



The Chartered
Institute of Logistics
and Transport

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CILT Buzz

THE CHARTERED INSTITUTE OF LOGISTICS AND TRANSPORT SINGAPORE



FESTIVE LOGISTICS AND TRANSPORT

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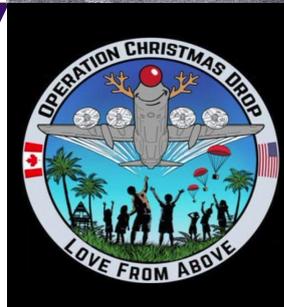
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CHAIRMAN'S MESSAGE

Dear Colleagues,

We are already into February with still no respite from the TWO Wars in Ukraine and Mid-East. There are real risks that the Hamas-Israeli war could escalate into wider conflicts with Iran sponsored rebels and proxies in Yemen, Lebanon, Syria and Iraq. A new Suez Canal Crisis could threaten the World Economy. Existing Shipping and Supply Chain disruptions in the Mid-East could get worse, exacerbating the Spike in Ocean and Air Freight rates. JIT Value and Supply Chain models may need reorientation to JIC models to avoid massive disruptions.

International tensions between USA and China appear to be easing. Hopefully, the traditional “hot spots” in Asia i.e. Taiwan, Philippines-China (South China Sea), China-India, China-Japan, Pakistan-India and North Korea remain peaceful as this will further sustain Intra-Asia and Intra-ASEAN Trade Growth.

Internally, we can be hopeful that the 2023 positive TRANSPORT Sector developments (i.e. Stabilising COE Premiums, Upgrading to Next Gen ERP 2.0 system, Consolidations of Taxi and Ride Hailing sector, Upgrading of Changi Airport Terminal 2 and near Recovery of pre-pandemic Pax Traffic, Upgrading and Expansion of TUAS Port and MPA’s Digital GREEN Shipping Corridors, Consolidation of LTA’s ITH (Integrated Transport Hubs), will further improve the Integration and Sustainability of our growing GREEN URBAN LOGISTICS Ecosystem.

The recent signing of the MOU on the Johor-Singapore Special Economic Zone (JSSEZ) between Singapore’s Ministry of Trade & Industry and Malaysia’s Ministry of Economy augurs well for future Economic Growth and

Cross-Border Connectivity, with beneficial effects on Supply Chain and Logistics for both countries.



E-COMMERCE TRADE — Digital Trade is progressing fast; it is estimated to be 25% of Global Trade and valued at almost S\$7 trillion. Out of WTO’s (World Trade Organisation) 164 members, 90 members - which constitute over 90% of Global Trade - have committed to the WTO JSI (Joint Statement Initiative) on E-COMMERCE. The NEW Digital Trade Rules, to be completed by end-2024, will promote rapid growth in Digital Trade, further benefitting Businesses, Consumers and Governments. Singapore, Japan and Australia are co-convenors of WTO’s proposed JSI, thus reaffirming the credibility of the Rules-based Multilateral Trading system. Singapore and ASEAN would benefit from the ensuing Digital FTAs and strengthen the Intra-ASEAN and Intra-Asia Supply Chains.

MARITIME / SHIPPING

LNG VESSEL MARKS MILESTONE FOR SINGAPORE VESSEL — Amid the move to reduce carbon emissions, a VLCC partially powered by LNG was launched. It marks the [100 million gross tonnage milestone](#) for the Singapore Registry of Ships (SRS).



ELECTRIC HARBOUR CRAFT — MPA has selected 3 proposals to Develop, Operate and Maintain Electric Harbour Craft Charging points within the City. SP Mobility & Pyxis Energy & Pyxis Maritime; Seatrium O&G (International and Malaysia’s Yinson Electric were the companies shortlisted and will participate in preliminary trials.

LAND

JB-SINGAPORE RTS LINK — Almost two-third of the 4km MRT RTS Infrastructure Works have been completed and full completions slated for end-2026. The proposed Rail Shuttle service between Woodlands and Bukit Chagar (JB) will be able to Ease Congestion and transport 10,000 people per hour in EACH direction, thereby absorbing about 35% of the PAX Traffic at the Causeway. CIQ facilities of BOTH Singapore and Malaysia will be co-located at Woodlands North and Bukit Chagar stations; PAX need Immigration clearance only at Point of Departure.



LAND TRANSPORT — LTA has been reviewing the Structure and Rules relating to the POINT-TO-POINT (P2P) Transport sector involving mainly the Taxi and Ride-Hailing Service Industry. The objective is to improve the Availability of such P2P services throughout the day and to ensure that Service Providers are able to offer services with MINIMAL disruptions, as well provide services to meet the needs of different Commuter Groups, including Families with Young children and Wheelchair Passengers. There

are TWICE as many PRIVATE HIRE-CAR (PHC) Drivers as active as Taxi Drivers. PHCs account for almost two-third of Daily P2P Trips. More and more trips are being made by P2P Transport. The popularity of securing a Taxi by STREET-HAILING is waning. The regulatory review will also consider the diverse Needs of BOTH Commuters and Drivers.

AIR

AIRPORT — Changi Airport’s Terminal 2 recently announced a New 5,120 sq m Fully Automated EARLY BAGGAGE STORAGE (EBS) FACILITY, which is capable of Storing 2,400 Bags. The T2 facility is about Double that of the T1 and T4 EBS Facilities. Sixteen Airlines offer EARLY Check-In at JEWEL. A similar system, with Automated Cranes, is also available at Terminal 1. The Early Baggage Storage (EBS) facilities at Terminals 3 & 4 use a lane-based automated system instead of the crane system. In 2023, about 5.6 million bags were Checked-In EARLY, while Changi Airport handled 28 million pieces of luggage across ALL the 4 Terminals.



Changi Airport has also announced a tender for a NEW 3-4 STAR HOTEL at Terminal 2 to cater for increased tourist inflows. The 220-room hotel, the 3rd at the Airport, will be built above the coach stand at T2 and is expected to be operational by 2027.

Karmjit Singh
Chairman

SPECIAL REPORT

RED SEA ATTACKS CRISIS

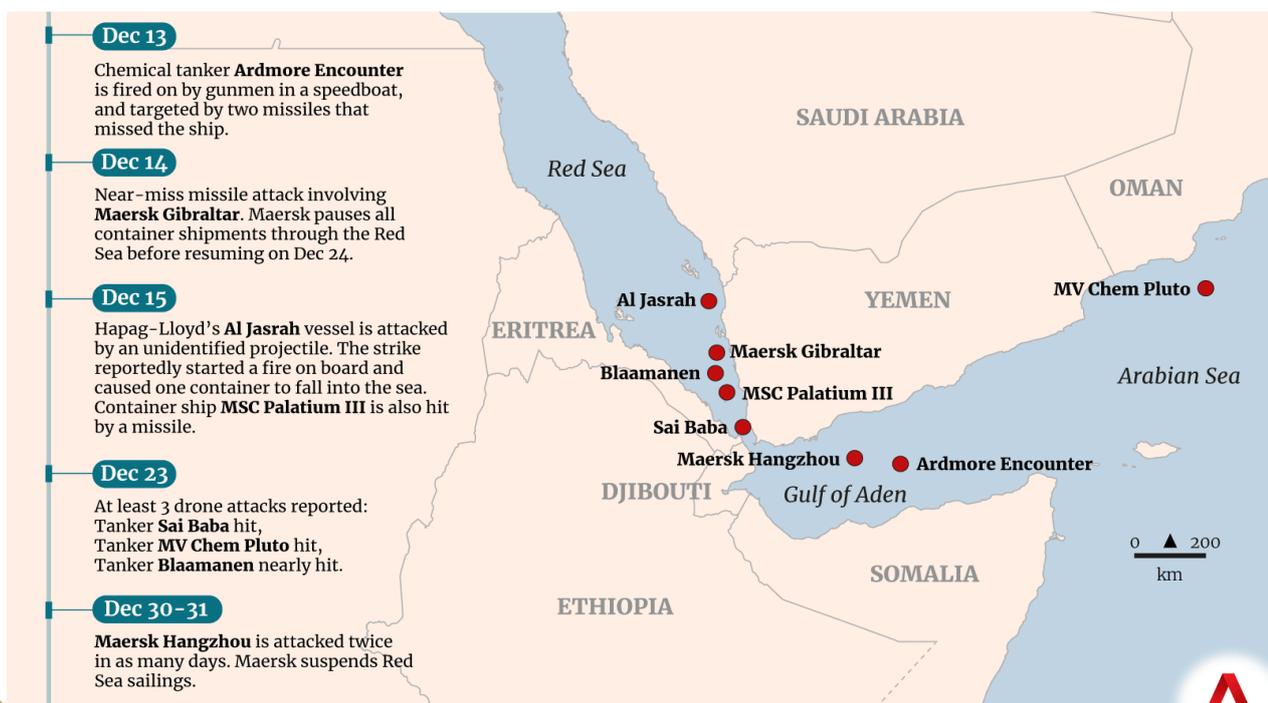
An intensifying situation in one of the world's busiest trade lanes is stirring up the biggest upheaval to global commerce since the pandemic.



