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FRIDAY 1 April 2011 NO. 1952

For import/export decision-makers

TNPA abides by Regulator's ruling

Tariff hikes restricted to 4.49%

BY Alan Peat

The final version of the new Transnet National Ports Authority (TNPA) tariffs for 2011/12 has just been published, and the ridiculous three digit increases for

certain individual tariff groups of products have disappeared – and been replaced by increases of 4.49%, the general increase recommended by the Ports Regulator (PR).

This is quite a come-down

from the TNPA which, in its original application to the PR, wanted a general average increase of 11.91% – but which hiked some of the individual tariffs by massive amounts.

Among some of the

bigger export products from SA that were affected, the liquid bulk molasses tariff leapt up by an enormous 864.60%; breakbulk logs by 644.8%; and dry bulk timber woodchips by 612.37%.

Even at the lower end of the scale, the big SA export of dry bulk chrome ore saw its proposed tariff walloped up by 117.2%.

The exporters of these, and other products that had been hit with inordinately high individual tariff increases, immediately made serious complaints to the PR – also expressing the fear that certain of these big export businesses could get blown clean out of the water.

And the PR, in turn, made a legal statement that implied that TNPA had no right to push up these individual tariffs by such enormous amounts.

After months of serious legal thinking, TNPA has

TFR milestone

BY Joy Orlek

April 1 will mark a milestone for Transnet Freight Rail when preparations begin at City Deep terminal for the arrival of the first new crane since containerisation was launched in 1977.

Three new cranes have been ordered – the first of which will be delivered in March/April next year – with the third arriving in September.

That's the good news.

The bad news is that construction work to prepare for the arrival of the new equipment will result in a loss of handling capacity at the terminal. "There's no gain without pain," says TFR's executive manager container & automotive operations, Frans Seloane. "We will lose capacity during the construction phase at City Deep as half of the

To page 12



TNPA wanted a general average increase of 11.91%.

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 Printed by JUKA Printing (Pty) Ltd

Annual subscriptions

Combined Print & Internet - (SA Only) R498.00
 Southern Africa (Free Internet) R890.00
 International Mail (Free Internet) R1 160.00

Publisher: NOW MEDIA
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DUTY CALLS

Enhancements to Passenger Processing

On 1 March there were two major changes with regard to SA Revenue Services' Passenger Processing System:

(a) New Rebate provisions came into effect. Duty-free allowances for travellers were increased from R3 000 to R5 000 and for crew members from R500 to R700. The flat rate allowance for travellers was increased from R12 000 to R20 000, while that of crew members remained the same at R2 000. These amendments to the Rebate and Value-added Tax (VAT) exemption item were published in the Government Gazette and came into effect on 01 March.

(b) The old DA331 form was enhanced to include the DA307 and DA308 (Temporary Import Permit) and DA65 (Registration of Goods for Re-Importation). The DA65 will no longer be used for travellers and will now only be used to register goods for re-importation, temporarily exported on an

SAD 500 declaration. This means that travellers will have to register their goods for re-importation on the enhanced DA331 (Traveller Declaration). However, South African citizens travelling with South African-registered vehicles will no longer have to register their vehicles for re-importation. The biggest advantage of these changes to travellers is that fewer forms need to be filled in and it will mean less time spent queuing at the borders. The DA331 form is available at ports of entry and Customs will consider ad hoc specific requests received from stakeholders for the issuance of DA331 forms in bulk to allow pre-arrival completion".

Proposed Duty Reduction on Bags

Comment in respect of the proposed reduction in the rate of customs duty on bags of low density polyethylene, of size not exceeding 15cm x 23cm, with no opening, having one perforated

edge that incorporates a plastic-covered wire-sealing mechanism, is due by 15 April 2011.

The application was lodged by Guth South Africa (Pty) Ltd who reasoned that the product in question was not manufactured in the Southern African Customs Union (Sacu) region and that it was unlikely to be as the product is patented.

Proposed Rebate on Castor Oil

Comment in respect of the proposed rebate of the full rate of customs duty on dehydrated castor oil in such quantities, at such times and under such conditions as the International Trade Administration Commission of South Africa (Itac) may allow by specific permit for the manufacture of alkyd resins in primary form is due by 15 April 2011.

According to the applicant, Uniresins (Pty) Ltd, dehydrated castor oil is not manufactured in Sacu and payment of the duty

would be an unnecessary cost for coating/painting manufacturers.

Proposed Rebate of the Duty on Textiles and Textile Fabrics

Comment in respect of the proposed rebate of the rate of customs duty on artificial filament yarn, yarn, other yarn, and yarn excluding sewing thread is due by 15 April 2011. The Rebate Items are too lengthy to reproduce, but you can request a copy from us.

