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FTW5021

# ftw FREIGHT & TRADING WEEKLY

FRIDAY 25 March 2011 NO. 1951

For import/export decision-makers

## TFR to step up Natcor capacity

BY Joy Orlek

Transnet Freight Rail is set to expand the frequency of its 75-wagon Anaconda train on the Johannesburg-Durban corridor from three to five times a week, TFR's operations executive manager of the container and automotive division, Frans Seloane, told FTW last week.

It's all part and parcel of the rail utility's efforts to maximise capacity with limited resources as demand continues to exceed supply, particularly on the busy Johannesburg-Durban corridor.

National container volumes on South Africa's key corridors have increased from 536 774 TEUs in 2007/08 to a projected 620 000 in 2010, 12% beyond TFR's capacity. On the Natcor corridor, volumes are up from 272 640 in 2007/08 to a projected figure of 378 000 in 2010, 7% over capacity.

Translated into train movements, on the Natcor corridor TFR would have needed to move from three trains a week in 2007/08 to 30 in 2010 – a tall order based on the limited available capacity.

Enter the idea of the

Anaconda – running fewer, longer trains – and the shortfall has been significantly mitigated.

The Anaconda has the capacity to clear 150 TEUs on one train and is therefore able to move 600 TEUS on the four Anaconda slots per day and 1800 on the weekly schedule between Johannesburg and Durban.

“There are a few operational

challenges,” says Seloane. “The lines at City Deep only accommodate 50 wagons, which means breaking the train, but there is capex required to lengthen the lines. The same applies when the train reaches Durban. But there is constant communication and from an incident management point of view, the Anaconda gets priority. That means that while the average transit time

on the Natcor corridor ranges from 18-20 hours, you can generally guarantee 16-18 for the Anaconda because it gets the attention it deserves.”

TFR has run three Anaconda trials on the Pretoria corridor. Once a further three have been undertaken, a regular Anaconda will be introduced on this run.

For the future, Seloane says

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Frans Seloane ... 'Nothing stopping TFR from lengthening trains to 100 wagons.'

## Airport to port idea gains ground

BY Alan Peat

Transnet is still lusting after the idea of developing a new port and container terminal at the dormant site of the old Durban International Airport (DIA) – but the price is still a matter of serious debate with the current owners, the Airports Company of SA (Acsa), according to Chris Matchett, port engineering specialist and executive of Transnet.

“There are serious negotiations taking place. It's something that is definitely on the drawing board.”

The DIA development is designed as a back-up for the currently strained facilities at the Pier 2 container terminal at the Port of Durban.

But, while he described Pier 2's underperformance as

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## DUTY CALLS

### WCO Workshop on Origin

On 25 January 2011 the World Customs Organisation (WCO) hosted a “Workshop on Origin Certification” which explored three central themes: (1) e-Certification, (2) Self Certification, and (3) Verification of Proof of Origin.

If you are interested in any of the presentations, just send us an email.

### Customs Duty Reduction

On 18 March 2011 the South African Revenue Service (Sars) announced the reduction in the “General” rate of customs duty on glass ampoules from 10% ad valorem to free of customs duty. A “glass ampoule” is a small sealed vial that is used to contain and preserve a sample, usually in a solid or liquid form.

The application for the reduction of the customs duty was initially brought by Bodene (Pty) Ltd who reasoned that there were no Southern African Customs Union (Sacu) manufacturers of glass ampoules, especially for pharmaceutical applications,

and as a result the customs duty contributes to the high costs of an already expensive item.

Glass ampoules were previously manufactured in Sacu by Anchor (Pty) Ltd, which has subsequently terminated such activity. It is understood that only one Sacu company responded to the initial application and supported it.

### Duty Calls’ “Watch List”

The proposed increase in the rate of customs duty on semi-fabricated **aluminium rolled products** on which comment is due by 15 April 2011.

The proposed rebate of the customs duty on **ethyl alcohol** of an alcoholic strength by volume of 80% volume or higher, for the manufacture of petrol on which comment is due by 15 April 2011.

Note: This is a non-comprehensive statement of the law. No liability can be accepted for errors and omissions.

## Japan’s woes could benefit SA auto industry

BY Alan Peat

There is little doubt that Japanese investment in the African continent will be unavoidably iced, according to Simon Freemantle and Jeremy Stevens, economic research strategists at Standard Bank.

“Japan has consistently been an important investor in Africa,” they told FTW. “However, even prior to this crisis, the global economic downturn had exerted substantial pressure on foreign direct investment (FDI) flows from Japan to the world. For instance, Japan’s FDI flows to Africa totalled US\$2.1 billion in 2008 and then slumped to US\$158 million in 2009. Estimates suggest they recovered somewhat last year, but will be under intense pressure in 2011.”

But it has to be noted

that this possible freezing of investment is only likely to apply to the short-term, or possibly extend into the medium-term. But Japan has always been strategically long-thinking, and its motivation for African investment is unlikely to change, rather to hesitate for a short time.

And the quake disaster could even have some good news for Africa, and especially SA, according to our economic duo.

“Japanese automotive companies are perhaps the most integrated in African markets,” said Freemantle/Stevens.

“Firms such as Toyota, Nissan, Honda and Komatsu have established operations on the continent. It is plausible that some of these firms’ production that has been stalled in Japan, could relocate to Africa.”

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# TFR still playing catch-up for coal exports

BY Alan Peat

Rail is one of the primary focuses of Transnet's five-year investment plans, in which R110.5 billion is intended to be spent on rail, ports and pipelines projects by 2016, according to the parastatal transport operation's new CEO, Brian Molefe.

He told a Durban meeting with the business community last week that this overall investment was geared to improve the performance of SA's logistical system.

Particular attention, he added, would be given to backlogs in rail – with R63.7 bn targeted at growth and maintenance projects within Transnet Freight Rail (TFR).

Of this, R16.4-bn is to be directed toward the coal export channel from Ermelo to Richards Bay, which coal miners have accused of underperformance and acting as a brake on their export potential.

Iain McIntosh, trade and marketing director of Mitsui OSK Line (MOL), said that SA steam coal exports, unfortunately, suffered from this weak link in the landside leg of the supply chain from the inland mines to the coast.

Though McIntosh described the main export gateway of the Richards Bay Coal Terminal (RBCT) as a very efficient player, it is not being allowed to be the star it could be. In spite of the global seaborne coal trade increasing 33% between 2005 and 2010, SA exports have just not kept pace with this growth.

Indeed, McIntosh added, it has in fact registered a net decline of 7-million tons per annum (mtpa) since 2005 – in spite of RBCT design capacity moving from 76-mtpa in 2009 to 91-mtpa in early 2010 with its phase V completion.

"Much of this failure to deliver greater export throughput," he said, "is due to the TFR coal line which has seen declining performance in recent years."

It showed a marginal improvement in 2010. But, although it guaranteed to rail 65mtpa (with an "aspiration" to reach 68mtpa) in 2010, it achieved only a slightly better railed tonnage at 62.86mt, compared to its 61mt in 2009, according to Raymond Chirwa, CEO of RBCT.

At the same time its medium-term aim of reaching 81-mtpa is unlikely before 2013-2014, according to McIntosh – "so there is still some way to go".



**BUREAU  
VERITAS**

## URGENT! - ATTENTION ALL EXPORTERS TO ZAMBIA

On 1 May 2011, Zambia will officially implement a Pre-Export Verification of Conformity (PVOC) to Standards Programme, which will see the majority of imports into the country having to be inspected prior to arriving in the country.

Bureau Veritas has been appointed by the Zambia Bureau of Standards (ZABS) to implement this Verification of Conformity Programme to all shipments to Zambia.

A road show is set to take place in April 18, 19 and 20th in South Africa to inform exporters to Zambia of the new procedures, processes and rates. Final venues and times will be confirmed and circulated in the first week of April, in various publications.

Please note that preliminary information workshops will be held in Zambia.

This programme will be applicable to the following products exported to Zambia, including but not limited to:

1. Toys, sport Equipment & Childcare products
2. Electrical and Electronic products
3. Vehicles parts
4. Chemical products
5. Mechanical products & Building Materials
6. Gas Equipment and Appliances
7. Textile products & Footwear
8. Furniture (wood & metal articles)
9. Paper & Stationary
10. Safety (personal protective) Equipment
11. Food & Food products
12. Used products

The exporter will choose between 3 Routes of Verification:

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- Route C - Certified (Licensed) products

The main benefits of the PVOC programme for the Zambian Operators are:

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The new import regulations will be communicated very soon in the relevant datasheet as well as the detailed list of products subject to verification on [www.bureauveritas.com/gsit](http://www.bureauveritas.com/gsit).

In the interim, you may contact:  
[zambia.conformity@bureauveritas.com](mailto:zambia.conformity@bureauveritas.com) for information.

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# Hauliers bite the bullet as Bayhead construction begins

**'Expect delays'**

BY Alan Peat

The only access to the Port of Durban's two container terminals – Pier 1 and Pier 2 – is under pressure again, as March 16 saw the start of construction of an additional lane to the Bayhead Road adjacent to the parabolic wall at Cutler Complex (Island View Storage).

This, according to civil engineers Aurecon Group, sees traffic flow from Iran Road through to Pier 1 being sequentially reduced to one lane in either direction.

But, the group's transportation planner Solly Kuppan told FTW, the problem will be eased as much as possible with the use of construction signage, temporary road markings and flagmen signals.

It's the type of problem that is to be expected during the period of

construction of the full-length dual carriageway on Bayhead Road all the way to Pier 1, reported Paul Rayner, MD of short-haul container carriers, DTB Cartage – while adding that the first day of the road narrowing had not caused his company any excess problems on the access road.

"We will just have to bite the bullet in the short term, in anticipation of a better road in the longer term," he said.

Kevin Martin, chairman of the Durban Harbour Carriers' Association (DHCA) section of the SA Association of Freight Forwarders (Saaff), agreed – while pointing out that there was constant communication of each step of the project from the planners/builders to the carriers and Transnet Port Terminals (the terminal managers).

"It's going to be a bit difficult for some time," he said, "but we

just have to bear the pain until we see the gain."

And, at the last meeting with the construction outfits, the carriers pointed out two possible options to ease the problems of the lack of traffic flow along Bayhead Road.

"One option," Martin told FTW, "is for trucks heading for Pier 1 to go through Pier 2 (on the current dual carriageway section of the access road) and access Pier 1 along the internal ring road.

"Also, we have suggested that there is a possibility of the Island View Storage operations putting the continual stream of bulk tippers and fuel tankers on some sort of scheduled movement programme."

These options are currently waiting while TPT takes a decision on the first, and while the second is discussed between the Aurecon Group and the Island View management.

## LETTER

### 'What is good service?'

*The article on "Service levels sweep to the top of supply chain priority list" (FTW March 11 2011) refers.*

It has been my experience over 35 years in the freight industry that service levels in a generic sense have always been at the top of the pile.

The key issue is what is understood by the term "service" as it is an easy answer to the question – what is important when outsourcing freight-related functions? Good service can range from accurate documentation to tariff advice, to an online tracking system.

In my experience, the only thing that counts in the end is delivering the goods, undamaged, at the right place, in the anticipated time frame. If one doesn't get this right, the service level is inadequate, and being close to the customer doesn't help much. I wonder if the supplychainforesight survey provides its sponsors with this "insight"?

**Chris Richards**

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FTW037

# Capespan cancels exports to Japan – adjusts forecasts

BY Edwin Naidu

One of South Africa's biggest exporters to Japan has had to cut back on sales forecasts after the country's triple earthquake, tsunami and nuclear disaster earlier this month.

Louis Kriel, the chief executive of Capespan Fruit Division, said there was uncertainty about the season ahead and the volumes to plan for this market.

