUNDAI INTEGRAL	054W									9-Oct												22-Oct
HYUNDAI DYNASTY	048W									16-Oct												29-Oct
AMALTHEA	002W									23-Oct												5-Nov
BUXCONTACT	1663										28-Aug											29-Aug
BUXCONTACT	1665										4-Sep											5-Sep
BUXCONTACT	1667										11-Sep											12-Sep
BUXCONTACT	1669										18-Sep											19-Sep
BUXCONTACT	1671										25-Sep											26-Sep

ABOVE MENTIONED ARE TENTATIVE VESSELS AND ARE SUBJECT TO CHANGE.

VESSEL	VOY	BAHRAIN	BANGKOK	BARCELONA	BREMEN	BUSAN	COCHIN	HONGKONG	KARACHI	KEELUNG	KUWAIT	NHAVA SHEVA	NEW YORK	NINGBO	PORT KLANG	ROTTERDAM	SHANGHAI	SINGAPORE	SOUTHAMPTON	XINGANG	JEBEL LALI	
BUXCONTACT	1673										2-Oct											3-Oct
BUXCONTACT	1675										9-Oct											10-Oct
BUXCONTACT	1677										16-Oct											17-Oct
MAERSK STADELHORN	1610											29-Aug										7-Sep
MAERSK SKARSTIND	1610											5-Sep										14-Sep
MAERSK SIRAC	1612											12-Sep										21-Sep
MAERSK GUAYAQUIL	1614											19-Sep										28-Sep
CEZANNE	1612											26-Sep										5-Oct
MAERSK SARAT	1612											3-Oct										12-Oct
DALI	1612											10-Oct										19-Oct
MAERSK SALTORO	1612											17-Oct										26-Oct
MAERSK ATLANTA	1607												27-Aug									24-Sep
MAERSK CHICAGO	1609											3-Sep										1-Oct
MAERSK KENSINGTON	1609												10-Sep									8-Oct
MAERSK DETROIT	1609												17-Sep									15-Oct
MAERSK DENVER	1609												24-Sep									22-Oct
MAERSK MEMPHIS	1609												1-Oct									29-Oct
MAERSK COLUMBUS	1609												8-Oct									5-Nov
NORTHERN MAGNUM	1609												15-Oct									12-Nov
HYUNDAI COLOMBO	079W												29-Aug									15-Sep
HYUNDAI JAKARTA	068W												5-Sep									22-Sep
HYUNDAI BRAVE	054W												12-Sep									29-Sep
HYUNDAI CONFIDENCE	545W												19-Sep									6-Oct
HYUNDAI COURAGE	056W												26-Sep									13-Oct
HYUNDAI BANGKOK	063W												3-Oct									20-Oct
HYUNDAI TACOMA	002W												10-Oct									27-Oct
HYUNDAI FORCE	053W												17-Oct									3-Nov
HYUNDAI DYNASTY	047W																25-Aug					10-Sep
AMALTHEA	001W																1-Sep					17-Sep
HYUNDAI GLORY	073W																8-Sep					24-Sep
HYUNDAI GRACE	065W																15-Sep					1-Oct
HYUNDAI VOYAGER	052W																22-Sep					8-Oct
HYUNDAI GOODWILL	051W																29-Sep					15-Oct
HYUNDAI INTEGRAL	054W																6-Oct					22-Oct
HYUNDAI TACOMA	001W																	30-Aug				8-Sep
HYUNDAI COLOMBO	079W																6-Sep					15-Sep
HYUNDAI JAKARTA	068W																13-Sep					22-Sep
HYUNDAI BRAVE	054W																20-Sep					29-Sep
HYUNDAI CONFIDENCE	545W																27-Sep					6-Oct
HYUNDAI COURAGE	056W																4-Oct					13-Oct
HYUNDAI BANGKOK	063W																11-Oct					20-Oct
HYUNDAI HIGHNESS	062W																18-Oct					27-Oct
CMA CGM JULES VERNE	115FLE																	30-Aug				25-Sep
CMA CGM GEORG FORSTER	117FLE																	6-Sep				2-Oct
CMA CGM CORTE REAL	119FLE																	13-Sep				9-Oct
CMA CGM BOUGAINVILLE	121FLE																	20-Sep				16-Oct
CMA CGM BENJAMIN FRANKLIN	123FLE																	25-Sep				22-Oct
CMA CGM KERGUELEN	125FLE																	4-Oct				30-Oct
HYUNDAI JAKARTA	068W																			28-Aug		22-Sep
HYUNDAI BRAVE	054W																			4-Sep		29-Sep
HYUNDAI CONFIDENCE	545W																				11-Sep	6-Oct
HYUNDAI COURAGE	056W																				18-Sep	13-Oct
HYUNDAI BANGKOK	063W																				25-Sep	20-Oct
HYUNDAI TACOMA	002W																				2-Oct	27-Oct
HYUNDAI FORCE	053W																				9-Oct	3-Nov
HYUNDAI JAKARTA	069W																				16-Oct	10-Nov
HYUNDAI TACOMA	001W																31-Aug					8-Sep
HYUNDAI COLOMBO	079W																7-Sep					15-Sep
HYUNDAI JAKARTA	068W																14-Sep					22-Sep
HYUNDAI BRAVE	054W																21-Sep					29-Sep
HYUNDAI CONFIDENCE	545W																28-Sep					6-Oct
HYUNDAI COURAGE	056W																5-Oct					13-Oct
HYUNDAI BANGKOK	063W																12-Oct					20-Oct
HYUNDAI HIGHNESS	062W																19-Oct					27-Oct
MAERSK GUAYAQUIL	1613																20-Aug					10-Sep
CEZANNE	1611																27-Aug					17-Sep
MAERSK SARAT	1611																3-Sep					24-Sep
DALI	1611																10-Sep					1-Oct
MAERSK SALTORO	1611																17-Sep					8-Oct
MAERSK SHAMS	1609																24-Sep					15-Oct
MAERSK SIRAC	1611																1-Oct					22-Oct

