

INSIDE THIS ISSUE

HCL Network Update— Changes in Excomm	2
Business Update— DSH Global	3
Business Update— Premiere	4 - 5
Business Update— M & M	6 - 8
Business Update— Windlog	9
Business Update— RIF Group	10 - 11
ARCS Hyperion Netting Process Walkthrough	12 - 13
Holiday List	14

HCL Network Update

Dear All,

We are delighted to announce the below changes in the **HCL Network ExComm - w.e.f 1st Jan 2024**

We welcome **Tom Kalabalikis**, 3SIXTY GLOBAL LOGISTICS P/L, AUSTRALIA as a new Ex-Comm member.

Existing Name	New Name	Company	Region
Mr. Sanjeev Sukumaran	Mr. Sanjeev Sukumaran	Ecu Worldwide Kenya Limited	Africa
Mr. Alex Liu	Mr. Alex Liu	Premiere Logistics Limited	Asia
Mr. Mauricio Carboni	Mr. Mauricio Carboni	Windlog Brazil	America
Mr. Wayne Gibson	Mr. Wayne Gibson	RIF Worldwide	Europe
Mr. Dominic Harrington	Mr. Tom Kalabalikis	3SIXTY GLOBAL LOGISTICS P/L	Australasia

Business Update—DSH Global



DP World – Industrial Action

DP World Australia have been in continuous negotiations with the Maritime Union of Australia since 6th October 2023 when the former Enterprise Agreement expired.

The impact of this Industrial Action has seen costs increase dramatically with fears of further cost pressures after more failed negotiations.

MUA has claimed DP World is trying to ram through pay cuts, roster upheaval and undermine workplace health and safety as part of its desired changes to the former enterprise agreement.

The partial / full work bans and stoppages have impacted daily operations at the wharf, where we are seeing delays of up to 8 weeks to access cargo.

Import and Export containers are being held at the wharf. Transport carriers are not being granted access to terminals and vessel rerouting are all factors contributing to the delays.

Delays arising from the industrial action are flowing through the rest of the supply chain, with Australian businesses forced to either absorb, or pass on, the costs it has been incurring as a result.

The Federal and State Governments have so far refused to intervene, describing it as a private workplace matter.

We will keep you updated as information comes to hand.



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Business Update— Premiere

ARTICLE 2

PREMIERE | logistics

Sponsored: CPK to redefine sustainable aviation



In the heart of Poland, a pioneering project is taking shape that could redefine airport sustainability on a global scale. The Centralny Port Komunikacyjny (CPK), set to become one of Europe's most innovative airports, is drawing attention for its unique approach to environmental management, multimodality and transport integration.

CPK is not only a response to today's transport challenges, but also a vision of the future in which passenger and freight transport is more sustainable, efficient and competitive.

At the core of CPK's uniqueness is its multimodal design, meaning that it integrates different modes of transport in one place. Poland's geographical situation makes it easier and justified. As a result, it has the potential to completely transform the transport sector, making it more sustainable and innovative on a global scale and in many ways, implementing state-of-the-art technologies hence benefiting from the latecomers' premium. Additionally, decarbonisation is a priority for CPK, indicating a drive to reduce CO2 emissions and environmental impact.

From the first day of operation, CPK will have 'Net Zero Ready Airport' status. This means technical readiness to be powered exclusively with on-site and off-site renewable energy for heating, cooling and power supply.

Out of concern for the environment, the CPK airport has

been located at a safe distance from protected nature zones, minimising the impact on the local ecosystems and biodiversity. As a result, more than 280,000 residents of Warsaw, for whom the existing inner-city Chopin Airport has been a nuisance for decades, will breathe a sigh of relief.

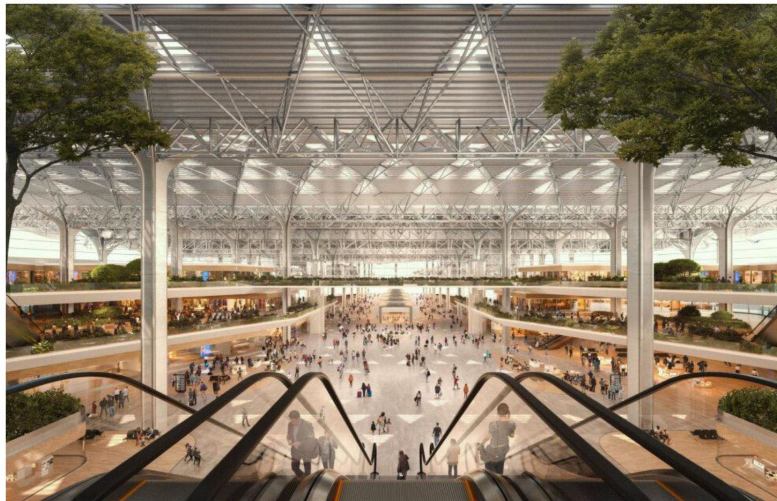
The CPK aims, among other things, to become a regional leader and thus an integrator of sustainable transport systems in the CEE region. As a result, the new airport, a network of 2,000 km of new railways and new roads are expected to transform the entire transport system in the country and improve connectivity in the CEE region, linking it seamlessly to Western Europe and other continents, bringing travel into the 21st century and completely changing how passengers will travel across the country, continent or beyond.