Exports to Japan from Capespan are mainly citrus from South Africa (oranges, lemons and grapefruit) and exotics (avocados and mangoes) and grapes procured from other countries.

Capespan operates in Japan via Goldspan, the company's Japanese fruit marketing and distribution company.

"There is uncertainty about the impact on the Japanese economy and the disposable income available for fruit purchases by Japanese consumers," he said.

Kriel said, however, that since the South African citrus export season had not yet started, any immediate exports had to be cancelled. "We are reviewing the marketing plans for Japan and once we have established the impact of the tragedy on retail sales and demand we will adjust our export plans

SA's chief exports to Japan ...

'Marketing plans under review and export plans will be adjusted.'

accordingly," he added.

South African exports to Japan last year, according to the department of trade and industry, amounted to R46 billion, an increase on the previous year's R33 billion.

Capespan's subsidiary in Japan handles around 24% of all imported citrus into the Japanese market from all origins.

Kriel said the company was helping the Japanese rebuild after what has been termed one of the worst earthquake disasters in the past century.

"A shortage of fuel and electricity is an immediate problem that impacts fruit distribution and warehousing. We are developing plans in consultation with our customers to ensure that the distribution network is re-established in these areas."



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## Controversial bill moves closer to becoming law

BY Edwin Naidu

Despite deliberations between rail, port and pipeline utility Transnet and the transport ministry, the Merchant Shipping Bill has sailed closer to becoming law.

The proposed legislation seeks to maintain high safety levels for human life involved in transport and handling of containers – a principle that Transnet strongly supports. But it believes that the lawmakers have not taken into consideration the financial impact of the proposed legislation.

Parliament's portfolio committee met with a delegation from the department as well as representatives from the South African Maritime Safety Association to discuss the Merchant Shipping Bill a week ago.

But on Tuesday, the Bill moved to closer to becoming an Act.

The major issue this time revolved around whether or not to include a clause in the proposed law extending the Act to cover transport between South Africa and the Prince Edward Islands.

Ruth Bhengu, the committee's chairperson, said she did not agree with the suggestions of having the Clause removed because the Prince Edward Islands were part of South Africa.

# Maputo terminal back at full capacity after series of hiccups

BY Alan Peat

Despite a couple of technical hiccups in the past year, the container terminal at the Port of Maputo in Mozambique is now running up to speed, according to Ricardo Schlechter of DP World, which operates the terminal in partnership with Grindrod.

"We went through a period of fundamental change during last year, which imposed several challenges on all involved in the Maputo container terminal," he told FTW. "Together with investing in new equipment we also went through a major restructuring of the yard layout and developed a new terminal operating system last November. This, in turn, triggered a comprehensive restructuring of our entire business processes and subsequent organisation scheme and labour arrangement."

A visible sign of the

improved performance is the terminal now recording an average of over 400 container transactions through the gate each day.

"The average of 35 minutes in truck turnaround time (from gate in to gate out) for February," Schlechter added, "indicates that we will achieve our systematic target of nearly 30 minutes during this month (March)."

At the same time, the overall berth moves per hour (bmph) for February improved considerably, from an historical nine moves per hour to an average of nearly 13 mph – a 50% enhancement.

"And we are even more pleased," Schlechter said, "because this figure is highly dependent on various elements not always within our direct control – like vessel operational characteristics, stowage and subsequent sequence planning. We have reached peaks of

nearly 25 moves per hour for complete shifts under ideal conditions, which is also our operational systematic target."

There have, however, been some unwanted surprises.

Constant breakdowns – which also involved safety issues – saw the terminal management putting the two ship-to-shore (STS) gantry cranes into a refurbishment and modernisation plan in the middle of last year.

"Although this work took longer than expected," Schlechter said, "we are now pleased to announce that both units have been recommissioned and are now back in service."

Another problem was a technical incident involving one of the mobile harbour cranes (MHCs). This is currently being investigated by the manufacturers, and DP World expects to have it repaired and back in service within the next



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# ull throttle

three months.

But a clever piece of back-up planning has covered the temporary down-time for the MHC, with the terminal having acquired another unit last July to ensure the back-up service during the STS gantry cranes' refurbishment process.

"We still have continuous operation for vessels, with the four cranes that our operational design demands," said Schlechter.

As part of its plans to increase the terminal's operational capacity, DP World has planned the bidding process for the construction of the Maputo intermodal container depot to start at the end of March – with the depot, under new CEO Frans Visser, intended to become operational before the end of this year.

"This facility will be accessible by both rail and road," said Schlechter, "and will form an integral link with DP



The Port of Maputo ... Now recording an average of over 400 container transactions through the gate each day.

World Maputo. This will offer an overall yard capacity able to better handle seasonal volume fluctuations."

While this project is under construction DP World will rent space from the harbour

operators, the Maputo Port Development Company (MPDC), to start a temporary empty container yard.

"We are aiming at having that functional by May," said Schlechter.

## KwaZulu-Natal bidding for Mthombo refinery

BY Ed Richardson

KwaZulu-Natal has decided to bid in competition with the Eastern Cape for the giant R110-billion Mthombo refinery.

Projected to refine 360 000 barrels of crude a day into diesel, the refinery could come on stream in the next ten years, according to Vukani Khulu of PetroSA.

Speaking at a business breakfast in Port Elizabeth recently, Khulu said government was considering building a state-owned refinery because international oil companies were "withdrawing from downstream activities," such as the building and operation of refineries.

Big oil companies were also pulling their retail operations out of Africa.

However, PetroSA would be looking to the oil companies as "anchor partners" to share costs and contribute technology.

Shell has offered PetroSA shares in its Durban refinery, which was also referred to by KwaZulu-Natal premier Zweli Mkhize in his state of the province address earlier this year.

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FTW2054SD

# Demise of CTOs generally welcomed

... but some industry opposition

BY Alan Peat

The intended demise of the container terminal order (CTO) – the document required before containerised cargo can be picked up at the harbour container terminals – has drawn widely divergent reactions.

As the new Navis computer system shifts into gear at each of the ports, Transnet Port Terminals (TPT) has announced that it will mark the end of CTOs.

For the meantime, CTOs will remain for cargoes through the Port of Durban's Point and Maydon Wharf quays, where there are no plans for Navis as yet. They will also still be required for hazardous and out-of-gauge boxes.

But the eventual intention, said Transnet, is for Navis

to be the port system around the country, and the CTOs to eventually disappear.

The fact that TPT wants to do away with CTOs is a disturbing idea, says Cheree Atkins of CTO Logistics.

"The impact of this here in Durban will be catastrophic. There are many people employed in this industry who deal with this function and, even at the latest meeting with the port authority, there was still no clarity on when they would be doing away with the documents.

"However, we were told to be ready, and were asked what sort of time frame we could accept. None of this is good for us. We are told by government that they are trying to create employment. This is hard to believe when the livelihood of many

hangs in the balance due to a parastatal company."

Atkins insisted that the system still didn't work properly in Cape Town, and that unprocessed CTOs were still being presented. She also pointed at Durban's Pier 1, where the Navis system is now already in use.

"The transporters have been complaining bitterly, as they don't believe it works. The turn-around time is shocking, and there appears to be no solution in sight, with TPT saying that the system works. Hard to believe when your driver has sat for seven hours and the traffic is backed up for kilometres."

But it's not Navis that is to blame for the Pier 1 jam-ups, according to Paul Rayner, MD of short-haul container transporters, DTB Cartage.



CTOs will eventually disappear.

The problem there was because of the recent introduction of the rubber-tyred gantries (RTGs) – used for moving and stacking the boxes as they are unloaded from the ship at quayside. Unlike Pier 2 (the Durban container terminal), where straddle carriers do the job, no truck can enter the stacking area while RTGs are working.

That, he added, seriously cuts back the free time truckers have to pick up boxes, and adds to the congestion already endemic on the presently single-lane port access along the Bayhead Road.

Kevin Martin, MD of Freightliner and chairman of the Durban Harbour Carriers' Association (DHCA) section of the SA Association of

Freight Forwarders (Saaff), also disagreed with Atkins.

"Navis works very well at Pier 1 and Cape Town," he said. "So we are happy."

He also suggested that the demise of the CTO still leaves opportunity for companies that currently process CTOs.

"For the automatic system to work, the export boxes need to be pre-adviced for their details to be scanned into the works," he said – thumb sucking that this is only about 10% of the total export volume.

"This still leaves room for agents who will key in and distribute the pre-adviced notices to the appropriate parties, unless it's all going to be done by the box packers. In other words, turn CTO centres into pre-adviced centres.

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## AFRICA BEAT

# Global focus to blame for uprisings in Africa?

Vulnerable countries face significant social pressure

By Ed Richardson

Trade liberalisation policies, which have focused on opening countries up to international trade while ignoring socio-economic needs at home, are partly to blame for the wave of popular uprising sweeping parts of Africa, according to the United Nations Conference on Trade and Development (Unctad).

In its policy brief for February, Unctad warns that the effects will be felt by companies doing business in Africa.

The first could be a reintroduction of protectionism in one or other form.

"The downside of rapid and poorly sequenced liberalisation, sweeping privatisation programmes, restrictive macroeconomic

policies, and export-led growth strategies has manifested itself vividly in the first weeks of the second decade of this third millennium.

"The push for political change has been mirrored by equally vocal calls for alleviation of poverty, more and better jobs, better wages and social security, access to basic commodities at affordable prices and equitable distribution of national income.

Vulnerable countries in North Africa and West Asia – especially non-oil exporters – face "significant social and political pressures," it warns.

The brief also sheds light on the job creation challenges facing South Africa and other developing countries.

"Having pursued export-growth strategies to their

limits, at best many developing countries have witnessed jobless growth episodes whereby workers laid off in the formal sector in bad times often tend to move into the informal economy because of the lack of social safety nets," it warns.

Unctad is urging governments to institute policies and regulations that make business focus on their home markets first.

This would reverse some of the globalisation trends, and encourage manufacturers to establish factories in Africa rather than just use the continent's raw materials.

By protecting local manufacturing, governments would secure jobs – which would, in turn, increase domestic demand, creating more job opportunities.

## New Swazi Customs to clamp down on smuggling

By James Hall

Transporters of goods into and out of Swaziland will now deal with a new department that combines the government's previous Customs and Excise Department with the Income Tax Department.

Last week King Mswati formally dedicated the Swaziland Revenue Authority (SRA) and said that he resisted emissaries from bureaucrats who felt their jobs at the previously ineffective departments would be threatened.

He said the new authority was required to streamline revenue collections, particularly at a time when empty treasury coffers have resulted in a broke government and the curtailment of some services.

SA transporters will find no difference in border operations besides new nametags and perhaps uniforms for customs agents. However, importers accustomed to under-declaring the value of goods, outright smuggling or bribing customs officials are supposed to face closer scrutiny.

On Thursday, FTW learned that the National Association of Public Servants and Allied Workers Union (NAPSAWU), irked that some of its members had been made redundant when the tax and customs departments merged, was seeking a court order declaring SRA illegal. The union is arguing the hiring procedures announced when the revenue authority was incorporated were flouted.

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FTW1782SD

# Learning more about Incoterms®2010

## Carriage and Insurance Paid To Part IV – Summary and Conclusion

### EXW

In an earlier issue we introduced “Carriage and Insurance Paid to” or “CIP” (named place of destination) as the fourth of the Incoterms for the class “Rules for any Mode or Modes of Transport”. This means that it can be used irrespective of the selected mode of transport and can even be used for more than one mode of transport.

### FCA

### CPT

### CIP

In the introduction of the CIP term and in subsequent issues we briefly highlighted the ten seller’s obligations and the ten buyer’s obligations. This part serves to summarise and conclude the term.