ABOVE MENTIONED ARE TENTATIVE VESSELS AND ARE SUBJECT TO CHANGE.

outbound

VESSEL	VOY	JEBEL ALI	ABU DHABI	ALEXANDRIA	ACABA	BAHRAIN	CHENNAI	COCHIN	COLOMBO	DAMMAM	DAR ES SALAM	DELHI	FELIXSTOWE	GENOVA	HAMBURG	JEDDAH	KARACHI	KUWAIT	MOMBASA	SOHAR	NEW YORK	NHAVA SHEVA	RIYADH	ROTTERDAM	UMM QASR	SHANGHAI	SINGAPORE	
MAERSK SKARSTIND	1610	28-Aug											23-Sep															
MAERSK SIRAC	1612	2-Sep											30-Sep															
MAERSK GUAYAGUIL	1614	11-Sep											7-Oct															
CEZAANE	1612	18-Sep											14-Oct															
MAERSK SARAT	1612	25-Sep											21-Oct															
DALI	1612	2-Oct											28-Oct															
MAERSK SALTORO	1612	2-Oct											4-Nov															
MAERSK STADELHORN	1612	16-Oct											11-Nov															
HYUNDAI BANGKOK	062E	2-Sep	2-Sep																									
HYUNDAI TACOMA	001E	9-Sep	9-Sep																									
HYUNDAI COLOMBO	079E	16-Sep	16-Sep																									
HYUNDAI JAKARTA	068E	23-Sep	23-Sep																									
HYUNDAI BRAVE	054E	30-Sep	30-Sep																									
MAERSK SKARSTIND	1610	28-Aug																				3-Sep						
MAERSK SIRAC	1612	4-Sep																				10-Sep						
MAERSK GUAYAGUIL	1614	11-Sep																				17-Sep						
CEZANNE	1612	18-Sep																				24-Sep						
MAERSK SARAT	1612	25-Sep																				1-Oct						
DALI	1612	2-Oct																				8-Oct						
MAERSK SALTORO	1612	9-Oct																				15-Oct						
BERLIN EXPRESS	082W	31-Aug					16-Sep																					
DALIAN EXPRESS	094W	7-Sep					23-Sep																					
OOCL ANTWERP	078W	14-Sep					30-Sep																					
OOCL KUALA LUMPUR	083W	21-Sep					7-Oct																					
MARY	001W	28-Sep					14-Oct																					
PALENA	001W	5-Oct					21-Oct																					
YANTIAN EXPRESS	091W	12-Oct					28-Oct																					
NINGBO EXPRESS	076W	19-Oct					4-Nov																					
X-PRESS EUPHRATES	520N	27-Aug				30-Aug																						
X-PRESS EUPHRATES	521N	3-Sep				6-Sep																						
X-PRESS EUPHRATES	522N	10-Sep				13-Sep																						
X-PRESS EUPHRATES	523N	17-Sep				20-Sep																						
X-PRESS EUPHRATES	524N	24-Sep				27-Sep																						
X-PRESS EUPHRATES	525N	1-Oct				4-Oct																						
X-PRESS EUPHRATES	526N	8-Oct				11-Oct																						
X-PRESS EUPHRATES	527N	15-Oct				18-Oct																						
MAERSK TANJONG	1611	25-Aug							26-Aug																			
MAERSK TUKANG	1611	1-Sep							2-Sep																			
MAERSK TAIKUNG	1611	8-Sep							9-Sep																			
MAERSK SHIHLING	1613	15-Sep							16-Sep																			