A Houthi military helicopter flies over the Galaxy Leader cargo ship in the Red Sea in this photo released on Nov 20, 2023 (Photo: Houthi Military Media/Handout via Reuters)

Attacks on ships in the Red Sea

Since Nov 19, there have been more than 20 attacks on merchant ships by Houthi militants in the Red Sea. Here are some of the major attacks:





A Houthi fighter stands on the Galaxy Leader cargo ship in the Red Sea.

What's happening in the Red Sea?

Since Nov 19, there have been more than 20 attacks on commercial vessels in the southern Red Sea and the Bab al-Mandab Strait off Yemen.

This is the work of the Houthis - a militant group that controls much of Yemen - who say they are responding to [Israel's bombardment of Gaza](#) by targeting ships linked to Israel or heading into Israeli ports.

However, ships with no direct connection to Israel have also been affected.

In response, a United States-led multinational naval force – dubbed [Operation Prosperity Guardian](#) – has been set up to secure the vital seaway and intercept Houthi strikes.

What's the immediate impact?

Already, freight rates - or the cost charged by liners to move goods in a shipping container - between Europe and Asia have shot up. A “war risk” surcharge, ranging from US\$500 to US\$800, has also kicked in. As the impact from the re-routing of ships deepens, these costs are expected to go up further. Meanwhile, late shipments are a certainty.



SOURCE

[Channel News Asia](#)



CILT AUSTRALIA WEBINAR 7 FEBRUARY 2024

Towards fuel-efficient ships – Driving change in the maritime transport sector (Online)



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CILT AFRICA FORUM 2024 2-12 APRIL 2024

The Chartered Institute of Logistics and Transport (CILT) AFRICA Forum is a major continental event providing a platform for governments, corporate organizations, individuals, students and other stakeholders of the transport and logistics industry to share, learn and promote professional and business interests.

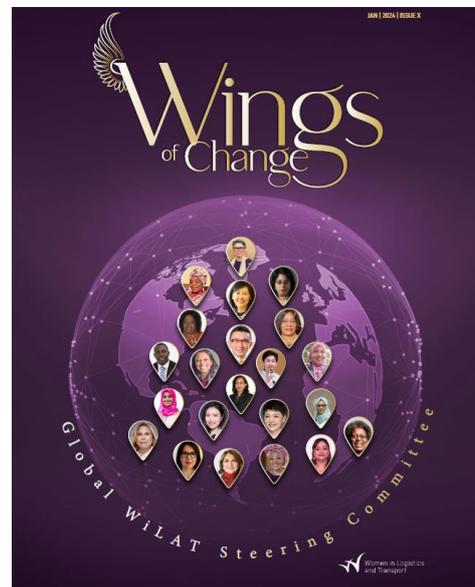
Theme

“Unlocking Africa’s wealth through logistics and transport”

[FIND OUT MORE >](#)

WiLAT NEWSLETTER

Read the Jan 2024 issue of Wings on Change:



Women in Logistics and Transport

For information on joining WiLAT, please contact WiLAT Singapore Chairperson Kelly Lee at WiLAT.SG@cilt.org.sg

CILT SINGAPORE'S ESG STRATEGY



for CILT

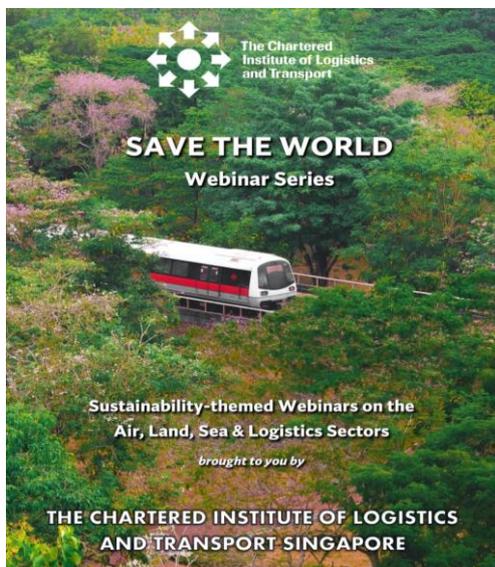
Our **primary objectives** are to support our members in continuous professional development to future-proof their careers, as well as to work in close collaboration with the public and private sectors, Government agencies and the academia to develop opportunities and synergy for industry transformation and growth, underpinned by strategic thrusts in digitalisation and sustainability.



- **Responsible sourcing & green procurement**
 - Adopt life-cycle financial approach.
 - Incorporate ESG requirement into sourcing, procurement and evaluation & review existing ones (at contract renewal milestone).
- **Green workplace practices**
 - Procure sustainable & efficient products & services across life cycle at workplace.
 - Reduce use of paper, plastics & one-time use products.
 - Reduce energy & water consumption.
- **Leadership**
 - Trained board and management team on ESG.
 - Conduct sustainability events annually.
 - Lead ESG efforts.
- **Compliance & risk management**
 - Implement ESG SOP.
 - Conduct internal ESG audit.
 - Leverage technology to govern & enable ESG.
- **Stewardship & accountability**
 - Establish ESG strategy, structure, workplan & KPIs.
 - Appoint Chief Sustainability Officer.
 - Include ESG module or content in company onboarding programme.
 - Measure & track carbon footprint.

- **Health, wellbeing & safety**
 - Safe workplace.
 - Monthly bonding/engagement event.
 - WFH arrangement.
- **Diversity & inclusivity**
 - Management team diversity.
 - Incorporate diversity content into courses.
 - Celebrate holidays of all cultures & religions.
- **CSR**
 - Adopt a food charity event or organization.
 - Organize 1 CSR activity annually.
 - Visit a food sustainability company annually to learn.

SUSTAINABILITY RESOURCES



Click on image to download CILTS 'Save the World' Sustainability Webinars e-Book



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How to Maximise Supply Chain & Logistics Efficiency

The Chinese New Year, also known as the Lunar New Year or Spring Festival, is one of the most important holiday periods in China. For shippers and businesses, it presents specific logistical challenges. Production slows down, operations are limited, schedules get disrupted, and transportation gets delayed, thus leading to significant supply chain disruptions.

What is the impact of CNY 2024 on my shipping business?

As a primary trade centre, especially for ocean freight shipping, slowdowns in China affect the global supply chain. During the Chinese New Year celebrations, almost all factories and manufacturers in China halt their processes, ports limit their operations, and workers are unavailable – thus disrupting the entire supply chain and logistical operations. This means:

- **Factory closures lead to disrupted supply**
Many manufacturing facilities, particularly in China and other East Asian countries, shut down for an extended period, typically around two to four weeks. This pause in production disturbs the supply of goods and freight to global markets.
- **Decreased workforce and halted operations**
A significant portion of the workforce in the country takes time off during the Lunar New Year to celebrate with their families. They don't return to work until 1-2 weeks after the new year. This leads to reduced staffing levels and potential labour shortages at ports.

- **Increased shipping demand before the holiday week**
In the lead-up to the Chinese New Year, businesses pull forward their shipping needs, which creates capacity crunches. There' s a surge in shipping demand, particularly exports. This leads to unavailability of containers, transportation delays, and increased shipping costs.
- **Peak season means high congestion at ports**
Due to peak season, port congestion is expected. Road, rail, and air transportation networks experience significant delays due to increased traffic and holiday-related workforce shortages. This affects the movement of goods to and from factories, distribution centres, and ports.
- **Higher shipping costs and processing time**
Increased demand and low supply lead to inflated rates. During the Lunar New Year, this means exorbitant freight rates and additional peak season surcharges. As freight volume is high, it also leads to higher time for documentation and customs clearance processes.
- **Shortage of containers and vessels for exports**
A shortage of empty containers continues to be a key source of disruption during the Chinese New Year – caused by a ripple effect of factors, starting with rising global demand and operational challenges.