### DAT

According to the International Chamber of Commerce (ICC) CIP, at a named place of destination, means that “the seller delivers the goods to the carrier or another person nominated by the seller at an agreed place (if any such place is agreed by the parties) and that the seller must contract for and pay the costs of carriage necessary to bring the goods to the named place of destination”.

### DAP

### DDP

### FAS

In addition, the seller also contracts for insurance. Such insurance must cover the buyer’s risk of loss or damage to the goods during the carriage. It is critical to remember that that the seller is only required to obtain minimum cover. Should the buyer require additional insurance, then he/

### FOB

### CFR

### CIF

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she should either contract the buyer to do this or arrange his/her own additional insurance.

According to the ICC’s “Guidance Note” for CIP, when this term or Carriage Paid to (CPT), Cost and Freight (CFR) or Cost Insurance and Freight (CIF) are used, the seller fulfils his delivery obligation once he hands the goods to the carrier.

The ICC’s “Guidance Note” for CIP states two critical points, since the risks pass and costs are transferred at different places. As a consequence the contract of sale should be explicit (very) with respect to the place of delivery as well as to the named place of destination.

Another matter that needs to be explicit is the point within the agreed place of destination. The reason is that the costs to that point are for the seller’s account.

In accordance with this term, the seller is required to, where applicable, clear the goods for export. The seller does, however, not have any obligation with respect to the clearance of imported goods.

In next week’s issue we will define the fifth of the Incoterms – Delivered at Terminal (DAT).

**INCOLEARN is prepared by  
Tariff & Trade Intelligence – www.  
tariffandtrade.co.za.**

## RFA compiles feedback on impact of tolls

BY Liesl Venter

The Road Freight Association (RFA) is in the process of compiling a thorough document on the impact of the new toll system on its members’ businesses as well as the economy at large.

According to RFA spokesman, Gavin Kelly, there was a huge response to the organisation’s call to its members for feedback on the impact of the new toll system on individual businesses.

“We are still in the process of collating the data into a document that we are aiming to have ready by the end of the month, ahead of our meeting with the Minister of Transport, Sibusiso Ndebele.”

Kelly told FTW the document would be handed over to Ndebele for his consideration in reviewing the toll fee structure.

The South African National Roads Agency (Sanral) toll fee structure, which will see light motor vehicles pay 66 cents a litre and trucks R3.96 a



Gavin Kelly ... ‘It is crucial that the road freight fraternity is part of the discussion.’

kilometre before discounts, has been suspended by Ndebele. A steering committee has been appointed to review the entire financial structure that saw Sanral borrow R20 billion to improve the Gauteng Freeways. Sanral has argued that the high toll fees are to enable it to pay back the loan in less than ten years.

“We have welcomed the Minister’s decision to suspend the system, but it is only a short reprieve,” said Kelly. “The R20-billion debt must still be paid back.”

## ANGOLA / SOUTH LINE

\* Indicates Inducement Ports

Vessel	Durban	Walvis Bay	Saldanha	Cape Town (FPT)	Namibe	Labito	Sonnis/Luanda	Sogester/Luanda	Soyo	Matongo	Cabinda
M.V. BLUE SKY 106/11N	*	*	*	28/02/11-02/03/11	*	*	08/03/11-09/03/11	*	10/03/11-12/03/11	12/03/11-19/03/11	*
M.V. BLUE SKY 107/11N	*	*	*	26/03/11-30/03/11	*	*	06/04/11-07/04/11	08/04/11-09/04/11	10/04/11-11/04/11	12/04/11-15/04/11	*
M.V. BLUE SKY 108/11N	*	*	*	22/04/11-25/04/11	*	*	02/05/11-03/05/11	04/05/11-05/05/11	06/05/11-07/05/11	08/05/11-11/05/11	*
M.V. BLUE SKY 109/11N	*	*	*	18/05/11-21/05/11	*	*	28/05/11-29/05/11	30/05/11-01/06/11	02/06/11-03/06/11	04/06/11-07/06/11	*
M.V. BLUE SKY 110/11N	*	*	*	14/06/11-17/06/11	*	*	24/06/11-25/06/11	26/06/11-27/06/11	28/06/11-29/06/11	30/06/11-03/07/11	*
M.V. BLUE SKY 111/11N	*	*	*	10/07/11-13/07/11	*	*	20/07/11-21/07/11	22/07/11-23/07/11	24/07/11-25/07/11	26/07/11-29/07/11	*

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LAST WEEK'S TOP STORIES ON



**Dead parrots – investigation results**

The results of an investigation into the deaths of 750 African Grey parrots on a flight last December from Johannesburg to Durban have revealed that it was caused by a convergence of factors and that no one party was entirely to blame.

**M&A takes off**

Aviation companies are on the brink of a mergers and

acquisitions (M&A) boom, according to analysis by major accountancy firm KPMG, quoted by Financial Times.

**'Freight to benefit as rail investment is stepped up'**

Transport Minister Sibusiso Ndebele has announced that the Department of Transport will embark on a market engagement process aimed at potential train manufacturers in South Africa.

**Transnet finally announces exco**

After two years of doubt caused by the delay in the appointment of a new group CE and board, Transnet has at long last announced the finalised makeup of its executive committee.

**Iata spells out impact of Japanese earthquake**

While it is too early to assess the long-term impact of the Japanese tragedy on the global air transport industry, understanding the structure of the Japanese air

transport industry does give insight into the potential short-term impact of a major slowdown in Japanese air travel, according to Iata.

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DUR	19/02	01/04	22/04	HFA	via DJB	21/03	02/05	23/05	
DES	-	06/04	27/04	DJIB	09/03	27/03	07/05	30/05	
MBA	24/02	09/04	30/04	MBA	18/03	07/04	10/05	09/06	
DJIB	09/03	21/04	13/05	DUR	26/03	17/04	25/05	19/06	
HFA	via DJB	28/04	20/05						

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PLATINUM RAY	079				29/04		06/05		18/05	12/05	20/05	20/05

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VESSEL	VOY	YOK	NAG	KOB	SHA	SIN	COL	PE	DBN	DAR	MOM	SIN
MORNING CROWN	058	SLD	SLD	SLD	SLD	SLD	30/03	01/04	06/04	08/04	08/04	23/04
TERRIER	040	-	23/03	24/03	01/04	07/04	12/04	-	24/04	30/04	02/05	17/05

**EUKOR - USA / AFRICA**

VESSEL	VOY	BRU	SAV	JAC	PHL	NWK	PVE	LOM	COT	LAG	DBN	SIN
HOEGH TRITON	006	15/04	15/04	17/04	20/04	21/04	23/04	06/05	09/05	11/05	23/05	07/06

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VESSEL	VOY	SIN	VTO	SAN	MVD	ZAR	DBN	PKG	SIN	CHB	PYU	ULS
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COL - Colombo, Sri Lanka	LOM - Lome, Togo	Korea
COI - Cotonou, Benin	LUA - Luanda	REU - Reunium
DAK - Dakar, Senegal	LYG - Lianyungang	SAN - Santos
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FTW4707

# Recent disasters force a rethink of risk strategies

BY Edwin Naidu

Companies involved in shipping and logistics will have to rethink their approach to dealing with risk, especially after the events in Japan over the past fortnight, said Abrie de Swardt, marketing director of IMPERIAL Logistics.

“As the supplier of approximately 20% of semiconductors and 40% of flash memory chips worldwide, and a major supplier in the likes of the automotive sector, the company believes last week’s earthquake and tsunami in Japan will force companies to rethink their approach to managing supply chain risk,” he said.

De Swardt’s comments follow the release of the second phase of a global risk survey that found most companies rated natural disasters, fires and explosions as uncommon supply chain risks within their operations. The recent natural disasters in Australia, New

Zealand and particularly Japan are, however, proving the global impact of such incidents on supply chains.

The risk study was undertaken by the Association for Operations Management of Southern Africa and IMPERIAL Logistics with the Massachusetts Institute of Technology’s Centre for Transportation & Logistics (MIT CTL) in Boston.

He added that supply chains were considerably more vulnerable because of globalisation, involving trading partners from different regions who speak different languages and have experienced different risks.

“The scale and unpredictability of the natural disasters occurring across continents requires a more holistic approach to supply chain risk mitigation, both for shippers and logistics service providers (LSPs),” he says. “Comprehensive contingency plans are therefore needed.”



Abrie de Swardt ... ‘Supply chains considerably more vulnerable because of globalisation.’

For example, despite Japan’s main airports, Narita and Haneda, having been reopened and road and rail disruption reportedly only localised, sea ports have been badly affected.

Analysts forecast that “supply chain effects may be one of the longer-lasting issues for the logistics sector, with global markets in air and sea freight depressed due to lack of volume.”

# TFR to step up Natcor capacity

From page 1

there’s nothing stopping TFR from increasing the length to 100 wagons with the attendant capacity advantages that this would offer.

And once this is all up and running, the same concept will be introduced on the other corridors.

But that’s not all that TFR has done to maximise capacity.

City Deep has the capacity to handle 240 000 TEUs. In 2009/10 it was running at 250 430 while the projected volume for 2010/11 is 280 169. “The original idea was that City Deep would handle all maritime imports and exports – but the additional volumes translate into delays,” said Seloeane. “What we have decided to do is to handle some of the City Deep cargo at the Kaserne Container Terminal – so creating capacity by utilising spare capacity.”

Another intervention that has helped to mitigate the capacity shortfall is running trains before the stack opens. “It’s called a delinking strategy,” says Seloeane. “We run the trains to Durban

Container Terminal before the stacks open and place them in a buffer stack so that they’re ready as soon as the stack opens.

“In addition we have entered into partnerships with private sidings.” TFR has already signed up with Bridge and Nzenga. Negotiations are in progress with SACD Freight.

“When we realised that demand was outstripping supply we sat down with our customers to come up with solutions,” Bheka Xaba, sales and marketing executive, told FTW. “We all agreed that we were not competitors but rather strategic partners.

“In terms of using private sidings, we established a set of criteria that would determine eligibility – one of these was that the siding would have to be able to accommodate a block train, another that it would have to have stacking capacity and equipment.

“In this way we have managed to come up with solutions for the benefit of the industry at large – and all agree that the result has been a win-win for all involved.”

# Airport to port idea gains ground

From page 1

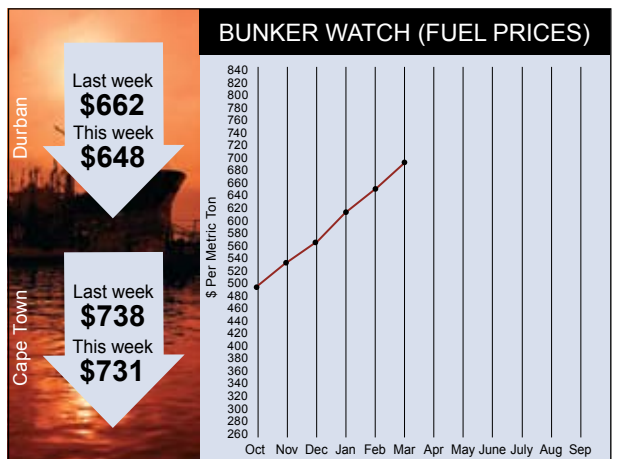
“unacceptable”, public enterprises minister, Malusi Gigaba, told a Durban business conference that investment in state-of-the-art equipment and further training were designed to bring the ailing terminal up to speed. This, he added, would come before the plans for the DIA site would

be pursued – with this facility planned to add even more container capacity, and to take advantage of future expansion of SA’s commodity and manufactured production, as well as exports.