The application was lodged by the Textile Federation of South Africa who reasoned that the products in question were not manufactured in Sacu and that the customs duties paid on raw materials rendered the application uncompetitive against the imported finished product.

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

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Bayhead construction draws flood of complaints

'Internal politics' bogs down traffic control measures

BY Alan Peat

A flood of calls have poured into the Aurecon Group – the civil engineers in charge of the road widening in Bayhead Road, the sole access to the Port of Durban container terminals – complaining about the traffic congestion, according to Solly Kuppan, transportation planner at Aurecon.

This refers particularly to the area of the Bayhead/Iran Roads intersection and the entrance to the Cutler Complex (the bulk and oil terminals of Island View Storage).

But the road construction companies have been doing their best to ensure the efficient flow of traffic where they have narrowed Bayhead Road 100 metres north east of IVS – including requesting the Metro Police to undertake traffic control.

But things have not been going as smoothly as the road builders hoped.

There is talk in the industry that the long-standing agreement between the port authorities and the Durban Metro Police that the port will pay for necessary traffic control measures is bogged down over some internal politics.

There are also complaints that there is a



Bayhead Road ... No gain without pain.

backlog at the IVS, and that the bulk trucks and tankers which service the terminals are jammed up and increasing the road congestion problem.

In response to the incoming calls of complaint, the Aurecon Group has been recommending that the callers "make the necessary bookings/arrangements with their business partners before going to the Bayhead area", Kuppan told FTW.

"We are also suggesting that road transporters ensure that their drivers obey both the road signs and Metro Police to facilitate a better flow of traffic."

RFA and government work together to promote safety

BY Liesl Venter

Government seems to have realised the importance of talking to the road freight industry about road safety, having for the first time invited them to join a workshop.

Gavin Kelly of the Road Freight Association (RFA) welcomed the invitation from the Road Traffic Management Corporation (RTMC), saying it was a move in the right direction.

"It would seem they realise that they have to include us in their communication. How else would we know what they are doing?"

Collins Letsoalo, acting chief executive officer of the RTMC, earlier this year called on the trucking industry to join them in the fight to make South Africa's roads safer.

Reacting to this call Kelly said the trucking industry at large had been involved in various road safety initiatives

for many years.

"But the government has not really ever communicated with us, so who knows what they mean when they say come on board. We, as an industry, joined this fight many years ago and have a wide range of ongoing programmes."

He said this ranged from decreasing the number of vehicles on the roads on public holidays and religious holidays to specialist driver training.

"We actively work at ensuring there are less trucks on the road during Easter and Christmas. Training programmes for drivers are an important initiative as we also train them in being able to handle different conditions."

He said road safety also made up a big part of the Driver Wellness Programme, which looked at a wide range of aspects affecting truck drivers, while vehicle fitness and maintenance programmes were also always under way.

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So far so good for new EU export ruling

BY Joy Orlek

Almost three months since the implementation of the new EU Customs Advanced Manifest Rule for exports to Europe and the UK, the system appears to have bedded down fairly painlessly.

The two-month period of grace allowed by the Customs authorities is now at an end, and technical issues and misunderstandings aside, the system has had a constructive start, according to Safmarine Antwerp's key accounts director, Jozef Ghysels.

Gauteng branch manager for DAL, Roger Philip, agrees.

"We've had a few submissions now and no

real comebacks. The only impact has been on our staff who sometimes have to work over weekends to ensure that the capturing is done if the stack closes over the weekend. But there have been no fines yet because Customs allowed a window period."

"We're starting to see much stricter control and our biggest challenge at the moment is getting shippers to submit the shipping instructions to us on time and to provide the required level of detail or correct descriptions of the cargo," said Ghysels.

For both lines it seems that customer education has paid dividends. "Much effort has gone into educating customers about the importance of meeting

deadlines and providing the right – and 100% correct – information, and we have proactively informed them about the risks of not doing so," said Ghysels. "We have also urged our importers to support us in the process by encouraging their loading/booking parties to provide the information required within the deadlines."

The introduction of the new rule has resulted in additional workload for Safmarine, he added. "Apart from spending time on the introduction of the rule, the necessary follow-up and the installation of new systems and service desks, we've also had to spend time chasing up instructions not provided on time, and correcting information."



The Port of Felixstowe ... All the groundwork appears to be paying off.

Peter Quantrill of the British International Forwarding Association told FTW that from his perspective, while there had been a few hiccups, freight was moving.

"We spent a considerable time last year encouraging our members to understand and get their customers to appreciate the careful planning that the new regulation demands and the need to work with their

carriers to coordinate the sharing of the required ENS data between the parties to ensure smooth transactions. That work appears to be paying off.