Prepare your supply chain for Chinese New Year 2024 closures

Here is how you can prepare your business during peak seasons while keeping your supply chain agile:

1. **Evaluate your logistics partners for reliability and resources**
Assess your logistics partners' experience, reliability, and track record in handling shipments during the Lunar New Year. Choose carriers with a history of successfully delivering freight in peak seasons and holidays with the highest efficiency and transparency. Check that your logistics service provider has the resources to handle the CNY 2024 demands and emergencies.
2. **Plan ahead and communicate your needs clearly**
Keep the dates for the 2024 Chinese New Year in mind when planning your shipments. Talk with your logistics partners to understand their services, any potential causes for disruptions, and plan of action in case of delays. Ensure everyone is on the same page regarding your shipping needs, expected timelines, and freight charges.
3. **Pre-book containers or vessel space**
Gauge your shipping requirements and secure vessel/container space with your carrier at reasonable freight rates well in advance. With high demand for transportation services around the holiday season, booking vessel space early can ensure your cargo gets prioritized.
4. **Leverage data for effective inventory management**
Analyse past customer behaviours and historical order patterns during the Lunar New Year

season. It can guide your inventory planning, helping you anticipate demand and ensure you have extra inventory to cater to your customers in case of shipping delays.

- **Opt for smaller, multiple shipments instead of a full container load**

When dealing with a substantial volume of goods around peak season, distribute your bigger shipment into multiple [less-than-container loads \(LCLs\)](#), each package with its separate bill of lading (BoL). This way, you can reduce the risk of shipping delays, as any delays affecting one container or carrier will not impact the entire shipment.

Tips to prevent shipping delays during CNY 2024

In preparation for CNY, delays in shipping are a major concern. But, with the right strategies, you can minimise disruptions and ensure a smooth flow of goods. Here are a few tips to maintain a reliable and efficient supply chain during the Chinese New Year 2024:

1. **Consider shipping through various types of containers**

While 20ft containers are frequently used for shipping, it is also one of the lesser-available containers during peak seasons. So, diversify your freight by using different container types. You can choose 40ft standard, high cubes, or even side-door containers whenever feasible. These alternatives may provide cost-saving opportunities due to potentially lower rates.

2. **Diversify your modes of shipping**

Instead of shipping only via sea, consider multiple transportation modes for freight – like air, sea, and land transport – and consider alternatives. This flexibility allows you to switch shipping modes, if one way faces unexpected delays during the peak season in Lunar New Year 2024.

3. **Choose ports with lower congestion and faster TATs**

During peak season in CNY 2024, avoid shipping from the bigger ports (like Shanghai or Shenzhen), as they may have higher congestion and longer turnaround times. Discuss alternate routes with your logistics provider and ship from lesser-frequented ports (like Lianyungang or Xiamen), even if it requires slightly longer transit times.

4. **Manage your employees' holiday schedules**

If your operations involve regions celebrating the Lunar New Year, consider the availability of your workforce. Some employees may take time off, impacting the production and supply chain of your business. So, account for the holidays in advance, move faster, and stay on top of your shipping game.

5. **Maintain a contingency Chinese New Year shipping budget**

Due to shipping delays, operational costs may add up quickly, like demurrage and detention. Also, cargo damage or container loss is frequent during peak seasons. So, always allocate some extra budgets as emergency funds during these times. This can help you address unforeseen issues without significantly impacting your operations or profitability.

SOURCE

[Maersk](#)

JB-SINGAPORE RTS LINK

New link will ease festive traffic congestion

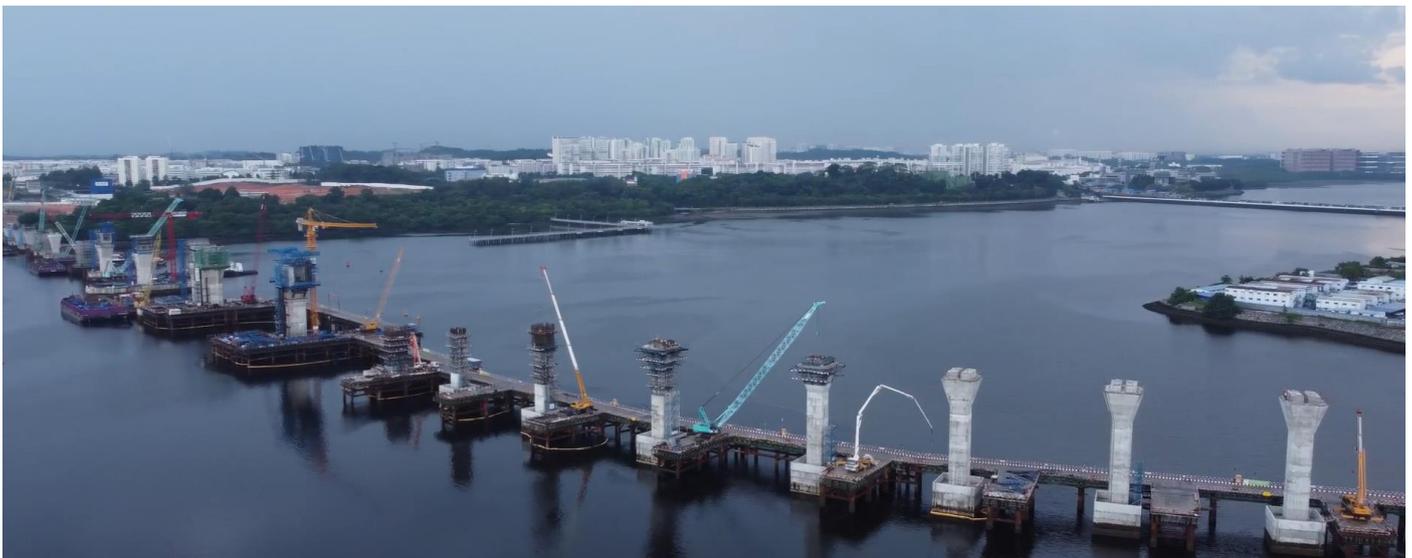


The current Johor–Singapore Causeway is a 1km causeway consisting of a combined railway and motorway bridge that links Singapore to Johor Bahru in Malaysia. It is one of the world’s busiest border crossings, handling 360,000 travellers and 100,000 vehicles daily.

To alleviate the massive traffic congestion, especially during festive seasons, the Johor Bahru–Singapore Rapid Transit System (RTS) Link will run in a north-south direction connecting Bukit Chagar station on the Malaysian side and Woodlands North station on the Singaporean side. Passenger operation is expected to commence by January 2027 and is projected to reduce traffic on the Causeway by at least 35%, with an estimated 10,000 passengers per hour in each direction.

The RTS Link is a light rail stretching 4km. The project is estimated to cost S\$2.9 billion. Touted as a game changer by both the Singapore and Malaysia governments, the rail shuttle service is expected to ease traffic congestion on the Causeway, an issue that has frustrated hundreds of thousands of daily commuters and day-trippers for years.

The project, first announced in 2010, faced multiple delays before the first soil was turned in 2020. At the 10th Singapore-Malaysia Leaders' Retreat at the Istana in October, both Singapore Prime Minister Lee Hsien Loong and Malaysia Prime Minister Anwar Ibrahim expressed confidence that the project is on track for completion by the end of 2026. **A ceremony will be held in early 2024 to mark an important milestone - the completion of the drop-in span that will connect the RTS Link's viaduct across the Strait of Johor.**



A railway viaduct is taking shape across the Strait of Johor. A trestle bridge has also been erected.

The RTS route

The four-carriage RTS Link train will travel between the underground Woodlands North station in Singapore and the above-ground terminus at Bukit Chagar, which is next to the JB checkpoint. Travelling at about 80kmh, it will complete the journey in just six minutes. Train frequency is expected to be 3.6 minutes during peak hours. On the Singapore side, passengers will be able to transfer from the RTS Link to the Thomson-East Coast Line (TEL) via an underground link, without needing to exit the station.