Recently appointed CEO Brian Molefe told the conference on Transnet’s planned investments that the new harbour could cost

R20 billion plus to basically buy, dig out and equip.

But, along with the other phases of the development, he valued the total project at close to R100 bn. And he emphasised that this was likely to be a public/private partnership, with private sector capital and expertise required to build the new port, and possibly even to operate it.



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<b>To: The Far East and South East Asia</b>								
Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a>								
Monte Azul 104	HSD/MSK/SAF	-	-	-	-	29/3	-	SIN 10/04,HKG 14/04,NGO 21/04,YOK 22/04,BUS 24/04,SHA 26/04
Widukind 397/398	CMA	-	-	-	-	28/3	-	LCH 07/04,PKG 12/04
Cap Serrat 105	HSD/MSK/SAF	-	-	2/4	-	5/4	-	SIN 17/04,HKG 21/04,NGO 25/04
CMA-CGM Africa Two 399/400	CMA	-	-	-	-	2/4	-	LCH 12/04,PKG 16/04
Nordhawk VNH021	PIL	-	-	-	-	3/4	-	SIN 16/04
Hansa Papenburg YPH011	PIL	-	3/4	-	-	-	-	SIN 18/04
Hanihe 112E	COS/EMC/MBA	-	28/3	-	-	-	-	SIN 12/04,PGU 14/04,PKG 14/04,LCH 15/04,JKT 15/04,SUB 15/04,PEN 15/04,SGN 15/04,DLG 16/04,BLW 16/04,BKK 16/04,SRG 17/04,MNL 17/04, KHH 18/04,UKB 19/04,TYO 19/04,XMN 19/04,HPH 19/04,SHA 20/04,NGO 20/04,OSA 20/04,NGB 22/04,BUS 22/04,TAO 24/04,YTN 25/04, HKG 26/04,TXG 26/04,YOK 26/04,KEL 29/04,TXG 30/04
Maersk Delys 1103	MSK/SAF	-	1/4	29/3	-	-	-	TPP 21/04,PGU 23/04,PKG 24/04,CWN 24/04,BLW 24/04,HKG 25/04,SUB 25/04,YOK 26/04,UKB 26/04,HUA 26/04,SRG 26/04,PEN 26/04, BUS 27/04,XMN 27/04,SHA 28/04,SGN 28/04,HPH 29/04,NGB 30/04,INC 30/04,TAO 03/05,OSA 03/05,NGO 03/05
Monte Azul 104E		-	-	-	-	29/3	-	SIN 10/04,HKG 14/04,NGO 19/04,YOK 20/04,BUS 23/04,SHA 25/04
Northern Pioneer 1104	MSK/SAF	-	-	-	-	31/3	-	PKG 14/04,TPP 15/04
Cape Mahon 1109	CSV	-	30/3	-	-	28/3	-	SIN 16/04,HKG 20/04,NGB 23/04,SHA 24/04,TXG 26/04
Alexandria Bridge 015	KLI/MS/PIL	-	31/3	-	-	29/3	-	PKG 16/04,SIN 17/04,HKG 21/04,SHA 23/04,BUS 29/04,INC 29/04,KEL 29/04,KHH 29/04,YOK 02/05,NGO 02/05,UKB 02/05
Garden 0291-024E	COS/EMC/MBA	-	4/4	-	-	31/3	-	SIN 19/04,PGU 21/04,PKG 21/04,LCH 22/04,JKT 22/04,SUB 22/04,PEN 22/04,SGN 22/04,DLG 23/04,BLW 23/04,BKK 23/04,SRG 24/04,MNL 24/04, KHH 25/04,UKB 26/04,TYO 26/04,XMN 26/04,HPH 26/04,SHA 27/04,NGO 27/04,OSA 27/04,NGB 29/04,BUS 29/04,TAO 01/05,HKG 03/05, TXG 03/05,YOK 03/05,YTN 04/05,KEL 06/05
CSCCL Callao 0018E	CSC/HLC/KLI/STS	-	-	-	-	31/3	-	PKG 09/04,SHA 11/04,CNZOS 12/04,XMN 14/04,SHK 16/04
CCNI Antartico H1113R	MSC/STS	-	-	-	-	31/3	-	SIN 11/04,XMN 21/04,KHH 23/04,CWN 30/04,HKG 01/05,SHA 01/05
CMA-CGM Topaz AA594E	CMA/CSC/MBA	-	-	-	-	31/3	-	PKG 12/04,HKG 17/04,BUS 24/04,SHA 26/04,NGB 27/04,KHH 29/04,CWN 01/05
Niledutch Singapore 341E	MSK/NDS/NYK/SAF	-	-	-	-	1/4	-	SIN 12/04,SHA 18/04,NGB 22/04,SHK 24/04
Maersk Davenport 1105	MSK/SAF	-	8/4	5/4	-	1/4	-	TPP 28/04,PGU 30/04,PKG 01/05,CWN 01/05,BLW 01/05,HKG 02/05,SUB 02/05,YOK 03/05,UKB 03/05,HUA 03/05,SRG 03/05,PEN 03/05, BUS 04/05,XMN 04/05,SHA 05/05,SGN 05/05,HPH 06/05,NGB 07/05,INC 07/05,TAO 10/05,OSA 10/05,NGO 10/05
Mol Dream 5305	MOL	-	-	-	-	1/4	-	SIN 21/04
Cap Serrat 105E		-	-	2/4	-	5/4	-	SIN 17/04,HKG 21/04,NGO 26/04,YOK 27/04,BUS 30/04,SHA 02/05
Nordfalcon VNF014	PIL	-	-	-	-	-	-	SIN 11/05
Blackpool Tower 1104	MSK/SAF	-	-	-	-	2/4	-	TPP 16/04,NSA 21/04,FOC 23/04,NGB 25/04,YTN 27/04
Maersk Inverness 1104	MSK/SAF	2/4	-	-	-	7/4	-	PKG 21/04,TPP 22/04
Mataquito 1104	CSV	-	-	-	-	2/4	-	SIN 11/04,HKG 16/04,TAO 20/04,SHA 22/04,NGB 23/04,CWN 27/04
Monte Aconcagua 110	HSD/MSK/SAF	-	-	-	-	-	-	SIN 22/05,HKG 26/05,NGO 30/05
Agios Dimitrios H1114R	MSC/STS	-	-	-	-	3/4	-	SIN 18/04,XMN 28/04,KHH 30/04,CWN 07/05,HKG 08/05,SHA 08/05
Novorossiysk Star 74	EAS/SCO/ZIM	-	-	-	-	4/4	-	PKG 07/05,XMN 13/05,SHK 15/05
Kota Jaya JYY209	PIL	-	5/4	-	-	-	-	SIN 15/05
Kota Jati JTT178	PIL	-	-	-	-	-	-	SIN 16/05
Osaka Car 18A	MOL	-	-	-	6/4	-	-	SIN 22/04
Yu Gu He 460E	COS/EMC/MBA	-	11/4	-	-	7/4	-	SIN 26/04,PGU 28/04,PKG 28/04,LCH 29/04,JKT 29/04,SUB 29/04,PEN 29/04,SGN 29/04,DLG 30/04,BLW 30/04,BKK 30/04,SRG 01/05,MNL 01/05, KHH 02/05,UKB 03/05,TYO 03/05,XMN 03/05,HPH 03/05,SHA 04/05,NGO 04/05,OSA 04/05,NGB 06/05,BUS 06/05,TAO 08/05,YTN 09/05, HKG 10/05,TXG 10/05,YOK 10/05,KEL 13/05,TXG 14/05
Mol Stability 5406	MOL	-	-	-	-	8/4	-	SIN 28/04
Msc Rachelle H1115R	MSC/STS	-	-	-	-	8/4	-	SIN 25/04,XMN 05/05,KHH 07/05,CWN 14/05,HKG 15/05,SHA 15/05
Longavi 1105	CSV	-	-	-	-	8/4	-	SIN 20/04,HKG 24/04,CWN 26/04,NGB 27/04,SHA 28/04,TAO 30/04
CSCCL Lima 048E	CSC/HLC/KLI/STS	-	-	-	-	9/4	-	PKG 20/04,SHA 26/04,CNZOS 27/04,XMN 29/04,SHK 30/04
Maersk Drury 1105	MSK/SAF	-	-	-	-	9/4	-	TPP 05/05,PGU 07/05,PKG 08/05,CWN 08/05,BLW 08/05,HKG 09/05,SUB 09/05,YOK 10/05,UKB 10/05,HUA 10/05,SRG 10/05,PEN 10/05, BUS 11/05,XMN 11/05,SHA 12/05,SGN 12/05,HPH 13/05,NGB 14/05,INC 14/05,TAO 17/05,OSA 17/05,NGO 17/05
Monte Alegre 106	HSD/MSK/SAF	-	-	9/4	-	-	-	SIN 24/04,HKG 28/04,NGO 05/05,YOK 06/05,BUS 08/05,SHA 10/05
Maersk Innoshima 1104	MSK/SAF	9/4	-	-	-	-	-	PKG 28/04,TPP 29/04
Mol Dominance 9114	MOL	-	9/4	-	-	-	-	SIN 24/04,HKG 29/04,TXG 03/05,DLG 04/05,TAO 06/05,BUS 08/05,SHA 11/05
Monte Olivia 111	HSD/MSK/SAF	-	-	-	-	-	-	SIN 29/05,HKG 02/06,NGO 09/06,YOK 10/06,BUS 12/06,SHA 14/06
Harald S 1104	MSK/SAF	-	-	-	-	11/4	-	TPP 27/04,SHA 04/05,NGB 05/05,NSA 08/05,HKG 09/05
Mentor AA596E	CMA/CSC/MBA	-	-	-	-	11/4	-	PKG 23/04,HKG 28/04,BUS 01/05,SHA 03/05,NGB 04/05,KHH 06/05
Warnow Trader VWT009	PIL	-	11/4	-	-	-	-	SIN 23/05
<b>To: Mediterranean and Black Sea</b>								
Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a>								
Jolly Verde 037	LMC	-	-	-	-	3/4	-	GOI 28/04,BLA 30/04,TUN 26/05,MLA 26/05,UAY 28/05,BEY 28/05,BEN 28/05,AXA 30/05,TIP 30/05
Safmarine Nokwanda 113B	CHL/DAL/MOL/MSK/SAF/TSA	-	2/4	-	-	-	-	ALG 15/04,CAS 15/04,CAZ 18/04,LIV 18/04,ORN 18/04,BLA 19/04,VEC 20/04,FOS 22/04,NPK 22/04,AXA 23/04,GIT 23/04,PSD 23/04, UAY 24/04,ASH 24/04,ASH 26/04,TUN 27/04,GOI 27/04,KOP 27/04,MAR 27/04,SAL 27/04,BEY 28/04,GEM 28/04,SKG 28/04,PIR 29/04, IST 29/04,TRS 29/04,IZM 01/05,HFA 02/05,MER 02/05
Bunga Seroja Dua 30R	HSL/UTI/MSC	-	4/4	31/3	-	29/3	-	VEC 20/04,SPE 25/04,LIV 25/04,GOI 26/04,NPK 26/04,HFA 26/04,FOS 27/04,BLA 30/04,AXA 02/05
Jolly Bianco 041	LMC	-	30/3	-	-	-	-	MRS 14/05,GOI 15/05,BLA 17/05,NPK 20/05,TUN 12/06,MLA 12/06,UAY 14/06,BEY 14/06,BEN 14/06,AXA 16/06,TIP 16/06
AS Venus 1103	MSK/SAF/STS	-	2/4	-	-	30/3	-	ALG 19/04
Safmarine Nomazwe 113B	CHL/DAL/MOL/MSK/SAF/TSA	-	10/4	1/4	-	4/4	-	ALG 23/04,CAS 23/04,CAZ 26/04,LIV 26/04,ORN 26/04,BLA 27/04,VEC 28/04,FOS 30/04,NPK 30/04,AXA 01/05,GIT 01/05,PSD 01/05, UAY 02/05,ASH 02/05,ASH 04/05,TUN 05/05,GOI 05/05,KOP 05/05,MAR 05/05,SAL 05/05,BEY 06/05,GEM 06/05,SKG 06/05,PIR 07/05, IST 07/05,TRS 07/05,IZM 09/05,HFA 10/05,MER 10/05
Thomas Maersk 1106		3/4	-	-	-	-	-	ALG 25/04
Astor 1109	MSK/SAF/STS	-	9/4	-	-	4/4	-	ALG 26/04
Novorossiysk Star 74	EAS/SCO/ZIM	-	-	-	-	4/4	-	PSD 29/04,HFA 01/05,ASH 03/05,HFA 05/05,AXA 06/05
Msc Maureen 23R	HSL/UTI/MSC	-	11/4	7/4	-	5/4	-	VEC 27/04,SPE 02/05,LIV 02/05,GOI 03/05,NPK 03/05,HFA 03/05,FOS 04/05,BLA 07/05,AXA 09/05
MOL Cullinan 113B	CHL/DAL/MOL/MSK/SAF/TSA	-	-	7/4	-	-	-	ALG 30/04,CAS 30/04,CAZ 03/05,LIV 03/05,ORN 03/05,BLA 04/05,VEC 05/05,FOS 07/05,NPK 07/05,AXA 08/05,GIT 08/05,PSD 08/05, UAY 09/05,ASH 09/05,ASH 11/05,TUN 12/05,GOI 12/05,KOP 12/05,MAR 12/05,SAL 12/05,BEY 13/05,GEM 13/05,SKG 13/05,PIR 14/05, IST 14/05,TRS 14/05,IZM 16/05,HFA 17/05,MER 17/05
Macuba 1109	MSK/SAF/STS	-	-	-	-	11/4	-	ALG 03/05
<b>To: UK, North West Continent &amp; Scandinavia</b>								
Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a>								
Golden Isle 1113	MAC	1/4	29/3	-	-	-	-	VGO 14/04,LZI 16/04,RTM 18/04,HMQ 20/04,PFT 21/04,IMM 21/04,HUL 21/04,BXE 22/04,KRS 22/04,LAR 22/04,OSL 23/04,ANR 24/04,OFQ 24/04, CPH 24/04,ORK 24/04,DUO 24/04,GOT 24/04,GOO 24/04,GRG 24/04,HEL 24/04,HEL 26/04,KTK 26/04,STO 26/04,BIO 27/04
Lombardia 1114	MAC	8/4	5/4	-	-	-	2/4	VGO 23/04,LZI 25/04,RTM 27/04,HMQ 29/04,PFT 30/04,IMM 30/04,HUL 30/04,BXE 01/05,KRS 01/05,LAR 01/05,OSL 02/05,OFQ 03/05,CPH 03/05, ORK 03/05,DUO 03/05,GOT 03/05,GOO 03/05,GRG 03/05,HEL 03/05,ANR 04/05,HEL 05/05,KTK 05/05,STO 05/05,BIO 06/05
Safmarine Nokwanda 113B	CHL/DAL/MOL/MSK/SAF/TSA	-	2/4	-	-	-	-	RTM 17/04,TIL 18/04,BIO 18/04,LEI 20/04,BRV 21/04,CPH 22/04,GOT 22/04,HMQ 22/04,OFQ 23/04,HEL 25/04,OSL 28/04
Bunga Seroja Dua 30R	HSL/UTI/MSC	-	4/4	31/3	-	29/3	-	RTM 18/04,LZI 18/04,FXT 19/04,HMQ 21/04,BRV 24/04,BIO 24/04,ANR 25/04,LEH 26/04,LIV 28/04,VGO 01/05,HEL 01/05,LEI 02/05,KTK 02/05, STO 04/05,KLJ 06/05,LED 09/05
Safmarine Nomazwe 113B	CHL/DAL/MOL/MSK/SAF/TSA	-	10/4	1/4	-	4/4	-	RTM 25/04,TIL 26/04,BIO 26/04,LEI 28/04,BRV 29/04,CPH 30/04,GOT 30/04,HMQ 30/04,OFQ 01/05,HEL 03/05,OSL 06/05
Bergen Arrow 200	GRB	-	-	-	-	-	2/4	VGO 25/04,BIO 28/04,PRU 02/05,ANR 06/05
Thomas Maersk 1106		3/4	-	-	-	-	-	VGO 28/04,LEI 29/04,LZI 02/05
Purple Beach 1116	MAC	-	-	-	5/4	8/4	-	VGO 05/05,LZI 07/05,RTM 09/05,HMQ 11/05,PFT 12/05,IMM 12/05,HUL 12/05,BXE 13/05,KRS 13/05,LAR 13/05,OSL 14/05,ANR 15/05,OFQ 15/05, CPH 15/05,ORK 15/05,DUO 15/05,GOT 15/05,GOO 15/05,GRG 15/05,HEL 15/05,HEL 17/05,KTK 17/05,STO 17/05,BIO 18/05
Msc Maureen 23R	HSL/UTI/MSC	-	11/4	7/4	-	5/4	-	RTM 25/04,LZI 25/04,FXT 26/04,HMQ 28/04,BRV 01/05,BIO 01/05,ANR 02/05,LEH 03/05,LIV 05/05,VGO 08/05,HEL 08/05,LEI 09/05,KTK 09/05, STO 11/05,KLJ 13/05,LED 16/05
Serenity Ace 21A	MOL	-	-	10/4	8/4	7/4	-	VGO 24/04,ZEE 27/04
MOL Cullinan 113B	CHL/DAL/MOL/MSK/SAF/TSA	-	-	7/4	-	-	-	RTM 02/05,TIL 03/05,BIO 03/05,LEI 05/05,BRV 06/05,CPH 07/05,GOT 07/05,HMQ 07/05,OFQ 08/05,HEL 10/05,OSL 13/05