This improved first and last mile connectivity will bring air passenger experience as well as travel sustainability to the next level.

Business Update— Premiere

ARTICLE 2

PREMIERE | logistics



Today, in order to fly to further destinations in the world, CEE residents often have to travel to Western European airports first. In the case of flights from Poland to Asia or the Middle East, this means travelling the same route twice – first by plane, car, train or bus to an airport in Western Europe, and then flying to Japan or the Arab Emirates over Poland again.

With CPK, a truly international hub to be built soon, will be much closer not only to Poles, but also to the 180 million inhabitants of Central and Eastern Europe, such as Lithuanians, Czechs and Slovaks,

Ukrainians. There is no large global hub airport with sufficient capacity in the CEE region today. Czech Minister of Transport Martin Kupka has said lately that CPK is an important point of reference for Czech's investment plans as the Czech Republic can't build an airport hub.

The same applies to our other CEE neighbours who plan consecutively to connect themselves within Europe through High-Speed Rail. The largest airport in CEE, Chopin Airport in Warsaw, which is the base of LOT Polish Airlines, is approaching the end of its capacity. And that is why new infrastructure is urgently needed.

CPK is also a significant improvement in the passenger

experience. Since the passenger's journey begins much earlier than at the airport entrance, the CPK project aims to ensure great airport access, with a destination and an attractive transfer location, where all the transport modes meet, and to provide a multimodal passenger experience.

We aspire to create an experience that provides a smooth comfortable stress-free predictable journey. This not only gives them greater control over the entire journey but also provides an unparalleled sense of security and comfort, especially in a sanitary aesthetic environment.

CPK has been committed to fighting climate change and supporting a shared green future from the very beginning and has included sustainability as one of 3 key pillars of its investment programme. During the planning and design phase, we set very ambitious climate change mitigation and pollution reduction targets, making CPK the first 'Net-Zero Ready' airport in the region when it is launched.

What this means is that the schedule already envisages sustainability in the project and the technologies necessary to achieve this objective are an inherent part of it from the very beginning concerning both a construction stage according to BREEAM certification requirements and an operation phase under conditions of planned ACA accreditation.

Business Update— M & M, Germany

94 rail containers to Mongolia

Düsseldorf. Our colleague Beza Zaway, Operations Manager Rail Freight, is currently working on an impressive order in Düsseldorf: she is organizing the transport of water pipes from Duisburg to Darkhan in Mongolia by rail for a new customer.

The major project began in week 35; it will be completed at the beginning of 2024, and 61 containers have been loaded so far – up to and including week 46.

The customer in Germany delivers the goods to Duisburg itself. The M&M delegation in Mongolia handles customs clearance on arrival and then loads the containers onto the recipient's trucks.



Business Update— M & M, Germany

Rail as an alternative

Hamburg / Düsseldorf. The media are reporting on the current attacks in the Red Sea, and also on the fact that most shipping companies are avoiding the danger zone and routing their container ships from or to China via the Cape of Good Hope, South Africa. This means significantly longer transit times and, especially for imports from China, drastically higher prices. We asked Dirk Bukowski, Director Sales, how the customers of the German M&M air sea cargo GmbH are dealing with the situation.

“We keep our customers constantly informed about the latest developments, and of course this is a point of discussion with our customers,” is the answer. “However, as all shipping companies are following suit, there is nothing we can do about it. The other issue is the longer delivery times. We are noticing that the order rhythms are shifting: Those who would otherwise have ordered at the end of February are already ordering today.” However, there is concrete help with regard to the long delivery time until the container can be unloaded thanks to the rail freight service to and from China.

We spoke to Michael Spitzlei, Düsseldorf, about this. “There have already been inquiries and initial bookings,” says the Head of Rail. In terms of time, rail transport definitely offers a considerable advantage: “Sea freight from China to Germany usually takes six weeks; now, with the new detour, the container takes eight weeks. Rail freight, for example Hamburg – Shanghai, takes 28 to 30 days. Rail freight is therefore normally ten days faster on average.”

We also ask what the prices are like. “Rail is still more expensive than sea, even with the new sea freight rates. The Chinese railroads have quickly caught up. Switching to rail pays off for customers who are interested in shorter delivery times.”



