

POSTAL NEWS

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April 29, 2009 15:20 PM

1. DHL Adds Boeing 747-400F To Its Asia Air Network

SINGAPORE, April 29 (Bernama) -- DHL, one of the world's leading express and logistics companies, announced today that a Boeing 747-400F has been added to service its vital Singapore-Hong Kong route through Air Hong Kong, a joint venture between Cathay Pacific and DHL.

The 110-tonnes Boeing freighter replaced the current 45-tonnes A300-600F, and would operate between both cities six days a week, more than doubling capacity on the SIN-HKG route, a vital link for Intra-Asia trade, the company said in a statement here.

The addition of the Boeing 747-400F service came on the back of increased air capacity for flights between Hong Kong and Nagoya, Taipei, Seoul and Singapore, it said.

Operated by Air Hong Kong, the flights were increased in the fourth quarter of 2008 to six times per week, up from five times a week, representing a 20 per cent increase in capacity for each of these four cities, the company added.

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2. Bambauer New Head Of Postlogistics Group Unit

29 April 2009 by Franz Groter - © Hellmail.co.uk

The Board of Directors at Swiss Post have appointed Dieter Bambauer as the new Head of the PostLogistics Group unit at a meeting held on 27 April. The 50 year-old will take up his new position on 1st October 2009 while at the same time joining Executive Management. Dieter Bambauer is currently CEO of Schenker Schweiz AG and Hangartner AG, both subsidiaries of Deutsche Bahn.

Born in Germany, Bambauer will take over from Michel Kunz, the new CEO of Swiss Post. Didier Kreienbühl, Head of HR at the Group unit, has acted as interim Head of

PostLogistics since 1 April. Bambauer has always remained loyal to the logistics and forwarding sector during his career. After around ten years of logistics management in a number of European retail and industrial companies he joined the senior management of Kühne und Nagel Management AG in Schindellegi in 1999. His responsibilities included managing the Warehousing/Distribution in Europe business unit. In 2003 Dieter Bambauer moved to Deutsche Bahn AG and took over the management of the DB Cargo division. Since 2005 he has been CEO of the Swiss national company of the global logistics and forwarding group Schenker AG, a subsidiary of Deutsche Bahn AG, and has been CEO of the Schenker subsidiary Hangartner AG, a leading European provider of transport and logistics solutions.

PostLogistics, a Group unit of Swiss Post, is the leading logistics provider in Switzerland. Business customers benefit from a range of services available from a single source and customized advice for shipping parcels, express and courier items, as well as the transport of goods and warehouse logistics. PostLogistics also offers tailor-made services for individual customers or specific customer groups, such as import, customs clearance and local distribution throughout Switzerland, operating a spare parts warehouse, returns handling and night-time delivery. PostLogistics guarantees a nationwide basic service for parcels. With over 5,000 employees PostLogistics generated sales of CHF 1,516 million in 2008.

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3. Giant Postal Box To Travel The UK

29 April 2009 by Sarah Sharpe - © Hellmail.co.uk

A giant 20-foot high post box will make its way across the country in a 12-week campaign aimed at overturning the government's plans to sell off Royal Mail, starting next Tuesday 5th May.

The huge red pillar box will tour the nation's towns, cities and beauty spots along with a giant seven-foot postcard. Starting at John O Groats on 5th May the postal icons will visit the coronation stone of Scone, the Giant's Causeway, Blackpool Tower, York Minster, Mount Snowdon, Stoke's potteries, Cambridge's punts, the oldest post box in London, Guildford Festival and Stone Henge, along with dozens of towns and cities along the way.

Billy Hayes, CWU general secretary, said: "Royal Mail is an iconic British service epitomised by the public's affection for post offices, post boxes and holiday postcards.

"Postal workers are at the heart of communities the length and breadth of the country, ensuring we all receive our mail six days a week. This service is not profitable in rural locations or for the majority of social mail such as cards and letters. But this is a public service and public services are worth more than their balance sheets.

"Privatisation would threaten services, push up costs for customers and could lead to job losses and further post office closures. Royal Mail is worth more to the government in full public ownership than broken up and sold off.

“We have a first-class postal service in the UK with cheaper costs than most of Europe. Privatisation would be a financial and political disaster so let’s keep the post public.”

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4. EU probes new China postal law over trade concerns

Reuters, Wednesday April 29 2009

- * EU analysing if new China postal law breaches trade rules
- * Law favours monopoly China Post, excludes foreign firms
- * EU business lobby, postal industry criticise law (Adds background, details)

By Darren Ennis

BRUSSELS, April 29 (Reuters) - The European Commission said on Wednesday it was investigating whether China broke world trade rules with a new postal law that allows only a state monopoly to deliver domestic letters and documents.

The probe by the European Union executive, which oversees trade policy for the 27-nation bloc, could further damage brittle trade relations between Brussels and Beijing ahead of high-level talks between the trading partners next month.