"Going forward, we anticipate that the level of checks will intensify and we expect there will be a multiparty review later in the year in which Bifa, as the representative body for UK forwarders, will play a key role."

Call to increase overloading fines

BY Liesl Venter

Overloading remains a major problem on South African highways, with too many road hauliers not obeying the law.

According to Mutshutshu Nxumalo, president of the South African Road Federation, it is an issue that needs to be addressed

sooner rather than later. "One of our biggest challenges is overloading. The road network cannot handle it for much longer," he told FTW.

"A problem, of course, is that the fines for overloading are minuscule and not really a deterrent to hauliers to stop doing it. We need to seriously address

the issue. It is pointless fining someone R1000 when they have caused damage of millions of rands."

According to Nxumalo it is important to increase the fines for overloading. "The hauliers guilty of overloading are doing it again and again and again just because they can. They pay the fine, which is not

really hurting their pocket because it is such a low penalty, and just continue. In the meantime the road network is taking serious strain."

He said many people in South Africa didn't appreciate the road infrastructure of the country and even the impact of road freight on the economy. "If

our trucks can no longer move on our highways because there is no infrastructure, we are going to be in a terrible position. We are therefore focusing on asset management and bringing the critical message to people that our roads are assets and should be appreciated, maintained and treated as such."



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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 for all shipments to Zambia.

A road show is set to take place on April 18, 19 and 20 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. Vehicle 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 & stationery
10. Safety (personal protective) equipment
11. Food & food products
12. Used products

There are three routes of verification:

- Route A – Unregistered suppliers or manufacturers of sensitive goods
- Route B – Registered suppliers or manufacturers of goods
- Route C – Certified (licensed) products

The main benefits of this PVOC regime for the Zambian Operators are:

- Consumer and environmental protection
- Conformity assurance
- Faster goods release at Zambian Customs office with the appropriate Certificate of Conformity (COC)

The new import regulations will be communicated very soon in the relevant datasheet as well as the detailed list of products subject to verification.

In the interim you may contact: zambia.conformity@bureauveritas.com for information.

The French South African Chamber of Commerce is delighted to invite participation in an informative seminar on the new procedures, processes and rates related to exporting to Zambia.

The information will be presented by speakers from Bureau Veritas, an inspection world leader, and the Zambia Bureau of Standards.

Johannesburg 18 April 2011 at 11.00am Radisson Gautrain Hotel, Cnr West & Rivonia Rd, Sandton

Durban 19 April 2011 at 10.30am Hilton, 12 - 14 Walnut Road, Durban

Cape Town 20 April 2011 at 10.30am Southern Sun Waterfront, 1 Lower Buitengracht, Cape Town

The seminar will be followed by a Q&A session and a finger lunch.

THIS SEMINAR IS FREE OF CHARGE

Kindly confirm your attendance before the **11th of April 2011** by email: herve@fsacci.co.za
(name-last name-designation-company-telephone-email address)



Members of the French South African Chamber of Commerce and Industry were aware of this seminar and other opportunities long before publication. The FSACCI prides itself on making crucial information readily available to its members first-hand.

Not a member yet?

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TFR expects to handle 1.1m TEUs by 2016

BY Joy Orlek

By 2040, national container volumes are forecast to hit 20 million TEUs a year – and Transnet Freight Rail is determined not to be caught short again playing catch-up on its investment.

“The real work needs to begin now,” says TFR sales and marketing executive Bheka Xaba.

“What we have recorded from discussions with our customers is that in the last financial year we handled 556 000 TEUs. Our target for 2010/11 is 675 000, a 21% increase. And by 2016 we expect to handle 1.118 million TEUs.”

These figures are calculated by tracking rail market share on a monthly basis, says Xaba.

“We take the total port figures, exclude transshipments and coastwise and that gives us what is rail

friendly on the long haul. It also excludes 40% of short haul volumes and includes MPT container volumes.

“On the Natcor corridor, from April 2010 until now, our market share has reached 34% – so by the end of the financial year we will have reached the target set three years ago and the commitment we made to exco will have been reached a year earlier.”

A pleasing result.