Business Update— M & M, Germany

In Africa, opportunities for M&M

Frankfurt. In North Africa, Militzer & Münch not only has a name, but a very good one: In close cooperation with M&M France, the M&M national companies in the Maghreb countries Tunisia, Morocco and Algeria have worked their way up to the top of the local transportation industry.

In contrast, the M&M brand is unknown in Sub-Saharan Africa, a large import market with enormous potential – and this market is now to be developed for the German Militzer & Münch Air Sea. Since the beginning of the year, Irene Pinkrah, 44, has been responsible for that as Trade Lane Manager Africa.

Irene Pinkrah has been with M&M for 15 years; she was a participant in the TMP 2022, which focused on identifying new countries with potential for M&M, among other things. Africa was named as the next big market.

“Africa has seen significant economic growth in recent years, but offers considerable potential for business development in many sectors,” says Irene Pinkrah. “Ghana, my original home country, and Nigeria, for example, are interesting markets for us. Of course, I have already made contacts in Ghana.”

The first step now is to promote M&M and build up a partner network. For example, on the Airfreight Logistics Network for Africa (ALNA) platform. At an ALNA conference in Kenya in the fall of 2023, Managing Director Holger Seehusen established many contacts, all of which are now being followed up.

“We are just at the beginning, looking for partners, but we are very optimistic – Africa will do well, and in a few months, I will certainly be able to give you more concrete information,” Irene Pinkrah concludes our phone call.



Business Update— Windlog

Confirmed presence at Intermodal 2024.



Get ready for another year of greatness!

Held annually, Intermodal South America is the largest and most comprehensive event for the logistics, intralogistics, technology, freight transportation, and foreign trade sectors in Latin America. Encompassing all modes of transportation, the event offers solutions for the entire logistics chain, end to end.

Following the incredible success of last year's event, we're thrilled to invite you to Intermodal South America 2024.



Intermodal South America 2023

Expect more connections, and an even more unforgettable experience. Don't miss out—join us!

The biggest event in the Americas for the cargo transport and logistics.

28ª EDIÇÃO
INTERMODAL
2024 SOUTH AMERICA

05 - 07 MARCH
13 - 21h | São Paulo Expo

street C, booth 30



If you have any questions, call us: contato@windlog.com.br | +55 11 5033-7700

Business Update— RIF Group



**Delivering Excellence
Every time Everywhere**

LATEST UPDATES...

**CL Logistics Australia has officially become
RIF LOGISTICS AU!**



More big news from down-under, CL Logistics officially changed their name on 11th January 2024 to RIF Logistics AU Pty Ltd.

Detlef Kappel, MD of RIF Logistics AU Pty Ltd, commented:

"A big part of the strategy of opening in Australia is to capitalise on helping existing RIF clients expand internationally. Our new name will clearly bring us into the 'group' and make it easier for all clients to see exactly what the group can offer. And of course, it also now officially makes us part of the family!"



***With our network and support you can now do
business anywhere around the world.***

Business Update— RIF Group

Welcome on board to one of our newest clients; Capezio

They specialise in providing a diverse range of high-quality dancewear and footwear, catering to the unique needs of dancers, performers, and enthusiasts alike.

Here at RIF Europe, we currently work with a number of varied clients who distribute the following types of products:

Apparel, footwear, sportswear, motorcycle clothing (motocross), cycle clothing, wetsuits, Snowboards and promotional material...and more.

Having flexible, efficient forwarding and storage solutions means a lot to our clients...read Capezio's comments:

"Capezio is delighted to announce that we are expanding our European operations with the opening of a dedicated EU Warehouse. This marks a significant milestone for Capezio in Europe.

We are strengthening our commitment to serving our European customers with the opening of a brand-new warehouse in the Netherlands. This exciting development is a massive step forward in streamlining our European operations and ensuring seamless delivery of Capezio products across the continent."

This big step for our client will enable them to offer their own clients:

Faster delivery times: Our strategically located EU warehouse will significantly reduce delivery times, ensuring you receive your orders promptly and efficiently.

Competitive delivery costs: Eliminating the need for customs clearance as well as strategic geographical location means more cost-effective deliveries.

Our dedicated Freight Forwarding team can handle Ocean, Air and Road shipments including customs entry and clearance.

Want to find out more? Contact our team at RIF Europe:



NICK JOHN
Commercial Director
e: njohn@rifeurope.eu

RIF Europe offers forwarding & warehousing solutions in the heart of Europe.

Welcome to our new client Capezio!