"We have received details of the new law and are currently analysing it to see if it contravenes the rules of the World Trade Organisation," Lutz Guellner, spokesman for EU Trade Commissioner Catherine Ashton, told Reuters.

The law approved on Friday allows only China Post -- also the industry regulator and pricing authority -- to deliver letters and documents posted within China, cutting out foreign firms such as FedEx Corp, TNT and United Parcel Service Inc.

The EU chamber of commerce in Beijing and the Conference of Asia Pacific Express Carriers (CAPEC), an industry group representing the interests of FedEx, TNT Deutsche Post DHL and UPS, have described the law as protectionist.

The law, which will become effective on Oct. 1, defines letters and documents as those also including almost all printed material and information stored on CDs or DVDs.

Foreign firms would be allowed only to deliver "packages" and international letters and documents in China, barring them from entering the highly lucrative and fast growing domestic express delivery market. (Reporting by Darren Ennis)

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5. Queens mail could get rerouted to Brooklyn

BY PETE DAVIS

Tuesday, April 28, 2009 4:25 PM EDT

Queens postmarks may be a thing of the past if the United State Postal Service (USPS) goes through with a new proposal to consolidate mail processing operations from their Queens and Staten Island centers into their Brooklyn facility.

And, more than 90 local workers could lose their jobs and mail could take longer to be delivered, according to members of the American Postal Workers Union (APWU), who believe the consolidation plans are bogus and will only be detrimental to their employees and people who rely on the mail.

“We’re the ones who are going to take the first hit,” said Trevor Stuart, the Branch President of the Mail Handlers Union, who said 39 of his workers are likely to lose their jobs if the new proposal takes effect. “The problem is management has not told us or shown us data on why they want to do this. We can’t see the cost savings analysis.” In February, the USPS conducted a study to see whether it would be more efficient and cost effective to consolidate some operations performed at the Queens and Staten Island facilities into the Brooklyn one.

The study results support consolidating some mail processing operations into the Brooklyn facility, which would save about \$6.9 million, but USPS spokesperson Monica Hand stressed that the organization has not reached a final decision yet. It plans to hold public hearings, including one at Bayside High School on May 6 from 7:30 p.m. to 9:30 p.m.

“The public input process is really a very important part of the process,” Hand said.

However, union officials believe that it is pretty much a done deal and the USPS is all set to move some of the operations, including the canceling and first pass operation, to the Brooklyn plant.

Currently, if a person mails a letter in Queens it gets sent to the Whitestone Processing and Distribution Center located at 20th Avenue and the Whitestone Expressway where employees perform all of the checks on the mail.

But, under the new plan, instead of being sent directly to the Whitestone facility, the mail would go to the Brooklyn plant where it would be cancelled, first passed and postmarked, and then sent back to the Whitestone facility via delivery truck, according to union officials. They believe the extra travel on the Van Wyck during rush hours will add on additional time to the mail service and will affect any cost saving measures.

“It’s going to take more time, more fuel they aren’t going to save a dime,” said Bob Yaccarino, President of Flushing Local of the American’s Postal Workers Union (APWU).

Mark Sobel, President of the National Association of Letter Carriers in Flushing, said that his union’s jobs likely would not see any job cuts, but it would take longer for the letter carriers to get the mail, and it could even delay some mail by a day because of the increased time getting the letters to and from Brooklyn.

“It will be madness,” Sobel said.

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6. China Bars Foreigners from Domestic Express

R.G. Edmonson | Apr 27, 2009 3:48PM GMT

The Journal of Commerce Online - News Story

Global Express Association calls measure protectionist

International express carriers are warning that a new Chinese postal law could curtail their own businesses in China.

The Chinese government on April 24 enacted a new postal law that forbids foreign companies from delivering domestic express letters, an action the Brussels-based Global Express Association called protectionist.

Without access to domestic express letter business, delivery of international express is problematic, said John Simpson, managing director of GEA, which represents UPS, FedEx, TNT and DHL.

“To fill up a plane, you need to have express documents,” Simpson said. “If we can’t carry them, it becomes questionable if we can cover the costs.”

Simpson said that the market for express delivery of commercial documents is burgeoning in China. Chinese companies prefer express delivery over the Internet or fax for such documents as formulae, contracts or proposals.

All four GEA members are doing business in China, along with a number of other foreign and domestic companies, Simpson said. Most of the domestic carriers are small, and none has a national network. That means the larger foreign firms can offer lower rates.

Excluding foreign companies from the domestic commercial letter business reduces revenue needed to support international service, Simpson said.

According to its press release, GEA said, “By placing transport of such documents off limits to foreign-owned express delivery companies the new postal law denies them an important source of revenue and threatens their viability in the wider express delivery services market.”

Simpson said that he hopes the carriers’ allies in the Chinese government will act to mitigate the law’s effect.

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