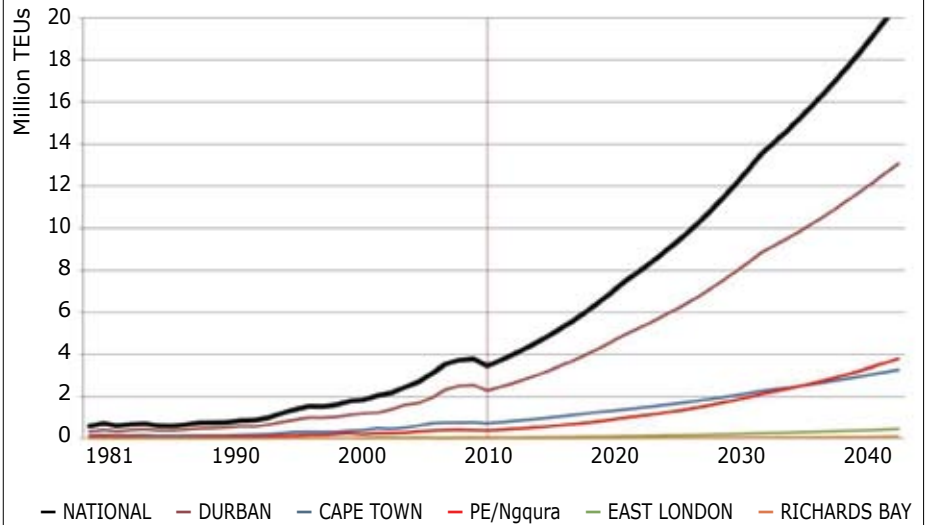
Xaba is equally satisfied with market share on the Cape corridor – at 26% – and on the PE corridor where it currently stands at 39%.

This paints a clear picture of the additional capacity that will be necessary to meet demand, but it will be achieved not only by capital investment in additional equipment, but also by working smarter.

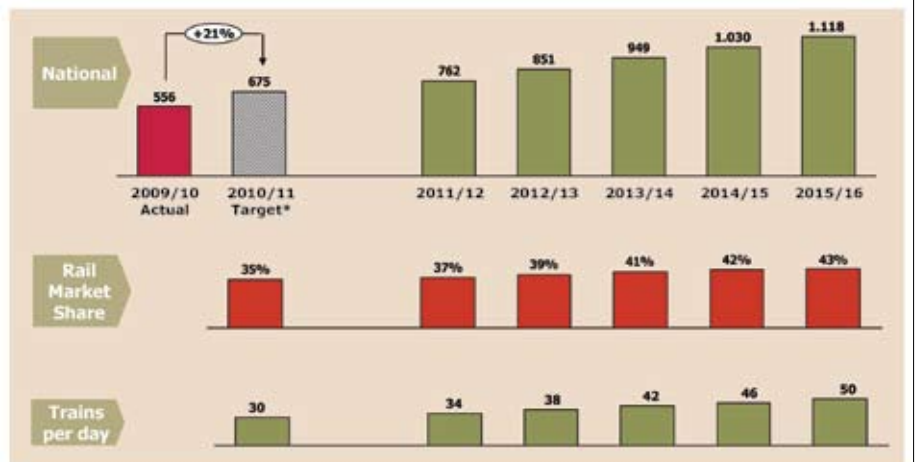
Part of the solution will be the expansion of its Anaconda project – running 75-wagon trains rather than 40 wagons to maximise existing capacity.

Plans are already in place to increase the frequency of the Anaconda on the Johannesburg-Durban route from three to five times weekly and to introduce the concept on the Pretcon corridor as well. TFR has run successful test trains between Pretcon-Durban and its awaiting the Rail Safety Regulator’s final approval, he said.

Container Volume Growth Forecasts



National - Container Market Demand ('000 Teus)



Assumptions

- 12 Anaconda trains per week at the Natcor
- 50 wagons trains, avg. 90 teus per train

* Includes Stretch



Bheka Xaba ... ‘The real work needs to begin now.’

CSIR plan makes inroads into Gauteng’s pothole problem

BY Liesl Venter

Prevention is definitely better than cure when it comes to potholes.

According to the CSIR, which last year compiled a guideline document that covers the causes, prevention and repair methods of potholes, regular maintenance can go a long way to solving what has become a costly problem.

According to the South Africa Road Federation,

potholes cost the country around R50 billion a year. The value of South Africa’s road network is R1 047 trillion, with the current road maintenance expenditure estimated to be around the R10 billion mark. The road maintenance backlog amounts to R100 billion, with annual road maintenance in need of R32 billion.

“People are up in arms about the huge number and size of potholes.

To respond to this, we combined current expertise and practical examples and compiled the technical guide on the causes of potholes, means of curbing and preventing their formation, and providing specific instructions for proper fixing of the seven different categories of potholes identified,” said Hans Ittmann, executive director of CSIR Built Environment.

“There is no doubt that water is the primary

cause of potholes. The combination of unusually wet conditions over long periods, excessive traffic and poorly maintained roads is a sure recipe for the development of potholes. To ‘safeguard’ us against that, authorities have to ensure preventative maintenance of roads and timely, correct repair of existing potholes,” he said.

“The condition of our national roads compares with the best in the world. Sanral, owner of

the national roads, has effective maintenance contracts in place. You may notice information boards along national roads where Sanral provides a contact number for the public to report potholes and poor road conditions. After a pothole report on a national road is received from the public, the holes are fixed properly within a matter of days,” says Dr Phil Paige-Green, author of the CSIR technical guidelines.