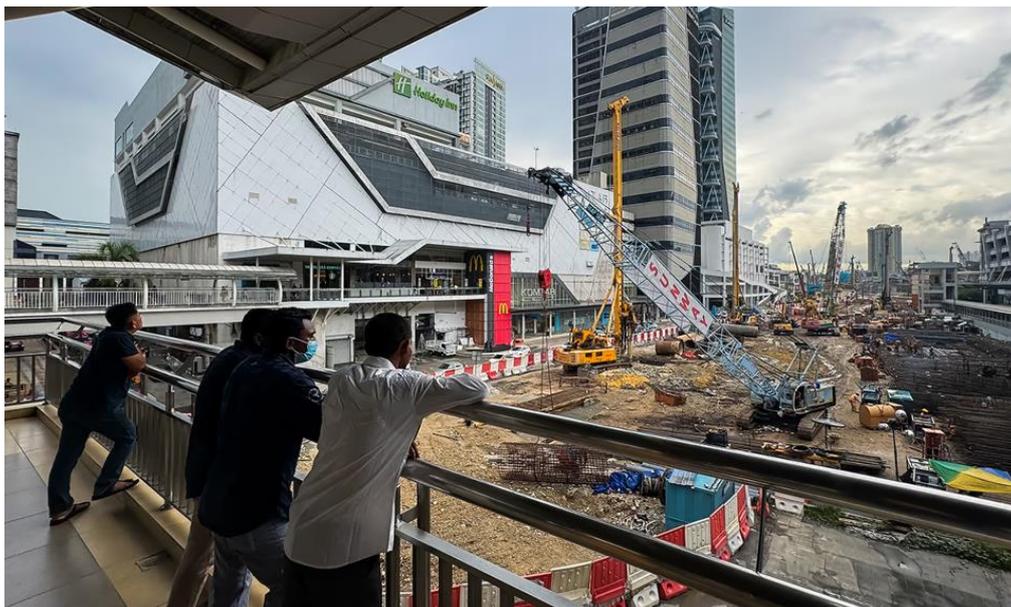


To expedite arrivals, a single-point clearance immigration system has been proposed. According to Singapore’s Land Transport Authority, there will be joint Customs, Immigration and Quarantine facilities at both RTS stations. Passengers will need to clear both Singapore and Malaysia immigrations only at the point of departure.



Artist’s impression of the RTS Link Woodlands North station.

Artist’s impression of the RTS Link Bukit Chagar station.

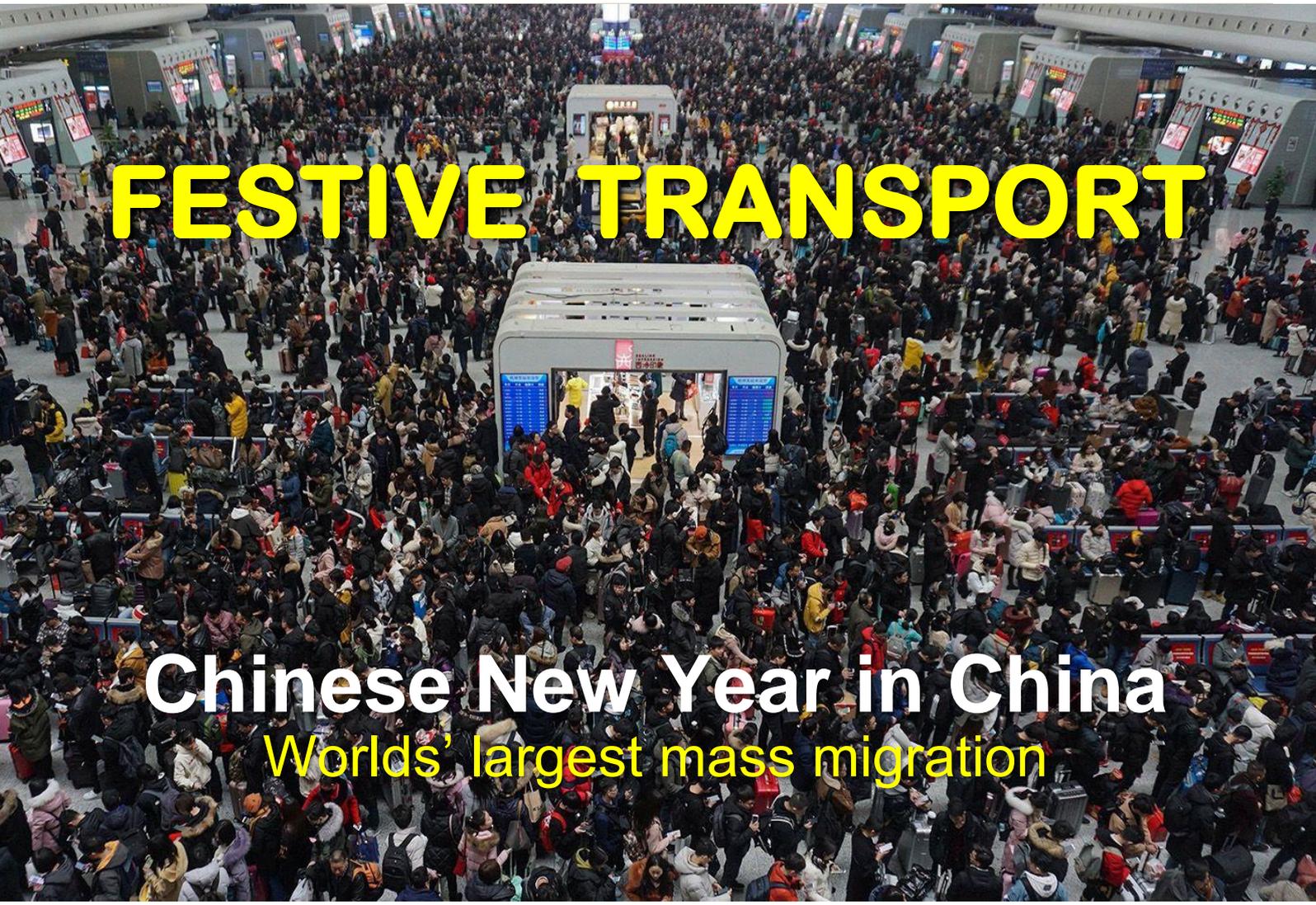


People observing the ongoing construction of the RTS Link terminus, which is next to the JB checkpoint.

Feeling confident about the RTS Link construction progress, many Malaysians working in Singapore, as well as Singaporeans looking for investment or holiday homes, are buying high-rise residences within a short walk or drive away from the light rail station in Bukit Chagar.

SOURCE [The Straits Times](#)

MORE NEWS: [Woodlands Checkpoint to be expanded to 5 times present size](#)



FESTIVE TRANSPORT

Chinese New Year in China World's largest mass migration

CHINA on January 26 kicked off its busiest annual period of mass migration with a record **NINE BILLION DOMESTIC TRIPS** expected to be made during a 40-day travel rush around the Lunar New Year holidays, state media predicted.

That would be nearly double the 4.7 billion trips made during the so-called Spring Festival travel rush in 2023 when ultra-strict Covid-19 restrictions were abolished.

Millions of people will travel back to their home towns to reunite with families for the Lunar New Year, which falls on Feb 10 this year, in the world's largest mass migration each year.

About 80 per cent of the nine billion trips will be self-driving road trips, also a record, with the rest by rail, air, and water, Chinese state television CCTV reported.

Nearly 11 million train trips, the main mode of transportation in China, are expected on Friday. A total of 480 million trips will be made nationwide during the 40-day period, a 38 per cent jump from 2023 and up 17 per cent from 2019 before the pandemic.

Both railway travel and air travel skyrocketed on the first day of this year's rush. Passengers struggled to get train tickets, even though China is home to the world's largest high-speed network.



Millions of people will travel back to their home towns to reunite with families for the Lunar New Year, which falls on Feb 10 this year, in the world's largest mass migration each year.

Air passenger trips are estimated to reach two million on Friday, CCTV reported. During this year's travel rush, the number of trips made by air are expected to surge to 80 million, per China's aviation regulator, up 9.8 per cent from 2019.

Airports in China's biggest cities Beijing and Shanghai will brace for heavy crowds.

Shanghai's two airports Pudong and Hongqiao expect passenger traffic to surge 57.6 per cent on year in the 40-day period while Beijing's airports will see a more than 60 per cent jump.