Change Management for Hyperion ARCS Netting

Overview of the To Be Process

CNC will share required **SOA format** in which Netting participants will have to share their data (O/s AR+AP at invoice level). On receipt of the SOA from Netting participants, CNC will then upload these SOA a shared file folder where, **EPM** will automatically process the file & then Records will match with counter party books. **CNC will share required SOA format in which Netting participants will have to share their data (O/s AR+AP at invoice level). On receipt of the SOA from Netting participants, CNC will then upload these SOA a shared file folder where, EPM will automatically process the file & then Records will match with counter party books.**

Data would be processed as and when data file (SOA template) would be placed in the shared folder for initial upload and changes. Post processing, matching report will be shared

We are currently planning to have 4 pre reporting and 1 final reporting to be executed during One ARCS Hyperion Netting cycle. The number of pre-cycles can be increased or decreased by CNC as and when required.

Basis matching done in **EPM** system, Netting Participants will receive **MATCHED**, **SUGGESTED MATCH** and **UNMATCHED** report at invoice level during all the netting cycles (Pre & Final run)

Basis Pre Reports shared by CNC, Netting Participant can perform their Follow-up with counter parties on their **SUGGESTED MATCH** and **UNMATCHED** transactions, They can add approved AP invoices in **SOA template** & follow-up with counter parties for their unapproved AR invoices as mentioned in unmatched report. For Next Pre-run or Final Run, Netting participants will have to share their Revised **SOA template** CNC and the same will be uploaded in Replace Mode for the participant's complete data. If CNC doesn't receive **Revised** version of your SOA then last received version in that month Netting will be considered for matching.

On Final day of the run, Final Matched Transactions and Final Netting Settlement report will be shared by CNC via e-mail.

Netting Participants will book manual netting vouchers in their ERP as being done earlier, based on the Final Netting Settlement report shared by CNC. Settlement should be done "To / By" CNC as per amount mentioned in Settlement Report & Dates mentioned in Netting Calendar.

Change Management for Hyperion ARCS Netting

HYPERION BENEFITS

- Automated & Transparent Invoice approval process
- Dispute resolution at invoice level
- Proper Audit trail at invoice level for Balance confirmation
- Auto matching/ confirmation & auto Netting Journal booking
- No more holding back of approved invoices

FAQ's

Q1. How would I know if I made a mistake in the manual Excel upload template?

Ans: In Manual Excel SOA Template we have given Instructions on “How to fill Excel SOA” Users can read those Instructions carefully before updating SOA. Also we have develop a macro within SOA template which can validate SOA for all possible human errors and provide error log to users which enable them to correct their mistakes.

Q2. Do I need to control use of any special characters in the manual Excel upload template?

Ans: Yes, You can not use special characters like comma (,) & semi colon (;) anywhere in excel SOA template. Also you should not keep any single cell blank if you have use any invoice line. If there is no information to provide then you can use “NA”

Q3. What if the payable is not booked at all or payable is booked wrongly?

Ans: If any payable invoice is Approved but you have not mentioned in your initial SOA then you can add that invoice in your Revised SOA & share that with CNC in order to match that invoice in next Pre/Final Run. If you have booked any

Receivable or Payable invoice incorrectly then you need to correct that in your ERP system as well as in Revised SOA & share correct data with CNC in order to match those invoices in next Pre/Final Run

Q4. Will “Data Confidentiality” will be maintained during this Netting process?

Ans: Yes, 100% This Hyperion Netting Activity will be carried out by 3rd party vendor & Your Receivable & Payable data will not be shared within Network. In Pre & Final Reporting as well you will receive only those transactions data which is either in your books & in your counterparty books (which related to your office only) Hence Pls. be 100% assure about “Data Confidentiality”

HOLIDAYS around THE WORLD

Country	Date	Occasion
Mauritius	1st Feb	Abolition of Slavery
Srilanka	4th Feb	Independence Day
Mexico	5th Feb	Anniversary of the promulgation of the Constitution of 1917
INDONESIA	8th Feb	Ascension of Prophet Muhammad
Taiwan	8th Feb to 14th Feb	Chinese New Year Holiday
Lebanon	9th Feb	St Maroun's Day
INDONESIA	9th & 10th Feb	Lunar New Year
Korea	9th Feb to 12th Feb	Soellal (Lunar New Year's day)
Singapore, Mauritius, Philippines, Malaysia	10th Feb	Chinese New Year
Singapore	11th feb	Chinese New Year
Brazil	12th Feb	Carnival
Malayasia	12th Feb	Chinese New Year (2 nd Day)
Qatar	13th Feb	Qatar National Sports Day
Brazil	13th Feb	Carnival
Lebanon	14th Feb	Rafik Hariri Memorial Day
Uganda	16th Feb	Janan Luwum Day
Canada	19th Feb	Family Day
Malayasia	20th Feb	Declaration of Malacca as a Historical City
Srilanka	23rd Feb	Nawam Full moon Poya Day
Taiwan	28th Feb	228 Peace Memorial Day

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