'Rail is 90% more eco-friendly on major routes'

BY Joy Orlek

As more and more major companies put their money where their mouth is on carbon footprint issues, Transnet Freight Rail has assembled strong evidence to support its competitive argument in the rail versus road debate.

"Depending on volume, significant carbon footprint savings can be achieved compared to road," says sales and marketing executive Bheka Xaba who believes that a rail offering is 90% more eco-friendly than a road offering on major routes.

"Customers are increasingly taking the issue of carbon footprint very seriously," says Xaba.

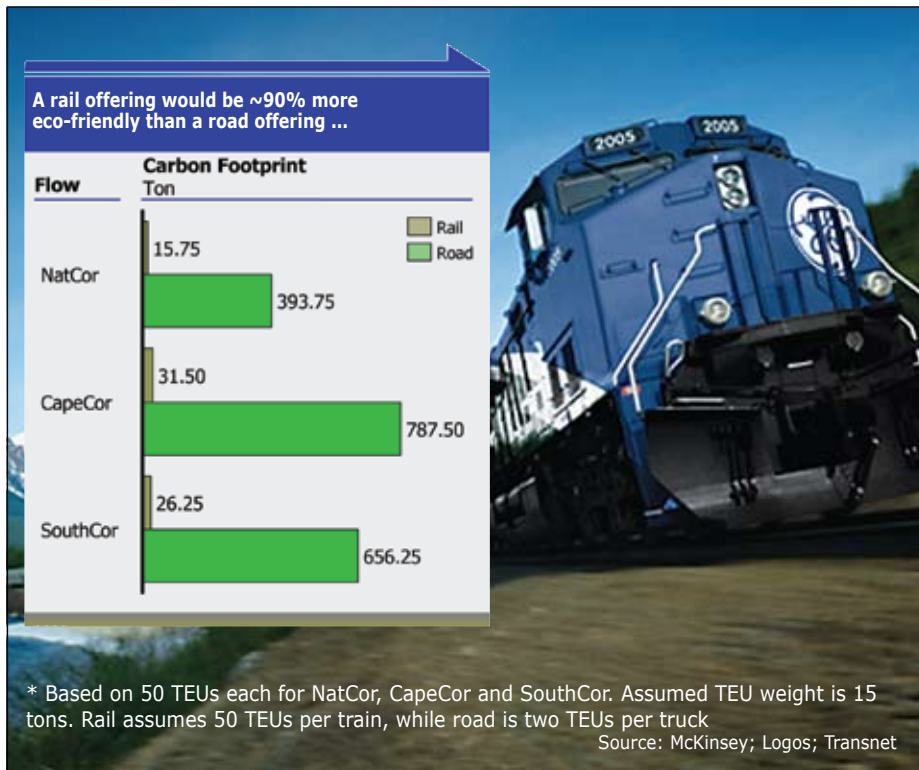
Based on 50 TEUs each for Natcor, Capecor and Southcor, assuming that TEU weight is 15 tons and assuming 50 TEUs per train and two TEUs by road, the carbon footprint per ton of cargo would be

15.75 for rail as opposed to 393.75 for road on Natcor, 31.50 as against 787.50 on Capecor and 26.25 compared to 656.25 on Southcor.

These are significant numbers, says Xaba.

Cadbury, for example, which uses rail, has measured greenhouse gas emissions at all stages of the supply chain ("from farm to plate"), including emissions from agriculture, transport, packaging and waste streams. The company shared its data with key customers and suppliers and is working with dairy producers in the United Kingdom to reduce emissions in chocolate manufacturing. It is also engaging with suppliers to teach them sustainable practices for reducing emissions.

Another rail user, Nike, has also made significant strides, says Xaba. The company estimated the embedded carbon in its



products to be equal to 2.5 times the carbon emitted by the footwear factories making the products, a conclusion that led it

to consider alternative materials in the design process.

Green action plays a key role in every

major shipper's logistics decisions – and TFR can provide quantified evidence to support its value proposition, he said.

ftw FREIGHT & TRADING WEEKLY – SPECIAL FEATURE

Durban/ Richards Bay

Publication date: **10 June 2011**

Booking deadline: **29 April 2011**

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Gama gets the thumbs up from senior freight industry source

BY Alan Peat

Strong support has been expressed by a senior freight industry executive for the reappointment of Siyabonga Gama as CEO of Transnet Freight Rail (TFR).

This after he was recently dismissed from TFR after a disciplinary process found him guilty of a number of mismanagement charges.

"I must say that I'm a supporter of Gama," said the FTW source who preferred not to be named, "despite the findings at the hearing.