Overseas travel will also rise during the travel peak.

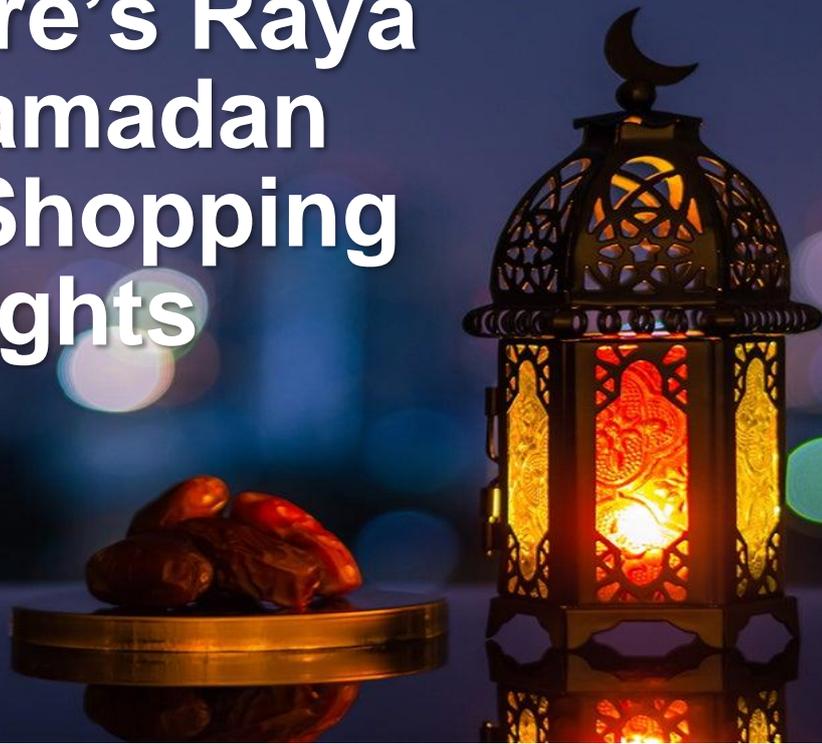
China's aviation authorities have arranged more than 2,500 additional international flights to Asian destinations including South-east Asia, Japan, and South Korea.

Additional railway and flights are also arranged for popular domestic tourism cities including Harbin in northeast China and Sanya, a popular tropical destination in the south.

SOURCE

[The Business Times](#)

Singapore's Raya and Ramadan Online Shopping Insights



This report (published in 2020 in the midst of the Covid-19 pandemic and updated in 2023) explores eCommerce insights for [Indonesia](#), [Malaysia](#), and Singapore, as well as looking into how to overcome logistics issues associated with last-mile during Ramadan in countries like Singapore.

The Ramadan month is a sacred time for Muslims. During this period, Muslims adjust their schedules to include more time for prayers, fasting and doing charitable deeds. Additionally, many Singaporean Muslims start preparing their homes and families for the upcoming Hari Raya Aidilfitri celebrations by shopping for a variety of goods, such as food, new clothes, and gifts for their relatives.

With a mature digital infrastructure and a tech-savvy population, it comes as no surprise that Singapore's eCommerce economy has been thriving and is expected to expand by 48% to \$9.98b (US\$7.4b) by 2022. In 2017, a Visa study found that 78 per cent of Singaporeans shop online at least once a month -- in part fueled by an impressive GDP per capita of USD 63,990, the highest among Southeast Asian countries.

14% of Singapore's citizen population are Muslims, which translates to roughly 600,000 people. Thus, there exists a sizable market for eCommerce retailers to tap into this consumer segment in the country.

In 2018, it was reported that there was a surge in online retail sales and traffic which began 10 days into Ramadan, and lasted through the 10 days before Hari Raya Aidilfitri. While sales cooled off during the week before Hari Raya Aidilfitri, there was a reinvigorated interest and activity in the one to two weeks following that. Hari Raya is one of the major online shopping events in Singapore.

In addition, during Ramadan, Criteo has reported higher surges and lower declines in mobile web sales. Hence, if you're a brand or retailer, it would help to optimise your mobile presence, such as through easy-to-navigate pages and a seamless checkout experience. To find out Singapore's other top shopping periods, check out our recently updated [Singapore eCommerce guide](#).

Regardless of COVID's influence, popular eCommerce platforms in Southeast Asia like Lazada tend to ramp up their promotions on special occasions such as Ramadan, it would be good to find out what sort of products consumers are looking for. This is so that you can make the most out of these promotions and cater to the demand of consumers.

Now that we know the key facts and figures about the Singaporean eCommerce market, let's find out which products are expected to be in high demand this Ramadan.

Online Shopping for Traditional Clothes

During Hari Raya, Muslim families customarily visit homes with **new clothes**.



Some Muslim families enjoy **colour coordinating** the clothes that they wear.

In the weeks leading up to Hari Raya, there is a **67% increase** in online retail sales led by the fashion market.



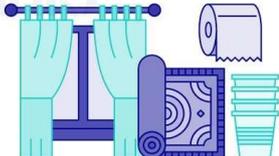
The hijab is an example of a **one-size-fits-all item** that is great for online shopping.

Purchase of Household Items Rise in Popularity on eCommerce Platforms



During Hari Raya, households would be decorated lavishly and stocked with food to **welcome guests**.

The 2nd best performing category during Ramadan is **Home & Living**.



Some examples are **tissue paper, paper cups, curtains and rugs**.

During the celebrations of Hari Raya Aidilfitri, households would be decorated lavishly and stocked with an abundance of food and snacks to welcome their guests. For many Malays in Singapore, the first week of Hari Raya is typically focused on visiting family elders, with later weeks for hosting their own open houses.

According to Criteo, the second-best performing category during Ramadan is Home & Living -- which includes things such as household supplies and furniture. Closer to Hari Raya, demand for express shipping options increases with more last-minute purchases of these items.

Typically, in Singapore, Muslim families tend to buy household supplies or new furniture to decorate their house for Hari Raya Aidilfitri. Green is a popular colour for these products, signifying peace and tranquillity.

With the proliferation of eCommerce platforms, Singaporeans are increasingly purchasing these items online. The [COVID-19 outbreak in Singapore](#) also contributes to increased online purchases.

Reaching your Singaporean Consumers through eCommerce and Cross-Border Shipping

The Ramadan period is a good time to try different promotion and discount strategies to earn more sales for your eCommerce or omni-channel store. Even though there are several product verticals you can enter to tap on Ramadan sales ranging from fashion to toys, it would be good for you to constantly be updated with the latest trends in the market regardless of the vertical.

Delivery is still an important part of the eCommerce experience. If you're selling your products cross-border to Singapore, it'll be helpful to find a shipping partner with customs expertise and local experience to help you with keeping your eCommerce shipments on time and on target for your Singaporean customers.

Popular eCommerce platforms and experienced logistics service providers who are well-acquainted with Singapore's shipping rules and regulations can also simplify much of your cross-border shipping process, making it much easier for you to start expanding your business in the country. You'll also want to look out for and make plans to deal with upcoming challenges to eCommerce logistics and last-mile challenges in Singapore, which you can check out in our recent [article](#).

As a whole, if you're looking to better understand the consumer trends behind the Ramadan market, it'll be good to look at what young consumers and influencers are talking about on social media. By also looking at what other fashion, home and living, or toys brands who have succeeded in this market have done, you might find it easier to gain your potential customers' support by replicating similar methods.



Diwali's Impact on Supply Chain

What is Diwali?

Diwali, also known as Deepavali, is a Hindu festival of lights that celebrates the triumph of good over evil. It is one of the most important holidays in India and for Hindus around the world. Diwali is often compared to the Chinese New Year and Thanksgiving, as it is a time for families and friends to come together and celebrate.

Upcoming Diwali Celebration Dates

2024 October 29 – November 3

2025 October 18 – 23

How does Diwali impact supply chain?

Diwali is one of the most important holidays in the Indian economy, boosting consumer spending on new clothes, gifts, home decorations, food, and beverages. As the most celebrated holiday in the community, Diwali also leads to increased consumer spending in preparation for the festivities. However, businesses typically close for several days during the holiday, resulting in manufacturing delays and inventory shortages, which significantly impact the Indian supply chain.