MAERSK TAURUS	1613	22-Sep							23-Sep																			
MAERSK GUATEMALA	1612	27-Aug			10-Sep																							
MAERSK TANJONG	1612	3-Sep			17-Sep																							
MAERSK TUKANG	1612	10-Sep			24-Sep																							
MAERSK TAIKUNG	1612	17-Sep			1-Oct																							
MAERSK SHIHLING	1614	24-Sep			8-Oct																							
MAERSK TAURUS	1614	1-Oct			15-Oct																							
GUNHILDE MAERSK	1612	8-Oct			22-Oct																							
MAERSK GUATEMALA	1614	15-Oct			29-Oct																							
SAN FELIX	011EHW	31-Aug													28-Sep													
SAN FRANCISCA	013EHW	7-Sep													5-Oct													
E.R. TIANPING	015EHW	14-Sep													12-Oct													
CSAV TOCONAO	017EHW	21-Sep													19-Oct													
CCNI ARAUCO	019EHW	28-Sep													26-Oct													
SAN FELIPE	021EHW	5-Oct													2-Nov													
CMA CGM TOSCA	023EHW	12-Oct													9-Nov													
NICOLE MAERSK	1617	25-Aug								5-Sep																		
SAFMARINE NGAMI	1615	1-Sep								12-Sep																		
TG POSEIDON	1617	8-Sep								19-Sep																		
HERMES	1611	15-Sep								27-Sep																		
SAFMARINE NYASSA	1621	22-Sep								4-Oct																		
NICOLE MAERSK	1619	29-Sep								11-Oct																		
SAFMARINE NGAMI	1617	6-Oct								18-Oct																		
TG POSEIDON	1619	13-Oct								25-Oct																		
MDV ME5	636E	2-Sep																			4-Sep							
MDV ME5	637E	9-Sep																			11-Sep							
MDV ME5	638E	16-Sep																			18-Sep							
MDV ME5	639E	23-Sep																			25-Sep							
MDV ME5	640E	30-Sep																			2-Oct							
MDV ME5	641E	7-Oct																			9-Oct							
UNI FORTUNA	1609	2-Sep							11-Sep																			
HENRY RICKMERS	1609	9-Sep							18-Sep																			
CENTAURUS	1609	16-Sep							25-Sep																			
CARTAGENA TRADER	1607	23-Sep							2-Oct																			
HS DEBUSSY	1609	30-Sep							9-Oct																			
RICHARD RICKMERS	1609	7-Oct							16-Oct																			
QUADRIGA	1611	14-Oct							23-Oct																			
MSC RAVENNA	632E	2-Sep																										12-Sep
MSC TARANTO	633E	9-Sep																										19-Sep
MSC GENOVA	634E	16-Sep																										26-Sep
MSC VALERIA	635E	23-Sep																										3-Oct
MSC BARI	636E	30-Sep																										10-Oct
MSC ROSA M	637E	7-Oct																										17-Oct
MSC BETINA	638E	14-Oct																										24-Oct
HYUNDAI BANGKOK	062E	2-Sep																	8-Sep									

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