"I've worked with him for 15 years, and I've never had

any negative with him."

Indeed, the executive added, his only disappointment was that Gama had gone back to the rail arm of Transnet, rather than into the ports network in which he had previously had extensive experience.

The point the executive made was that Gama had suffered because of that technical "responsibility" that a CEO has for the adverse actions of one of the members of the management pyramid below him.

In his specific case Gama had alleged responsibility in a botched procedure for a R6.5-billion tender for

212 locomotives, where a "whistleblower" led Transnet to believe there was a corrupt relationship between one of its officials and one of the directors of EMS, the preferred bidder. Also, Transnet admitted that it had made a mistake when rating the black economic empowerment (BEE) status of the EMS SA-US joint-venture.

The point that was made at the time was that Gama should possibly have noted the discrepancies in the bid in TFR's review of the tender procedure, and he was dismissed because of the "mismanagement"

involved in failing to do so.

At the same time our freight executive contact revealed that he also supported the fact that rail was a primary focus of Transnet's five-year investment plans.

Of the R110.5 billion which is intended to be spent on rail, ports and pipelines projects by 2016, particular attention would be given to backlogs in rail, according to the parastatal transport operation's new CEO, Brian Molefe.

Some R63.7 bn is targeted at growth and maintenance projects within TFR.

"We certainly need locos



Siyabonga Gama ... 'Rail a primary focus of Transnet's five-year investment plans.'

and rolling stock," said the FTW source, "and that's what we should be getting with this quick fix.

"I've no problems with the fact that a few billions have been allocated to this end."

Double-secure seal attracts growing interest

The global increase in container vandalism has generated renewed interest in the Keeper Sealock, which has proved to be an extremely effective security device world-wide, says Kevin Norwitz.

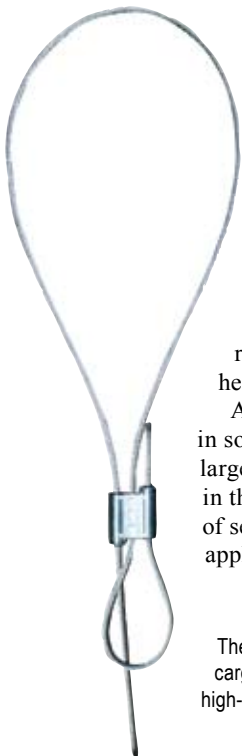
"The device doubles the security of shipments since it secures both the container handle and keeper bars and requires two cuts for removal," says Norwitz, who heads up security sealing solutions provider, Vikela Aluvin. "This is an important advance on traditional container seals and is now being used on a variety of high-risk containers worldwide."

Ideal for electronic goods, alcohol and high-end fashion, the device has a cable length of 148cm – and is easily lengthened if required. It has a cast zinc body and cable made from 5mm or 3mm galvanised steel aircraft cable and is ISO 17712 compliant.

According to Norwitz, there's high demand for the company's high-security ISO 17712-compliant seals because they are genuinely compliant. "Many other seals on the market do not meet all the stringent requirements laid down by the ISO 17712 document or the manufacturing integrity required in the same document," he said.

Aluvin is the sole distributor in southern Africa for some of the largest security sealing companies in the world, offering a wide range of sealing products for many applications.

The Keeper Sealock ... 'Ideal for high-risk cargo like electronic goods, alcohol and high-end fashion.'



Economists analyse impact of Japan earthquake

BY Alan Peat

After the Japanese quake/tsunami crisis, one of Africa's major trading partners is on the blink, according to Simon Freemantle and Jeremy Stevens, economic research strategists at Standard Bank – who have especially released their latest study on the situation to FTW.

"Japan has, traditionally, been one of Africa's most relevant trade partners," said the economics duo.

In the immediate aftermath of the earthquake, it is likely that Japan's demand for African commodities will taper off, according to Freemantle/Stevens.

"Firstly, their own economic slowdown means that fewer resources will be needed," they said. "Japan is heavily dependent on the manufacturing sector – most notably vehicles and consumer electronics – which account for just under a quarter of output."

They pointed out that several large corporates had operations in the areas most affected. For

instance, Honda, Toyota, Mazda, Nissan, Suzuki and Mitsubishi have each temporarily suspended their operations. Moreover, it's not simply vehicle makers that have been affected: Sony, Toshiba, Panasonic, Hitachi, Canon and Nikon have shut production at several plants.

"A fall in production means less demand for Africa's commodities," said Freemantle/Stevens, "like mineral fuels, precious metals, iron ore and wood."

A second factor leading to a tapering off in Japanese demand for African commodities is that Japan is an enormously important global consumer – often providing an end market for products that have been created by an increasingly globalised supply chain.