- **Production shutdowns:** Many businesses in India shut down for several days during Diwali, leading to manufacturing delays and shortages of inventory. Businesses may also rush to produce goods before the holiday, which can lead to quality issues.
- **Labor shortages:** Workers in India often take time off during Diwali to celebrate with their families, leading to labour shortages in manufacturing and other industries. This can also delay manufacturing and reduce capacity.
- **Skeletal Workforce in Logistics Operations** – Staffing shortages at customs, airports, seaports, and trucking companies during Diwali can slow down the processing of goods and deliveries.
- **Congestion and delays:** There is increased demand for transportation services before Diwali, as businesses try to meet shipment deadlines. This can lead to congestion and delays at ports and terminals. The port terminals will also be understaffed due to the celebration.
- **Shipping Line** – As manufacturing slows down, shipping lines may increase blank sailings during the period to balance the supply and demand. This can cause delays and disruption of shipping schedules.
- **Higher Freight Costs:** The high demand and low capacity during Diwali drive up freight costs.

How to Mitigate the Impact of Diwali on the Supply Chain?

Here are some of the ways you can mitigate the impact of Diwali on your supply chain:

- **Plan ahead on Production:** Forecast demand for your products and services during Diwali and adjust your production plans accordingly. Consider increasing inventory levels or stockpiling goods in advance.
- **Diversify your supply chain:** Source from multiple suppliers and reduce reliance on any one supplier. This will minimize the impact of disruptions at any one supplier.
- **Communicate potential delays:** Communicate with your suppliers and customers about potential delays during the Diwali holiday period. This will manage expectations and avoid disruptions to business operations.
- **Plan ahead on logistics:** Book your shipments weeks ahead of Diwali to save on costs and ensure that you have the space you need to ship your goods. Consider working with a trusted freight forwarder to help you plan your logistics.

The key to mitigating the impact of Diwali on the supply chain is to plan ahead and communicate effectively with your suppliers and customers. It is also important to have a trusted logistics partner to help you in overcoming this Diwali season.

SOURCE

[Dimerco](#)



Logistics Planning in the Festive Season

Companies are now more than ever having to adapt the way they manage their supply chain in order to meet consumer demand during peak periods. The development of the online market over the last 10 years has brought with it many challenges for logistics infrastructure. Consumers are demanding goods and services at their complete convenience. The importance of efficiency in logistics operations is enhanced over the festive period, especially days such as Black Friday in the run-up to Christmas.

Due to the continuing surge in online demand, major parcel provider Yodel (*a delivery service company based in Liverpool, England*) had to suspend collections of parcels from distribution centres for two days. The volumes on Cyber Monday and Black Friday far exceeded analysts' forecasts. Huge shifts in volume demand away from high street retail to e-commerce channels (home delivery and click and collect) have left existing logistics infrastructures struggling to cope.

There are a number of reasons for this, one being a lack of qualified drivers at the industry's disposal. This problem is accentuated during periods of increased demand and therefore output suffers. Many argue this shortage is due to low pay and long hours, making it an undesirable profession. Others argue it is just due to

demographic changes in the economy. The bottom line, however is that no trailer or container moves without a truck driver and so the industry must look for a way to increase the number of drivers available.

As well as delivering goods, another key area to consider is processing the orders. Major online retailer The Hut Group has pre-let a 690k sq ft warehouse in Warrington on a 15-year lease. This is a good example of a company planning ahead to ensure they have suitable logistics infrastructure in place for future demand. The ability to process orders efficiently for a very varied product range and volume profile is paramount in e-commerce at Christmas.

The solution to the seasonal problems may seem elusive as year after year they seem to occur. The supply chain must communicate more effectively and efficiently in order to allow for a smoother process, whether this means implementing better communication systems, or simply getting better staff in key operational roles.

Five examples of how you can better plan for Christmas peak are as follows:

1. Employ staff on a flexible annualised hours basis, this way the ‘fixed element’ of your labour force can be utilised when you need them i.e. in line with sales demand.
2. When renewing your vehicle fleet consider overlapping the take on of new vehicles with disposal of old fleet during peak. This way you have more vehicles for the short period when you need them.
3. Consider in advance simulating your peak transport requirements in a route scheduling software package. This can help you to plan what extra driver and vehicle resources you would need.
4. If you have returnable packaging make sure you have enough units in reserve to cope with the peak throughput – management of this can be outsourced.
5. Above all plan early and communicate needs to suppliers. Get your requirements in early as the festive season is the peak for the majority of organisations!

If companies can solve these fundamental problems of early communication and resource planning, then they are likely to experience a much smoother festive period. If customers are able to receive the goods they desire over the festive period, at the right time and in the right quantity then the logistics industry has done its job effectively.

SOURCE [The Supply Chain Consulting Group](#)

Humanitarian Assistance & Disaster Relief (HADR)

HADR OPERATIONS

OPERATION CHRISTMAS DROP



Operation Christmas Drop is the U.S. Department of Defense's longest-running humanitarian airlift operation. The tradition began during the Christmas season in 1952 when a B-29 Superfortress aircrew saw islanders waving at them from the island of Kapingamarangi, 3,500 miles southwest of Hawaii. In the spirit of Christmas, the aircrew dropped a bundle of supplies attached to a parachute to the islanders below, giving the operation its name. Today, air drop operations include more than 50 islands throughout the Pacific.

Operation Christmas Drop is a PACAF event which includes a partnership between the 374th Airlift Wing, Yokota Air Base, Japan; the 36th Wing, Andersen Air Force Base, Guam; 734th Air Mobility Squadron, Andersen AFB of the 515th Air Mobility Operations Wing, Joint Base Pearl Harbor-Hickam, Hawaii; the University of Guam; and the 'Operation Christmas Drop' private organization which leads the fundraising and donations for the operation. Andersen is used as a "base camp" to airlift the donated goods to islanders throughout Micronesia.

Utilizing the Denton Program, which allows private U.S. citizens and organizations to use space available on U.S. military cargo planes to transport humanitarian goods to countries in need, the C-130J Super Hercules crews airdrop food, supplies, educational materials, and toys to islanders throughout the Federated States of

Micronesia, and Republic of Palau. These islands are some of the most remote locations on the globe spanning a distance nearly as broad as the continental US.

Months leading up the drop dates volunteers create donation drop-off boxes and raise money from local businesses and citizens. A week before the drop, volunteer Airmen, Soldiers, Sailors, Marines, civilians, contractors and families assist in picking up and sorting the donations. After the goods are sorted, riggers from Yokota and Andersen volunteers build dozens of boxes to hold the materials, most containing school supplies, clothing, rice, fishing equipment and toys.

Each year, the Christmas drops serve as a proving ground for the techniques used and shared with regional partners in preparation for response to natural disasters all too common across this region.

Air crews are linked to the village via ham radio as they fly overhead and drop supplies. The event provides readiness training to participating aircrew, allowing them to gain experience in conducting airdrops while providing critical supplies to 56 Micronesian islands impacting about 20,000 people; ultimately, it's a profound win for everyone involved.

Low Cost Low Altitude (LCLA) airdrop is incredibly cost-efficient and easy to apply across the global airlift community, utilizing readily available resources and repurposed personnel parachutes to build supply pallets at a fraction of the cost of other airdrop bundles. These pallets are dropped at low altitude to improve drop accuracy.

Demonstrating and executing LCLA drops alongside regional allies is just one example of the USAF actively pursuing and participating in interoperability partner training to increase Humanitarian Assistance/Disaster Relief operational capabilities while ensuring stability in the Indo-Asia Pacific region.

The capabilities employed during OCD are a unique method of delivery suited to the region. Coast Humanitarian Air Drop (CHAD) takes the LCLA capability to the types of environments seen in many places throughout the Pacific. Together, CHAD and LCLA represent a unique Humanitarian Aid/Disaster Response or wartime capability that enables the USAF and allied nations to rapidly respond anywhere in the Indo-Asia Pacific region.

[SOURCE](#)[Anderson Air Force Base](#)



CHRISTMAS LOGISTICS Facts & Figures

Christmas is a magical time of year when people decorate their homes, visit family and friends to exchange gifts, and prepare delicious food as they celebrate the holiday season.

But what about the logistics behind the festive season? Have you ever thought about where Christmas trees come from and how do they get to the UK? What about the number of cards, parcels and presents that are sent every year - how many miles do they travel? And, most importantly, how fast does Santa need to travel to ensure all the gifts are delivered in time?