## OUTBOUND BY DATE - Dates for sailing: 28/03/2011 - 11/04/2011

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
<b>To: East Africa</b> <span style="float: right;">Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></span>							
Jolly Verde 037	LMC	-	-	-	3/4	-	MPM 03/04,DAR 09/04,MBA 11/04
R.C.Rickmers 3A	MSC	-	-	-	29/3	-	BEW 01/04
Msc Chelsea 127A	MSC	-	-	-	30/3	-	MBA 04/04,DAR 11/04
Jolly Bianco 041	LMC	-	30/3	-	-	-	MPM 20/04,DAR 26/04,MBA 27/04
Austria 4A/B	MOL/MSK/OAC/SAF	-	-	-	31/3	-	MPM 01/04
Mol Dream 5305	MOL	-	-	-	1/4	-	MPM 02/04
Swallow Ace 31A	MOL	-	-	4/4	5/4	-	MPM 07/04,DAR 11/04,MBA 13/04
Novorossiysk Star 74	EAS/SCO/ZIM	-	-	-	4/4	-	DAR 08/04,MBA 12/04
Msc Sarawak 19A	MSC	-	-	-	5/4	-	DAR 10/04,MBA 17/04
Msc Chaneca 58A	MSC	-	-	-	5/4	-	MPM 06/04,MNC 13/04
Osaka Car 18A	MOL	-	-	6/4	-	-	MPM 09/04
Hoegh Detroit 37	HOE/HUA	-	-	7/4	9/4	-	MPM 10/04
Mol Stability 5406	MOL	-	-	-	8/4	-	MPM 09/04
Austria 4	MOL/MSK/OAC/SAF	-	-	-	10/4	-	BEW 12/04,MNC 27/04
<b>To: West Africa</b> <span style="float: right;">Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></span>							
Widukind 397/398	CMA	-	-	-	28/3	-	APP 07/03,TEM 13/03,LFW 17/03
Buxmaster 309W	PIL	-	-	-	31/3	-	LOS 09/03,TEM 13/03,COO 19/03
CMA-CGM Africa Two 399/400	CMA	-	-	-	2/4	-	TEM 14/03,APP 18/03
Nordhawk VNH021	PIL	-	-	-	3/4	-	LAD 13/03,ONN 21/03,LFW 24/03
Kota Harum 310W	PIL	-	-	-	7/4	-	LOS 21/03,TEM 24/03,COO 26/03
Hansa Papenburg YPH011	PIL	-	3/4	-	-	-	TEM 22/03,COO 23/03,DLA 26/03
Msc Floriana 681A	MSC	2/4	-	-	-	-	LAD 20/03,LOB 25/03
Mol Silver Fern 2 1512	MOL	7/4	-	-	-	-	LAD 28/03,LOB 01/04
Safmarine Houston 1103	MSK/SAF	29/3	-	-	-	-	MSZ 01/04,PNR 04/04,MAT 07/04,LBV 12/04
Jolly Verde 037	LMC	-	-	-	3/4	-	DKR 06/05
Wehr Nienstedten 1A	MSC	-	28/3	-	-	-	LAD 01/04,LOB 05/04
Safmarine Nokwanda 113B	CHL/DAL/MOL/MSK/SAF/TSA	-	2/4	-	-	-	LPA 12/04
Wadi Alrayan 0017W	CSC/HLC/KLI/SMU/STS	-	-	-	28/3	-	TEM 06/04,LFW 07/04,COO 10/04,TIN 12/04
Bunga Seroja Dua 30R	HSL/LTIMSC	-	4/4	31/3	29/3	-	LPA 13/04,DKR 15/04,ABJ 16/04,TEM 18/04,APP 24/04,TIN 25/04
Jolly Bianco 041	LMC	-	30/3	-	-	-	DKR 23/05
Blue Sky 107/11	ASL	-	30/3	-	-	-	LAD 06/04,SZA 10/04,MAL 12/04
Kota Halus 311W	PIL	-	-	-	-	-	LOS 12/04,TEM 15/04,COO 18/04
AS Venus 1103	MSK/SAF/STS	-	2/4	-	30/3	-	DKR 12/04
Sargasso Sea 1103	MSK/SAF	30/3	-	-	-	-	APP 05/04
NYK Paula 344W	MSK/NDS/NYK/SAF	-	-	-	30/3	-	LFW 08/04,TEM 09/04,LOS 11/04,COO 17/04
Border 62S	MOL/MSK/MSK/OAC/SAF	-	11/4	-	31/3	-	MSZ 16/04,LOB 20/04,LAD 25/04
Niledutch Shanghai 096	NDS	-	2/4	-	31/3	-	PNR 07/04,LAD 10/04,BOA 14/04,LOB 15/04,MAT 15/04,SZA 17/04,LBV 17/04,CAB 18/04,DLA 18/04,MSZ 19/04
Safmarine Nomazwe 113B	CHL/DAL/MOL/MSK/SAF/TSA	-	10/4	1/4	4/4	-	LPA 20/04
Juist Trader 1103	MSK/SAF	-	1/4	-	-	-	PNR 06/04,TIN 11/04
Karin Rambow 1606	MOL	-	5/4	-	1/4	-	LAD 11/04,LOB 15/04
Nordfalcon VNF014	PIL	-	-	-	-	-	LAD 08/04,ONN 16/04,LBV 19/04
San Adriano 1109	CSV	-	-	-	3/4	-	LOS 15/04,COO 18/04,TEM 22/04,ABJ 25/04
Thomas Maersk 1106		3/4	-	-	-	-	LAD 08/04
Astor 1109	MSK/SAF/STS	-	9/4	-	4/4	-	DKR 19/04
Kota Jaya JYY209	PIL	-	5/4	-	-	-	TEM 14/04,COO 16/04,LOS 18/04,DLA 23/04
Msc Maureen 23R	HSL/LTIMSC	-	11/4	7/4	5/4	-	LPA 20/04,DKR 22/04,ABJ 23/04,TEM 25/04,APP 01/05,TIN 02/05
Maersk Izmir 1105	MSK/SAF	6/4	-	-	-	-	APP 12/04
Kota Jati JTT178	PIL	-	-	-	-	-	PNR 13/04,ABJ 18/04,LFW 20/04,LOS 22/04
Northern Endeavour 1101W	CSC/HLC/KLI/SMU/STS	-	-	-	7/4	-	TEM 16/04,LFW 18/04,COO 20/04,TIN 22/04
Santa Federica 4W	GSL	-	-	-	7/4	-	TEM 16/04,LOS 18/04,TKD 24/04,ABJ 27/04
MOL Cullinan 113B	CHL/DAL/MOL/MSK/SAF/TSA	-	-	7/4	-	-	LPA 27/04
UAL Century 5110XX	UAL	-	8/4	-	-	-	LAD 21/04,SZA 23/04,PNR 25/04,BSG 28/04,SSG 29/04,LOS 01/05
City of Beijing 097	NDS	-	-	-	9/4	-	PNR 18/04,LAD 21/04,LOB 25/04,BOA 25/04,MAT 28/04,SZA 28/04,LBV 28/04,MSZ 29/04,CAB 29/04,DLA 29/04
CMA-CGM Africa Three VVV409/410	CMA	-	-	-	10/4	-	TEM 19/04,APP 21/04,LFW 30/04
Msc Floriana 682A	MSC	-	11/4	-	-	-	LAD 17/04,LOB 21/04
Macuba 1109	MSK/SAF/STS	-	-	-	11/4	-	DKR 26/04
Warnow Trader VWT009	PIL	-	11/4	-	-	-	TEM 20/04,COO 22/04,LOS 24/04,ONN 28/04,DLA 30/04
Safmarine Onne 1103	MSK/SAF	-	-	-	11/4	-	MSZ 22/04,LOB 24/04,SON 27/04,PNR 30/04,MAT 05/05,LBV 11/05
<b>To: Indian Ocean Islands</b> <span style="float: right;">Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></span>							
Maersk Delys 1103	MSK/SAF	-	1/4	29/3	-	-	PLU 09/04
Hoegh Trooper 124	HOE/HUA	-	-	31/3	-	2/4	TMM 05/04,LPT 07/04,PLU 09/04
CCNI Antartico H1113R	MSC/STS	-	-	-	31/3	-	PLU 04/04,PDG 07/04,DZA 12/04,DIE 14/04,MJN 14/04,TMM 17/04,EHL 24/04
Mol Dream 5305	MOL	-	-	-	1/4	-	TMM 07/04
Maersk Davenport 1105	MSK/SAF	-	8/4	5/4	-	1/4	PLU 16/04
Agios Dimitrios H1114R	MSC/STS	-	-	-	3/4	-	PLU 09/04,PDG 12/04,DZA 12/04,DIE 14/04,MJN 14/04,TMM 17/04,EHL 24/04
Mol Stability 5406	MOL	-	-	-	8/4	-	TMM 14/04
Msc Rachelle H1115R	MSC/STS	-	-	-	8/4	-	PLU 14/04,PDG 17/04,DZA 23/04,EHL 24/04,TMM 26/04,DIE 03/05,MJN 05/05
Maersk Drury 1105	MSK/SAF	-	-	-	9/4	-	PLU 23/04
Don Pasquale CO108	WWL	-	-	9/4	-	11/4	RUN 15/04