"Africa's raw materials have proven particularly agile in attaching themselves to global supply chains," said Freemantle/Stevens, "as direct inputs to the manufacture-for-production in China, Germany and many others."

A third inhibiting factor is that Africa's exports, again mostly of commodities,

have benefited from the industrialisation that has occurred in key emerging markets, like China and India, which export a vast amount of goods to Japan.

"Naturally, the near-term fall in Japanese demand will present a headwind to economic activity in these emerging economies," said Freemantle/Stevens.

A final factor is that events in Japan will affect prices of commodities, which will impact on Africa's terms of trade.

"Already, palladium and platinum have declined by 10% and 5%, respectively, since the earthquake," said Freemantle/Stevens.

"It is important to note that these implications are in the near-term. In the longer term the impact is far less clear. Recall, approximately 9 700 megawatts of nuclear power generation capacity has been shut down in Japan, representing about 8% of the country's total power generation capacity.

"It is plausible that in the rebuilding phase that is inevitable, the demand for Africa's commodities could increase."

Advanced technology plays major role in packaging

BY Liesl Venter

Under-estimating the role of packaging can be a costly mistake, say Allen Hancock of Mammoth Packing

“Packaging is an integral part of the goods supply chain – and not just for the obvious reason of protecting goods from damage. Proper packaging allows for efficient distribution to the consumer and, in some cases, helps to promote goods in the market place,” he says. “Cutting corners when it comes to packaging and not protecting goods against rough handling in transit – whether by road, rail, sea or air – can result in major damages that can be extremely costly and eat into the profit margins.”

More and more companies are seeing the

value of having their cargo professionally packaged. Good packaging also means that space is optimised and cargo is packed in the most cost-efficient way. It is for this reason that Hancock and his team visit most clients personally to view the cargo. “Dimensions, weight and often fragility of the cargo must be taken into account. We view the cargo and then work out how to pack and crate it in a safe, protective manner, leaving cargo owners free to focus on their core function.”

Hancock says advanced technology also plays a major role in packaging of cargo. “There are procedures for the prevention of rust, corrosion, oxidation and discolouration of cargo. This corrosion intercept procedure is being used by



Allen and Kerina Hancock of Mammoth Packing ... ‘Corrosion intercept procedure is being used by more and more exporters.’

more and more exporters. Many companies are also using it for long-term storage of cargo, as there is a ten-year guarantee of no rust or corrosion, as long as all steps

are followed one hundred per cent. There is also the use of stickers which log excessive “tilting” or “shocking” to sensitive cargo while en route to its destination.”

Toll talks spell out concerns

BY Liesl Venter

The first round of talks between the business fraternity and the steering committee on the Gauteng Freeway Improvement Project has provided “a good idea of what the real concerns around the tolling system and fees are”, Sam Monareng, spokesman for the transport director general, George Mahlalela, who chairs the steering committee, told FTW.

“It is important that we understand we have a large loan to pay back,” said Monareng. “That is not going to change, but it is important that we take the concerns and issues of the various stakeholders into consideration.”

Further public consultation meetings with other stakeholders are scheduled to take place in the first two weeks of April.

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Private sector angles for a slice of Durban port action

Transnet's funding source for Pier 2 upgrades panned

BY Alan Peat

Plans by Transnet to invest in new equipment for the ageing and somewhat dilapidated Pier 2 – the Durban container terminal (DCT) – have met with criticism from a senior executive in the freight industry.

He believes the money is coming from the wrong source. Much of Transnet's investment funding has come from the cargo dues which are paid to Transnet National Ports Authority (TNPA).

But this money, he added, is supposed to be for port development – which means dredging out harbour channels and building quays at harbour side, not buying equipment for present terminal handling functions.

Our source also felt that the upgrading of the terminal

should not be undertaken by Transnet, “but given to the private sector to change and develop”.

This follows a recent presentation by new Transnet CEO Brian Molefe on the parastatal's investment plan for the next five years – spending R110.5 billion to improve the performance of SA's logistical system, which is currently constraining export-led growth.

He said in his summary that particular attention would be given to boosting the operational performance of Pier 2, which was currently under-performing, despite being SA's largest terminal – something that would be addressed through investment in state-of-the-art equipment and in further training.

Molefe also said that

Transnet was already open to private sector participation, from increasing its wagon fleet to the private operation of port terminals in Durban. But he also warned that the inclusion of the private sector should not be driven ideologically.

The private sector was not a “panacea” for all the problems with the state owned enterprises (SoEs). In fact, he said that it was possible for SoEs to operate efficiently, and also to deliver a societal benefit beyond the generation of profits, which was the primary focus of a private investor.

But the FTW executive source stood by his objection to the Molefe plans, and said that Transnet should rather be investing its time and money in developing new or different terminal facilities than a

major re-equipping of Pier 2.