In the below infographic, we take a look at the facts and figures that make for a merry Christmas.



AROUND THE WORLD

NEARLY 60 MILLION CHRISTMAS TREES

are grown each year in Europe

CANADA IS THE WORLD'S LARGEST EXPORTER OF CHRISTMAS TREES

exporting an average of 1.5 million trees during the holiday season

CHINA PRODUCES 80% OF ALL ARTIFICIAL TREES

in the world and 60% of Christmas decorations and accessories



Christmas Food

EVERY YEAR IN THE UK, WE CONSUME:

- 

300 MILLION
mince pies
- 

10 MILLION
cooked turkeys
- 

205 MILLION
glasses of Champagne
- 

25 MILLION
Christmas puddings
- 

5 MILLION
jars of cranberry sauce
- 

411 MILLION
Brussels sprouts

205 MILLION
slices of Christmas cake and pudding



Santa's Christmas Eve (in numbers)

2,340,000 MPH
- the speed of Santa's sleigh

342,510,000 KM
- distance Santa travels

760,000,000
- children Santa visits

433 MILLION
- stops Santa makes



SOURCE [World Options](#)



Handling Peak Season Rush

Ahead of the holiday rush, the Kenco (*a Tennessee-based third-party logistics service provider*) team polled more than 125 supply chain experts to understand their approach to peak season. Their responses offered a glimpse into how they planned to manage labour procurement, technology investments and business strategies for a less headache-inducing Q4. Here are a few highlights from our annual supply chain survey:

Rethinking Recruitment

Seasonal hires have long been a critical component of peak season, and this year was no different: 61% said they had already begun hiring seasonal staff in late Q3.

But with unemployment remaining at historic lows, supply chain professionals were ramping up their offers to claim a bigger share of the labour pool. Pay was their main approach, with 39% offering sign-on or performance bonuses, and 37% offering a higher-than-average hourly wage. Still, others were thinking long-term. 46% said they would consider seasonal employees for full-time positions after the holidays, offering employees more stability come 2024, and reducing operational disruption following the holiday rush.

Automation can also be a powerful recruitment tool. In the past few years, supply chains have upped the number of robots moving their aisles – sometimes even doubling their investment for Q4 – out of necessity, as COVID-19 significantly reduced the labour pool. As it became safer for more employees to gather in the warehouse, robots continued to manage the more arduous aspects of moving goods from picking to packing. Automated warehouses allow employees to

stay in a single pick area rather than delivering orders to packing, helping to reframe warehouse jobs as less physical ones.

Seeing Beyond

Robots may be driving automation initiatives on the warehouse floor, but robotic process automation can have just as significant an impact on how the warehouse office plans for peak season. 73% of respondents are using AI-driven technologies to track inventory, wary of ever facing another shortage, post-COVID. 32% are using these technologies for process optimization, while the same number leverage AI for maintenance and equipment optimization.

Only one in three are using AI-driven technology for forecasting, but it's an area that shows real promise. Smart forecasting tools can pull in all kinds of intelligence that might fall outside of a warehouse's usual data streams — for example, weather in areas with highest shipping demand, or flu outbreaks in areas with a company's largest warehouses. Drawing from a broad range of data can help warehouses understand whether they'll be understaffed, short on inventory, or delayed in moving goods to buyers' doorsteps — with ample notice to address these roadblocks. While a supply chain expert might be lucky if their normal forecast is 75% accurate, AI-driven forecasting can push accuracy beyond 90%, allowing for better labour and equipment planning.

Flattening the Curve

While much of the work to manage peak season has been going on behind the scenes, retailer influences on consumer behaviour can also help take the burden off warehouses and distribution centres. Shifting sales dates are pushing the norms of peak season planning but, by doing so, shipping demands end up more spread out, rather than having overwhelming peaks in late November.

38% of respondents said either they, or the retailers they sell with, were adding additional sales events to encourage shopping outside Black Friday. Those sales weren't based solely on product pricing, either. Many offers also included shipping discounts, with 36% offering free delivery for slower shipping times and 25% offering other incentives for consumers willing to wait a little longer. Another 34% planned to offer seasonal price-matching on products, giving customers breathing room to buy throughout November and December, rather than concentrating on Black Friday and Cyber Monday deals.

Learning for Next Year

Whether revising recruitment efforts, implementing AI-driven technologies, or influencing consumer buying behaviour, 2023's peak season will have seen supply chain professionals both relying on tried-and-true peak season strategies and testing next-gen solutions. Come January, a wealth of Q4 data will drive conversations about how to fine-tune next year's operations — because the supply chain never stops!

SOURCE

[Supply Chain Brain](#)

A sustainable festive season means transport must change its ways



The shelves and warehouses are emptying almost as fast as they are being restocked in the run-up to the holidays. Supply chains are working hard to remain supplied with toys, clothes, food and everything else associated with the festive season.

This fresh pressure on shipping, road and air transport has resulted in renewed focus on the transport sector's environmental footprint. Transportation is a hard-to-abate industry, not typically known for contributing to a carbon-free world. But new solutions to reach net-zero targets are being created for air, road and sea transport.

Shipping

International shipping is one of the most significant sources of greenhouse gas emissions on the planet. Some 80% of global trade is moved across oceans on cargo vessels that are powered by fossil fuels. This results in some 1,076 million tonnes of CO₂ every year - around 3% of global GHG emissions, according to the European Union. If the industry were a country, it would be the sixth biggest polluter on earth, ahead of Germany.

However, these figures could become even worse if not tackled immediately. Considering the growth rate and the slow attempts to resolve the problem, it is estimated that shipping could account for 10% of global emissions by 2050.

Pressure is on the shipping industry to decarbonise and in 2021, it called for a global carbon tax. The International Chamber of Shipping (ICS) wants a global solution whereby governments tax its carbon emissions, forcing investment into new technology. Under the plan, worldwide carbon pricing would result in a fund that would be used to supply cleaner fuels such as hydrogen and ammonia. A separate initiative has also been launched to develop a [USD 5 billion research and development fund](#) to create zero-emission ships by 2030.

Road Transport

Often dubbed the 'workhorse' of the domestic supply chain, the heavy goods vehicle (HGV) is vital in the distribution of goods to retailers, especially in the export of stock from one country to another. The prevalence of HGVs on the roads creates an unsurprisingly high amount of emissions. In the UK, they account for 18% of greenhouse gas emissions and 13% of nitrogen oxide ones on the roads.

There are ambitious plans to reduce this environmental impact. The British government⁶ has committed to being the first country in the world to phase out new, non-zero emission HGVs under 36 tonnes by 2035 and to make all new HGVs zero emission by 2040.

In 2020, an alliance of truck manufacturers committed to spend up to EUR 100 billion to phase out traditional engines in favour of clean fuel, hydrogen and battery technology.

While electric vehicles are a useful option in cities, hydrogen is a potential solution for long-distance vehicles that require quick refuelling.

Air Transport

The aviation industry has committed to reaching net-zero carbon emissions by 2050 with airlines, airports and manufacturers having signed a declaration in October 2021. Aviation accounts for around 2% of global emissions¹⁰ but the industry admits it will be a challenge to reduce this figure as there is no obvious solution in the near future.

The majority of these reductions will come from the use of sustainable aviation fuel, as well as new technology such as electric and hydrogen-powered aircraft.

Sustainable aviation fuel (SAF) is produced from feedstocks and emits up to 80% less carbon over its lifecycle compared to traditional jet fuel. It is currently more expensive, but is expected to become more cost efficient as technology develops. It has been used in the airline industry since 2008 and just weeks ago, the first commercial passenger plane to fly across the Atlantic only on SAF landed at New York's JFK airport.

Another part of the plan to decarbonise aviation is through the use of new types of aircraft. In collaboration with Airbus, the industry is exploring the use of hydrogen, stating that it expects to start building a hydrogen-powered airliner by 2030 and for one to enter service by 2035. Rolls-Royce, meanwhile, is testing an electric plane. The International Air Transport Association, which has committed to net zero by 2050, has said that the remaining emissions would be eliminated by carbon capture or offsetting.