<b>To: North America</b> <span style="float: right;">Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></span>							
Hanihe 112E	COS/EMC/MBA	-	28/3	-	-	-	LAX 24/04,OAK 27/04,TIW 29/04,BCC 01/05
Independence 002	MSC/MSK/SAF	-	2/4	-	-	30/3	NYC 20/04,BAL 22/04,ORF 23/04,CHU 25/04,FEP 26/04,NAS 27/04,MIA 28/04,POP 28/04,MHH 28/04,GEC 29/04,SDQ 29/04,TOV 29/04,SLU 30/04,PHI 30/04,GDT 30/04,SJO 01/05,BAS 01/05,VJ 01/05,RSU 02/05,PAP 02/05,KTN 02/05,HQN 03/05,BGI 03/05,STG 03/05,MSY 05/05
Garden 0291-024E	COS/EMC/MBA	-	4/4	-	-	31/3	LAX 01/05,OAK 04/05,TIW 06/05,BCC 08/05
Maersk Visby 004	MSC/MSK/SAF	-	9/4	1/4	-	6/4	NYC 27/04,BAL 29/04,ORF 30/04,CHU 02/05,FEP 03/05,NAS 04/05,MIA 05/05,POP 05/05,MHH 05/05,GEC 06/05,SDQ 06/05,TOV 06/05,SLU 07/05,PHI 07/05,GDT 07/05,SJO 08/05,BAS 08/05,RSU 09/05,PAP 09/05,KTN 09/05,HQN 10/05,BGI 10/05,STG 10/05,MSY 12/05
Msc Kirari 002	MSC/MSK/SAF	-	-	6/4	-	11/4	NYC 04/05,BAL 06/05,ORF 07/05,CHU 09/05,FEP 10/05,NAS 11/05,MIA 12/05,POP 12/05,MHH 12/05,GEC 13/05,SDQ 13/05,TOV 13/05,SLU 14/05,PHI 14/05,GDT 14/05,SJO 15/05,BAS 15/05,VJ 15/05,RSU 16/05,PAP 16/05,KTN 16/05,HQN 17/05,BGI 17/05,STG 17/05,MSY 19/05
Atlantic Eland 102	CSA/HLC	-	-	-	7/4	6/4	MTR 04/05,BAL 13/05,SAV 16/05
Aalborg 1119	GAL	-	-	-	10/4	7/4	ATM 09/05,HQN 11/05,MSY 15/05
Yu Gu He 460E	COS/EMC/MBA	-	11/4	-	-	7/4	LAX 08/05,OAK 11/05,TIW 13/05,BCC 15/05
<b>To: Australasia</b> <span style="float: right;">Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></span>							
Hanihe 112E	COS/EMC/MBA	-	28/3	-	-	-	BSA 23/04,SYD 25/04,MLB 28/04
Maersk Delys 1103	MSK/SAF	-	1/4	29/3	-	-	FRE 26/04,LYT 30/04,AKL 01/05,TRG 02/05,TRG 02/05,NPE 03/05,LYT 04/05,TIU 05/05,POE 05/05,SYD 05/05,MLB 06/05,NSN 07/05,NPL 07/05,BSA 10/05,ADL 10/05
Hoegh Trooper 124	HOE/HUA	-	-	31/3	-	2/4	FRE 18/04,MLB 23/04,PKL 26/04,BSA 28/04,TRG 02/05,NPE 03/05,WLG 05/05,LYT 06/05
Garden 0291-024E	COS/EMC/MBA	-	4/4	-	-	31/3	BSA 30/04,SYD 02/05,MLB 05/05
CCNI Antartico H1113R	MSC/STS	-	-	-	31/3	-	FRE 15/04,ADL 16/04,MLB 20/04,SYD 23/04,TRG 27/04,LYT 29/04
Maersk Davenport 1105	MSK/SAF	-	8/4	5/4	-	1/4	FRE 03/05,LYT 07/05,AKL 08/05,TRG 09/05,TRG 09/05,NPE 10/05,LYT 11/05,TIU 12/05,POE 12/05,SYD 12/05,MLB 13/05,NSN 14/05,NPL 14/05,BSA 17/05,ADL 17/05
Agios Dimitrios H1114R	MSC/STS	-	-	-	3/4	-	FRE 20/04,ADL 21/04,MLB 25/04,SYD 28/04,TRG 02/05,LYT 04/05
Hoegh Detroit 37	HOE/HUA	-	-	7/4	9/4	-	FRE 23/04,ADL 27/04,PKL 29/04,BSA 30/04,NOU 03/05,TRG 04/05,NPE 05/05,WLG 07/05,LYT 08/05
Yu Gu He 460E	COS/EMC/MBA	-	11/4	-	-	7/4	BSA 07/05,SYD 09/05,MLB 12/05
Msc Rachelle H1115R	MSC/STS	-	-	-	8/4	-	FRE 25/04,ADL 26/04,MLB 30/04,SYD 03/05,TRG 07/05,LYT 09/05
Don Pasquale CO108	WWL	-	-	9/4	-	11/4	FRE 25/04,MLB 30/04,PKL 02/05,BSA 04/05
Maersk Drury 1105	MSK/SAF	-	-	-	9/4	-	FRE 10/05,LYT 14/05,AKL 15/05,TRG 16/05,TRG 16/05,NPE 17/05,LYT 18/05,TIU 19/05,POE 19/05,SYD 19/05,MLB 20/05,NSN 21/05,NPL 21/05,BSA 24/05,ADL 24/05

## OUTBOUND BY DATE - Dates for sailing: 28/03/2011 - 11/04/2011

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
<b>To: Middle East, Pakistan, India and Sri Lanka</b>				<b>Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></b>			
Buxmaster 309W	PIL	-	-	-	31/3	-	BQM 16/04
Kota Harum 310W	PIL	-	-	-	7/4	-	BQM 23/04
Jolly Verde 037	LMC	-	-	-	3/4	-	JED 20/04, RUH 10/05, AQJ 15/05, MSW 15/05, PZU 15/05, HOD 16/05, AUH 20/05, DXB 22/05, KWI 22/05, NSA 22/05, BAH 25/05, BND 25/05, DMN 25/05, DOH 25/05, MCT 25/05, BQM 27/05
Hanihe 112E	COS/EMC/MBA	-	28/3	-	-	-	CMB 17/04, NSA 19/04
Hammonia Bavaria 1110	CSV	-	-	-	28/3	-	JEA 15/04, BQM 18/04, NSA 20/04
Nicoline Maersk 1106	MSK/SAF	-	-	-	30/3	-	JEA 14/04, BND 20/04, NSA 26/04
Maersk Neustadt 1104	MSK/SAF	-	29/3	-	2/4	-	JEA 15/04, JED 22/04
Jolly Bianco 041	LMC	-	30/3	-	-	-	JED 06/05, RUH 26/05, AQJ 31/05, MSW 31/05, PZU 31/05, HOD 01/06, AUH 05/06, DXB 07/06, KWI 07/06, NSA 07/06, BAH 10/06, BND 10/06, DMN 10/06, DOH 10/06, MCT 10/06, BQM 12/06
Kota Halus 311W	PIL	-	-	-	-	-	BQM 16/05
Libra Copacabana 1111	CSV	-	30/3	-	3/4	-	JEA 22/04, BQM 25/04, NSA 27/04
Garden 0291-024E	COS/EMC/MBA	-	4/4	-	-	-	CMB 24/04, NSA 26/04
Msc Jade 84A	MSC	-	-	-	31/3	-	CMB 05/04, JEA 11/04, BQM 14/04, SHJ 14/04, AUH 14/04, MCT 14/04, BAH 14/04, DMN 14/04, KWI 14/04, BND 14/04, IXY 16/04, DOH 16/04, NSA 18/04, RUH 21/04
CCNI Antartico H1113R	MSC/STS	-	-	-	31/3	-	CMB 07/04
Msc Rafaela 225A	MSC	-	-	-	2/4	-	CMB 10/04, JEA 16/04, SHJ 19/04, AUH 19/04, MCT 19/04, BAH 19/04, DMN 19/04, KWI 19/04, BND 19/04, BQM 20/04, DOH 21/04, IXY 22/04, NSA 24/04, RUH 26/04
Agios Dimitrios H1114R	MSC/STS	-	-	-	3/4	-	CMB 14/04
Nysted Maersk 1106	MSK/SAF	-	-	3/4	6/4	-	JEA 21/04, BND 27/04, NSA 03/05
Novorossiysk Star 74	EAS/SCO/ZIM	-	-	-	4/4	-	JIB 24/04, Suez 28/04, AQJ 01/05, CMB 21/05
Julia Schulte 1104	MSK/SAF	-	6/4	-	9/4	-	JEA 22/04, JED 29/04
Yu Gu He 460E	COS/EMC/MBA	-	11/4	-	7/4	-	CMB 01/05, NSA 03/05
Msc Rachelle H1115R	MSC/STS	-	-	-	8/4	-	CMB 21/04
CMA-CGM Africa Three WW409/410	CSV	CMA	-	-	-	10/4	COK 21/05
Antie Wulff 1112	CSV	-	10/4	-	-	-	JEA 29/04, BQM 02/05, NSA 04/05
Nicolai Maersk 1108	MSK/SAF	-	-	10/4	-	-	JEA 28/04, BND 04/05, NSA 10/05

<b>To: South America</b>				<b>Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></b>			
Monte Azul 104	HSD/MSK/SAF	-	-	-	29/3	-	SPB 01/03, SSZ 05/03, BUE 08/03, RIG 11/03, NVT 13/03, PNG 15/03
Cap Serrat 105	HSD/MSK/SAF	-	-	2/4	5/4	-	SPB 08/03, SSZ 10/03, BUE 13/03, RIG 16/03, PNG 20/03
CSAV Suape 1109	CSV	-	-	-	29/3	-	SSZ 06/04, RIO 08/04, MVD 09/04, BUE 10/04, RIG 13/04, SSA 15/04, PNG 17/04
Hammonia Pomerania 1105	CSV	-	-	-	3/4	-	ITJ 11/04, SSZ 13/04, PNG 15/04, RIG 18/04
Monte Aconcagua 110	HSD/MSK/SAF	-	-	-	-	-	SPB 12/04, SSZ 14/04, BUE 17/04, RIG 20/04, NVT 22/04, PNG 01/05
Mauilin 1110	CSV	-	-	-	4/4	-	SSZ 13/04, RIO 15/04, MVD 16/04, BUE 17/04, RIG 20/04, SSA 22/04, PNG 24/04
Monte Alegre 106	HSD/MSK/SAF	-	-	9/4	-	-	SPB 18/03, SSZ 20/03, BUE 23/03, PNG 27/03, NVT 29/03
Monte Olivia 111	HSD/MSK/SAF	-	-	-	-	-	SPB 19/04, ITJ 21/04, BUE 24/04, RIG 27/04, NVT 29/04, PNG 08/05

## EASIFINDER GUIDE TO AGENTS

AGENT	JHB 011	DBN 031	CT 021	PE 041	RBAY 035	EL 043	PTA 012	WBAY 09264 64	Misc.
Africamarine Ships Agency	450-3314	306-0112	510-7375	-	-	-	-	-	-
Alpha Shipping Agency (Pty) Ltd	450-2576	207-1662	-	-	-	-	-	-	-
BLS Marine	-	201-4552	-	-	-	-	-	-	-
Bridge Marine	625-3300	460-0700	927-9700	-	-	-	-	-	-
CMA CGM Shipping Agencies	285-0033	319-1300	911-0939	581-0240	797-4197	-	-	-	-
Combine Ocean	407-2200	328-0403	419-8550	501-3427	-	-	-	-	-
Cosren Shipping Agency	622-5658	307-3092	418-0690	501-3400	-	-	-	-	-
CSAV Group Agencies SA	771-6900	335-9000	405-2300	-	-	-	-	-	-
Diamond Shipping	263-8500	570-7800	419-2734	363-7788	789-0437	-	-	-	Saldanha Bay (022) 714-3449
DAL Agency	881-0000	582-9400	405-9500	398-0000	-	726-5497	-	219-550	Mozambique (258) 21312354/5
Eyethu Ships Agencies	-	301-1470	-	-	-	-	-	-	Mossel Bay (044) 690-7119
Evergreen Agency (SA) Pty Ltd	284-9000	334-5880	431-8701	-	-	-	-	-	-
Fairseas	513-4039	-	410-8819	-	-	-	-	-	-
Galborg	340-0499	365-6800	402-1830	581-3994	788-9900	731-1707	-	202-771	Maputo (092581) 430021/2
Gearbulk	-	277-9100	-	-	-	-	-	-	-
Global Port Side Services	-	328-5891	-	-	-	-	-	-	-
Hapag-Lloyd	0860 101 260	583-6500	0860 101 260	-	-	-	-	-	-
Hamburg Sud South Africa	615-1003	334-4777	425-0145	-	-	-	-	-	-
HUA Hoegh Autoliners (ISS-Voigt)	994-4500	-	-	-	-	-	-	-	-
Hull Blyth South Africa	-	360-0700	-	-	-	-	-	-	-
Ignazio Messina & Co	884-9356	365-5200	418-4848	581-7833	-	-	-	-	-
Independent Shipping Services	-	-	418-2610	-	-	-	-	-	-
Island View Shipping	-	302-1800	425-2285	-	797-9402	-	-	-	-
John T. Rennie & Sons	407-2200	328-0401	419-8660	501-3400	789-1571	-	-	-	-
King & Sons	340-0300	301-0711	440-5016	581-3994	788-9900	731-1707	-	219-550	Maputo (0925821) 430021/2
K.Line Shipping SA	253-1200	328-0900	421-4232	581-8971	-	722-1851	-	-	-
Legendijk Brothers Holdings	-	309-5959	-	-	-	-	-	-	-
Land & Sea Shipping	679-1651	-	-	-	-	-	-	-	-
LBH South Africa	-	309-5959	421-0033	-	788-0953	-	-	-	Saldanha Bay (022) 714-1203
Lloydafrica	455-2728	480-8600	402-1720	581-7023	-	-	-	-	-
Macs	340-0499	365-6800	402-1830	581-3994	788-9900	731-1707	-	202-771	Maputo (092581) 430021/2
Maersk South Africa (Pty) Ltd.	277-3700	336-7700	408-6000	501-3100	-	707-2000	-	209-800	-
Mainport Africa Shipping	-	202-9621	419-3119	-	789-5144	-	-	-	-
Marimed Shipping	884-3018	328-5891	-	-	-	-	-	-	-
Mediterranean Shipping Co.	263-4000	360-7911	405-2000	505-4800	-	722-6651	335-6980	-	-
Meihuizen International	-	-	440-5400	-	-	-	-	-	-
Mitchell Cotts Maritime	788-6302	302-7555	421-5580	581-3994	788-9933	731-1707	-	219-550	-
Mitsui OSK Lines SA	601-2000	310-2200	402-8900	501-6500	788-9700	700-6500	-	201-2200	-
Metal Und Rohstoff	302-0143	-	-	-	-	-	-	-	-
Neptune Shipping	807-5977	-	-	-	-	-	-	-	-
Nile Dutch South Africa	325-0557	306-4500	425-3600	-	-	-	-	-	-
NYK Cool Southern Africa	-	-	913-8901	-	-	-	-	-	-
Ocean Africa Container Lines	-	302-7100	412-2860	-	-	-	-	-	-
Panargo	-	335-2400	434-6780	-	789-8951	-	-	-	Saldanha (022) 714-1198
PIL SA	201-7000	301-2222	421-4144	363-8008	-	-	-	-	-
Phoenix Shipping (Pty) Ltd.	-	568-1313	-	-	-	-	-	-	-
Portco (Pty) Ltd.	-	207-4532	421-1623	-	-	-	-	-	-
RNC Shipping	-	-	511-5130	-	-	-	-	-	-
Safbulk	-	-	408-9100	-	-	-	-	-	-
Safmarine	277-3500	336-7200	408-6911	501-3000	-	707-2000	335-8787	209-839	-
Seaglow Shipping	263-8550	536-7200	-	-	-	-	-	-	-
Seascope (Appelby Freight Svcs)	616-0595	-	-	-	-	-	-	-	-
Sea-Act Shipping cc	475-5245	-	-	-	-	-	-	-	-
Seaclad Maritime	442-3777	327-9400	419-1438	-	-	-	-	-	-
Sharaf Shipping	263-8540	584-2900	-	-	-	-	-	-	-
Southern Chartering	302-0000	-	-	-	-	-	-	-	-
Stella Shipping	450-2642	304-5346	-	-	-	-	-	-	-
Transmarine Logistics	450-2399	301-2001	425-0770	-	-	-	-	-	info@transmarine.co.za
Transocean Logistics	450-3314	306-0112	510-0370	-	-	-	-	-	-
Voigt Shipping	285-0113	207-1451	911-0938	518-0240	797-4197	-	-	-	SaldanhaBay (022) 714-1908
Wilhelmsen Ships Services	285-0038	277-6500	527-9360	360-2477	788-0077	-	-	-	Saldanha Bay (022) 714-0410
Zim Southern Africa	324-1000	534-3300	425-1660/1/2	581-1896	797-9105/7/9	-	-	-	-