Growing pressure

The transport sector is under pressure: from retailers who want to see a reduction in their environmental footprints and from a consumer base which now sees [sustainability](#) as one of its main concerns when choosing where to shop. The deadline is one that looms for many sectors - 2050.

In order to meet those demands, action is needed quickly. Emissions from burning fossil fuels will need to be tackled at a time when demands on freight, as well as personal transport, are increasing. Yet whatever those demands and pressures, the prospect of failure presents a far greater threat.

FESTIVE TRANSPORT AROUND THE WORLD



Bus drivers dressed as Santa Claus pose with vehicles decorated like Rudolph the red-nosed reindeer at a garage in Seoul, South Korea.



The Christmas bus in Newcastle, Sydney, Australia goes all out with decorations for the festive season.



A bus covered in electric lights, Rome, Italy.



Passengers on the Moscow Metro Christmas train.



A festive and traditional-looking Christmas tram in motion in Zurich, Switzerland.



Dressed as Santa Claus, driver and councilman Edilson Santos greets child passengers in Santo Andre, Brazil.



A long-distance bus decorated as Santa Claus along with its festively-costumed driver in Jinan, China.



A festive bus stop in Viehle, Germany

SOURCE

[The Guardian](#)

EDUCATION

EVENTS ON CILTS WEBSITE

To keep up with the latest developments and sharing in the Supply Chain, Logistics and Transport industry, check out the [EVENTS](#) section of our website, which includes the following insightful webinars:

- [APPLY GENERATIVE AI FOR NEW COMPETITIVE ADVANTAGES](#)

23 FEB 2024

- [REVOLUTIONIZING VALUE CHAIN VISIBILITY AND COLLABORATION THROUGH CONNECTED PARTNER ECOSYSTEM](#)

7 MAR 2024

WORKPLACE SAFETY & HEALTH

Mandatory Top Executive WSH Programme for CEO or Board Directors of High-Risk Industries

Chief Executives or Board Directors of companies in high-risk industries, including transport and storage, are **required to attend the Top Executive WSH Programme (TEWP) by March 2024.**

This is in line with the SAFE (Safety Accountability, Focus and Empowerment) measures announced by the Ministry of Manpower to strengthen WSH ownership at the company level.

The TEWP focuses corporate leaders' attention on how to meet their WSH responsibilities and develop their company's WSH capabilities. It covers:

- The importance of WSH for businesses;

- CEOs' and Board Members' legal responsibilities for WSH;
- The Approved Code of Practice for Chief Executives and Board of Directors' WSH Duties; and
- WSH policy preparation.

Companies with TEWP certification are eligible to apply for bizSAFE Level 1. The TEWP would eventually replace the existing bizSAFE Level 1 Workshop for CEOs/Top Management.

Both online and in-person training for the TEWP are available. To apply for TEWP, please contact NTUC Learning Hub, SCAL Academy or Absolute Kinetics Consultancy. We encourage companies to sign up early to avoid a last-minute rush.

Click [here](#) for FAQs on the TEWP.

Code of Practice on Chief Executives' and Board of Directors' WSH Duties

Section 48(1) of the WSH Act holds all Company Directors liable in ensuring their workers' safety and health. Under the same section, they are also responsible for proving that they have exercised due diligence to prevent workplace incidents.

To help Company Directors comply with section 48(1) of the WSH Act, this Code of Practice has been developed to provide clarity on their WSH responsibilities and help enhance their WSH ownership. It also lists available resources that can aid Company Directors in their efforts to discharge their duties and uphold WSH standards at their workplaces. For more in-depth induction, Company Directors that require more in-depth induction on their WSH responsibilities may attend the [Top Executive WSH Programme \(TEWP\)](#).

Click [here](#) to download the Code of Practice and its FAQs.

Click [here](#) to watch the video on objectives and principles of the Code of Practice.

KNOWLEDGE CENTRE

CILTS Members have exclusive access to our online Knowledge Centre, a rich repository of more than **1,300 publications and webinars** on **SUPPLY CHAIN, TRANSPORT, MILITARY LOGISTICS AND MANAGEMENT/SELF DEVELOPMENT.**

To access Knowledge Centre, use your CILTS member-registered email address to log in at www.cilt.org.sg/account/knowledge-centre

If you have not set your password yet, click on "Forgot Password". If you need help to log in, please contact secretariat@cilt.org.sg.



This insightful Bain & Company report covers the questions every CEO needs to ask about sustainability. It dwells in-depth into the various **Levers of Change: Technology, Behaviour and Policy.**

PUBLICATIONS

Click on image to read:



Martin Obee, Principal Transport Analyst at Transport for London (TfL), discusses how TfL is revolutionising transport planning and management throughout the UK capital city by utilising AI-based traffic data collection.

Sydney Airport on the Runway to Creating a Digital Twin

Collaboration and digitization lead to self-service FM system as foundation for total simulation.

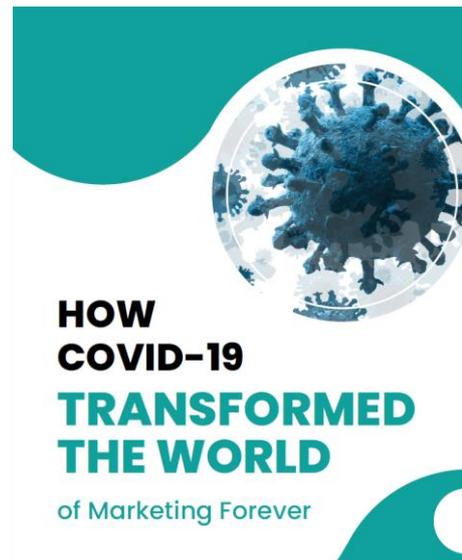


One of the world's oldest airports, Sydney Airport has become one of the most advanced, at least when it comes to maintenance and management. Situated on the southern edge of Sydney, the airport, with its two main runways stretching out into Botany Bay, includes three runways, three terminals, and over 400 buildings. Sydney Airport is creating a live digital simulation of its entire site.



What will warehouse technology of the future look like? While we are in a period of technological change in the warehouse, the transformation we will soon see works within the existing processes rather than replaces them.

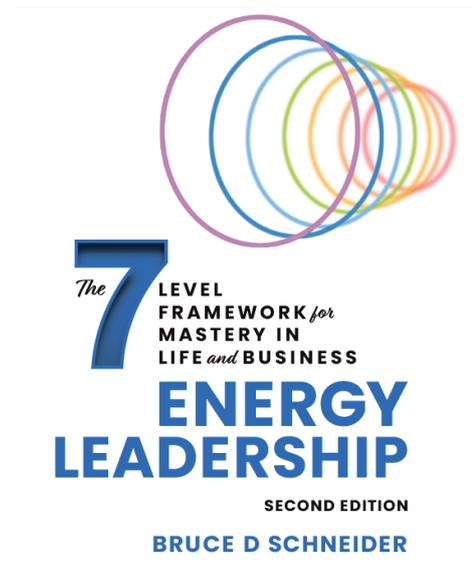
The next major advancement in the warehouse will be a combination of old, new and refactored technologies that will add huge benefits to efficiency, usability and accuracy.



This guide provides an in-depth analysis of how the pandemic impacted the world of marketing and how it will never be the same again. We will explore the various changes that occurred and provide examples to demonstrate the extent of this transformation.



To borrow a phrase, if you're not using the pandemic to secure greater C-level support for a robust supply chain resiliency programme, then you're wasting a good crisis. And your company is missing opportunities to develop resilient supply chains that can enhance customer relations, enable the application of risk insights to new product design, build brand value and generate quantifiable ROI.



In the updated and expanded *Second Edition* of his bestselling book ***Energy Leadership: The 7 Level Framework for Mastery in Life and Business***, Master Certified Coach Bruce D Schneider explains his groundbreaking framework of seven levels of energy which helps people understand, choose, and shift their own energy and the energy of those with whom they interact.

Who We Are

The Chartered Institute of Logistics and Transport Singapore is part of the leading, global professional body for those engaged in supply chain, logistics and transport – covering all sectors of the industry, namely air, land and sea, for both passenger and freight transportation.

Our primary objectives are to support our members in continuous professional development to future-proof their careers, as well as to work in close collaboration with the public and private sectors, Government agencies and the academia to develop opportunities and synergy for industry transformation and growth, underpinned by strategic thrusts in digitalisation and sustainability.

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Wishing Members & CILT Global Community