# Inbound

COMPILED AND PRINTED IN ONE DAY

Updated daily on Cargo Info Africa – www.ftwonline.co.za

# ftw EasiFinder

Updated until 11am

22 March 2011

## INBOUND BY DATE - Dates for sailing: 28/03/2011 - 11/04/2011

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAV
Aalborg 1108	GAL	-	-	-	-	-	31-Mar
Alexandria Bridge 015	KLI/MIS/PIL	-	31-Mar	-	-	-	-
Algarrobo 1106	CSV	-	-	-	-	-	11-Apr
Amber Lagoon 1210	MAC	07-Apr	10-Apr	-	-	-	-
Antje Wulff 1112	CSV	-	10-Apr	-	-	-	-
AS Venus 1102	MSK/SAF	-	31-Mar	-	-	29-Mar	-
Astor 1108	MSK/SAF	-	07-Apr	-	-	02-Apr	-
Atlantic Eland 102	CSA/HLC	-	-	-	-	-	30-Mar
Austria 4A/B	MOL/MSK/OAC/SAF	-	-	-	-	08-Apr	-
Blackpool Tower 1104	MSK/SAF	-	-	-	-	02-Apr	-
Border 61N	MOL/MSK/MSK/OAC/SAF	-	01-Apr	-	-	05-Apr	-
Bright Horizon 1208	MAC	-	-	-	-	-	29-Mar
Brilliant 26A	MSC	-	-	-	-	30-Mar	-
Buxmaster 309W	PIL	-	-	-	-	31-Mar	-
Cap Serrat 105	HSD/MSK/SAF	-	-	02-Apr	-	04-Apr	-
Cap Serrat 105E	-	-	-	02-Apr	-	04-Apr	-
Cape Mahon 1109	CSV	-	30-Mar	-	-	-	-
City of Beijing 097	NDS	-	-	-	-	07-Apr	-
City of Guangzhou 1104	MSK/SAF	-	11-Apr	-	-	-	-
CMA-CGM Africa Three WW409/410	CMA	-	-	-	-	09-Apr	-
CMA-CGM Africa Two 399/400	CMA	-	-	-	-	01-Apr	-
CMA-CGM Topaz AA594E	CMA/CSC/MBA	-	-	-	-	30-Mar	-
CSCL Callao 0018E	CSC/HLC/KLI/STS	-	-	-	-	29-Mar	-
CSCL Lima 048E	CSC/HLC/KLI/STS	-	-	-	-	08-Apr	-
Dal Kalahari 113A	CHL/DAL/MOL/MSK/SAF/TSA	-	08-Apr	-	-	-	-
Don Pasquale CO108	WWL	-	-	09-Apr	-	11-Apr	-
Garden 0291-024W	COS/EMC/MBA	-	03-Apr	-	-	28-Mar	-
Hammonia Pomerania 1105	CSV	-	-	-	-	01-Apr	-
Hansa Papenburg YPH011	PIL	-	02-Apr	-	-	-	-
Harald S 1104	MSK/SAF	-	-	-	-	-	06-Apr
Helix Bridge 002	KLI/MIS/PIL	-	-	-	-	10-Apr	-
Hoegh Detroit 37	HOE/HUA	-	-	-	06-Apr	07-Apr	-
Hoegh Durban 54	HOE/HUA	-	-	-	-	30-Mar	-
Hoegh Trooper 124	HOE/HUA	-	-	30-Mar	-	01-Apr	-
HS Haydn 1111	CSV	-	-	-	-	09-Apr	-
Independence 002	MSC/MSK/SAF	-	-	-	-	28-Mar	-
Jolly Rosso 028	LMC	-	29-Mar	-	-	-	-
Jolly Verde 037	LMC	-	10-Apr	-	-	31-Mar	-
Juist Trader 1103	MSK/SAF	-	31-Mar	-	-	-	-
Julia Schulte 1104	MSK/SAF	-	04-Apr	-	-	09-Apr	-
Karin Rambow 1405	MOL	-	04-Apr	-	-	31-Mar	-
Karin Rambow 1606	MOL	07-Apr	-	-	-	-	-
Kota Halus 311W	PIL	-	-	-	-	-	-
Kota Harum 310W	PIL	-	-	-	-	07-Apr	-
Kota Jati JTT178	PIL	-	-	-	-	-	-
Kota Jaya JYY209	PIL	-	05-Apr	-	-	-	-
Libra Copacabana 1111	CSV	-	30-Mar	-	-	02-Apr	-
Lombardia 1215	MAC	-	-	-	-	-	28-Mar
Longavi 1105	CSV	-	-	-	-	06-Apr	-
Macuba 1108	MSK/SAF	-	-	-	-	09-Apr	-
Maersk Davenport 1104	MSK/SAF	-	06-Apr	03-Apr	-	30-Mar	-
Maersk Dellys 1102	MSK/SAF	-	30-Mar	-	-	-	-
Maersk Drury 1104	MSK/SAF	-	-	10-Apr	-	06-Apr	-
Maersk Innoshima 1104	MSK/SAF	07-Apr	-	-	-	-	-
Maersk Inverness 1104	MSK/SAF	31-Mar	-	-	-	06-Apr	-
Maersk Izmir 1105	MSK/SAF	05-Apr	-	-	-	-	-
Maersk Neustadt 1104	MSK/SAF	-	28-Mar	-	-	02-Apr	-
Maersk Visby 004	MSC/MSK/SAF	-	07-Apr	31-Mar	-	05-Apr	-
Mataquito 1104	CSV	-	-	-	-	31-Mar	-
Maulin 1110	CSV	-	-	-	-	02-Apr	-
Mentor AA596E	CMA/CSC/MBA	-	-	-	-	10-Apr	-
MOL Cullinan 113A	CHL/DAL/MOL/MSK/SAF/TSA	-	04-Apr	07-Apr	-	09-Apr	-
Mol Dominance 9114	MOL	-	08-Apr	-	-	-	-
Mol Dream 5305	MOL	-	-	-	-	30-Mar	-
Mol Stability 5406	MOL	-	-	-	-	06-Apr	-
Monte Aconcagua 110	HSD/MSK/SAF	-	-	-	-	-	-
Monte Alegre 106	HSD/MSK/SAF	-	-	09-Apr	-	11-Apr	-
Monte Azul 104	HSD/MSK/SAF	-	-	-	-	28-Mar	-
Monte Azul 104E	-	-	-	-	-	28-Mar	-
Monte Olivia 111	HSD/MSK/SAF	-	-	-	-	-	-
Msc Agata 719A	MSC	-	-	-	-	09-Apr	-
Msc Bilbao H1111A	MSC	-	-	-	-	05-Apr	-
Msc Chaneca 57A	MSC	-	-	-	-	04-Apr	-
Msc Floriana 681A	MSC	31-Mar	-	-	-	-	-
Msc Floriana 682A	MSC	-	09-Apr	-	-	-	-
Msc Kirari 002	MSC/MSK/SAF	-	02-Apr	05-Apr	-	07-Apr	-
Msc Marina 16A	HLC/HSL/LTI/MSK	-	11-Apr	-	-	-	-
Msc Maureen 23A	HLC/HSL/LTI/MSK	-	29-Mar	31-Mar	-	02-Apr	-
Msc Messina H1112A	MSC	-	-	-	-	11-Apr	-
Msc Paris 2A	HLC/HSL/LTI/MSK	-	04-Apr	06-Apr	-	08-Apr	-
Msc Rafaela 224R	MSC	-	-	-	-	28-Mar	-
Msc Sarawak 18A	MSC	-	-	-	-	02-Apr	-

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAV
Msc Sierra 56A	MSC	-	-	-	-	11-Apr	-
Nicolai Maersk 1107	MSK/SAF	-	-	08-Apr	-	11-Apr	-
Nicoline Maersk 1105	MSK/SAF	-	-	-	-	28-Mar	-
Niledutch Durban 345W	MSK/NDS/NYK/SAF	-	-	-	-	11-Apr	-
Niledutch Shanghai 096	NDS	-	02-Apr	-	-	29-Mar	-
Niledutch Singapore 341E	MSK/NDS/NYK/SAF	-	-	-	-	30-Mar	-
Nordfalcon VNF014	PIL	-	-	-	-	-	-
Nordhawk VNH021	PIL	-	-	-	-	03-Apr	-
Northern Endeavour 1101W	CSC/HLC/KLI/SMU/STS	-	-	-	-	05-Apr	-
Northern Jasper H1110A	MSC	-	-	-	-	28-Mar	-
Northern Pioneer 1104	MSK/SAF	-	-	-	-	30-Mar	-
Novorossiysk Star 73	EAS/SCO/ZIM	-	-	-	-	29-Mar	-
NYK Paula 344W	MSK/NDS/NYK/SAF	-	-	-	-	29-Mar	-
Nysted Maersk 1105	MSK/SAF	-	-	01-Apr	-	04-Apr	-
Porthos 0295-030W	COS/EMC/MBA	-	-	-	-	11-Apr	-
Purple Beach 1209	MAC	-	29-Mar	-	03-Apr	01-Apr	09-Apr
R.C.Rickmers 2A	MSC	-	-	-	-	28-Mar	-
Safmarine Nomazwe 113A	CHL/DAL/MOL/MSK/SAF/TSA	-	28-Mar	31-Mar	-	03-Apr	-
Safmarine Onne 1102	MSK/SAF	-	-	-	-	09-Apr	-
San Adriano 1105	CSV	-	-	-	-	03-Apr	-
San Aurelio 1107	CSV	-	-	-	-	07-Apr	-
Santa Federica 4W	GSL	-	-	-	-	06-Apr	-
Sargasso Sea 1103	MSK/SAF	29-Mar	-	-	-	-	-
Sinder Tino TBA	MBA	-	-	-	-	31-Mar	-
Stellenbosch 1110	GAL	-	06-Apr	-	-	-	-
Thai Bright 113	GRB/UNG	-	-	-	-	01-Apr	-
Thomas Maersk 1105	MSK/SAF	01-Apr	-	-	-	-	-
Warnow Trader VWT009	PIL	-	11-Apr	-	-	-	-
Yu Gu He 406W	COS/EMC/MBA	-	10-Apr	-	-	04-Apr	-

## ABBREVIATIONS

ASI	Asiatic (Hull Blyth)	LNL	Laurel Navigation Line (Polaris Shipping)
ASL	Angola South Line	MAC	Macs (King & Sons)
	(Meihuizen International/Seascope cc)	MAL	Mainport Africa Container Line
BEL	Beluga Shipping (Mainport Africa Shipping)		(Mainport Africa Shipping)
CHL	Consortium Hispania Lines	MAR	Marimed (Marimed Ship.)
	(Seaclad Maritime)	MAS	Mascot Line (Marimed)
CMA	CMA-CGM (Shipping Agencies)	MBA	Maruba (Alpha Shipping)
CMZ	Compagnie Maritime Zairose (Safmarine)	MAS	Mascot Line (Marimed Shipping)
CNT	Conti Lines (Portco SA)	MAU	Mauritius Shipping Corporation (Alpha Shipping)
CSA	Canada States Africa Line (Mitt Cotts)	MISC	MISC Line (Bridge Marine)
CSC	China Shipping Container Lines	MSC	Mediterranean Shipping Co. (MSC)
	(Seaclad Maritime)	MSK	Maersk Line
CSV	CSAV (CSAV Group Agencies SA)	MOL	Mitsui Osk Lines (Mitsui Osk Lines)
COS	Cosren (Cosren)	MOZ	Mozline (King & Sons)
DAL	Deutsche Afrika Linien (DAL Agency)	MOZ	MOZIF (LBF)
DEL	Delmas CMA-CGM (Shipping Agencies)	MUR	MUR Shipping
DML	Debala Mozambique Line	NDS	Nile Dutch Africa Line B.V.
	(Mainport Africa Shipping)		(Nile Dutch South Africa)
DSA	Delmas ASAF (Century)	NVQ	Navique (Tall Ships)
ESA	Evergreen Agency (SA) (Pty) Ltd	OAC	Ocean Africa Container Line (Ocean Africa)
ESL	Ethiopian Shipping Lines (Diamond Shipping)	PIL	Pacific International Line - (Foreshore Shipping)
EUK	Eukor (Diamond Shipping)	PRO	ProLine (Bridge Marine)
FAI	Fairseas (Fairseas)	PRU	Prudential Line (Alpha Shipping)
FAY	Faymon Shipping (Sea-act Shipping cc)	SAF	Safmarine (Safmarine)
GAL	Gulf Africa Lines (King and Sons)	SCH	Southern Chartering
GCL	Global Container Lines (Freightmarine)	SCI	Shipping Corp of India (Combine Ocean)
GRB	Gearbulk	SCO	Sea Consortium (Bridge Shipping)
GSL	Gold Star Line (Polaris Shipping)	SHL	St Helena Line (RNC Shipping)
HJL	Hanjin Lines (Sharaf)	SMU	Samudera Shipping Line
HLC	Hapag - Lloyd		(African Marine Ships Agency)
HSD	Hamburg Sud South Africa	SSI	Seacape Shipping Inc (Century Ships Agency)
HSL	H Stinnes Linien (Diamond Shipping)	STS	Stella Shipping (Stella)
HOEGH	Hoegh Autoliners (Voigt Shipping)	TSA	Transatlantic (Mitchell Cotts)
INM	Intermarine (Mainport Africa Shipping)	UAFI	United Africa Feeder Line (Seaclad Maritime)
IRISL	Islamic Republic of Iran Shipping Lines	UAL	Universal Africa Lines (Seaclad Maritime)
	(King & Sons)	UASC	United Arab Shipping Company (Seaclad Maritime)
IVS	Island View Shipping	UNG	Unigear (Gearbulk)
KEE	Keeley Granite (Tem Shipping)	WHL	Wan Hai Lines (Seaglow)
KLI	K.Line Shipping SA	WWL	Wallenius (Wilhelmsen Ships Service)
LAU	NYK Cool Southern Africa	ZIM	Zimstar (Zim Southern Africa)
LMC	Ignazio Messina (Ignazio Messina)		

**Notice any errors?**  
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