He believes the best option, and the one that seems to meet with the most private sector support at present, is the planned dig-out of the old Durban International Airport (DIA) site.

It's already a developed site, FTW was told, and there are no real environmental objections to the area being dug out to form a completely new and separate port, with an entrance channel being dug on the eastern end of the Bluff.

The private sector also feels that it would be a good alternative, because – unlike digging out the southern end of the present harbour – it would not see the already heavily congested South Coast Road access even further jammed up. Molefe estimated that it could cost

R20bn-plus to buy, dig out and equip a new harbour at the old airport site – but calculations showed that the overall project would probably cost close to R100bn and would require private sector capital and expertise to build and possibly even to operate.

However, he stressed that it was likely that the property would remain within the “SoE family”.

But it's no short-term solution, and it would be years yet before actual development could take place, according to Molefe. He also felt that, only once the existing facilities had been debottlenecked, would the DIA site be added to give yet more capacity and to take advantage of an expected expansion of SA's commodity and manufactured production and exports.

New venture launched

A new cargo distribution and consulting company has opened its doors on the East Rand.

Cargo, Office and Property Services (CopServe) is an Enterprise Development initiative whose initial focus will be to serve its main client, Safcor Panalpina.

Its service portfolio includes cargo distribution,

cargo drawing, facilities management, consulting and office administration.

According to managing director Ahmed Suleman, 76 staff members and a fleet of 22 trucks have transferred to the new company, with an additional 14 trucks on a contractual hire arrangement.

“While Safcor Panalpina has no shareholding in

CopServe, it has signed a five-year contract with us to ensure we are financially stable and a viable business.”

Maria du Preez, Gauteng regional director, Safcor Panalpina, and Ahmed Suleman, managing director, CopServe ... ‘Longer-term plan is to grow the business by acquiring new customers.’



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LAST WEEK'S TOP STORIES ON



Drunk pilot charged
A commercial airline pilot has been charged with flying drunk while serving as first officer in the cockpit of a United Express flight from Austin, Texas to Denver in December of 2009, reports Airwise News.

New Wilhelmsen Africa appointment
Clarence Bothelo has been appointed Ships Spares Logistics (SSL) manager in the customer services department at Wilhelmsen Ships Service for the Africa, Middle East and Black Sea (AMB) regions.

DoT slams 'malicious' email message
The Department of Transport has issued a warning about a malicious email message currently in circulation concerning motor vehicle licensing.

Airline now charged with involuntary manslaughter
Air France-KLM has been placed under investigation by a French court for involuntary manslaughter over a 2009 crash on a

flight between Rio and Paris which killed 228 people, the airline’s lawyer Fernand Garnault told Reuters.

K+N acquires reefer major
Following its acquisition in January of three specialist perishable South American airfreight forwarders, Kuehne + Nagel has now entered into an agreement to acquire 75% of the shares of New Zealand-based reefer major, Cooltainer.

Sacu revenue-sharing agreement on the agenda as heads of state meet
The sensitive revenue-sharing agreement will come under the spotlight when the Southern Africa Customs Union (Sacu) heads of state gather in Pretoria for a crucial summit.

Other key priority areas will include efforts to promote regional industrial development; facilitate cross-border trade; establish common institutions and promote unified engagement in trade negotiations.

IMPERIAL expands in petro-chemical sector

IMPERIAL Logistics has acquired 60% of 777 Logistics, the bulk petro-chemical transporter responsible for the transportation of Sasol Oil fuel and Sasol Chemical products. While the acquisition strengthens 777 Logistics’

position in the market, the move further extends IMPERIAL Logistics’ expertise in managing HSEQ requirements.

“We currently manage 70% of the solvent market from Secunda to Durban and 80% of the imported ULP (unleaded petrol)

market. We have also recently been awarded the ULP contract from Island View to Alrode and a three-year dedicated contract to transport BA from Sasolburg,” says Andre Du Plessis, 777 Logistics managing director.

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MSC MAUREEN 23A / MMAU	S1111	-	-	-	-	-	29/03	31/03	02/04	MSC MAUREEN 23R / MMAU	N1115	02/04	06/04	08/04	20/04	01/05	26/06	27/04	29/04	02/05					
MSC PARIS 02A / MPAS	S1112	-	-	-	-	-	05/04	07/04	09/04	MSC BILBAO 01R / MBIO	N1116	12/04	13/04	15/04	27/05	08/05	03/05	04/05	06/05	09/05					
MSC MARINA 16A / MSMA	S1113	-	25/03	-	27/03	28/03	12/04	14/04	16/04	MSC MARINA 16R / MSMA	N1117	16/04	20/04	22/04	04/05	15/05	10/05	11/05	13/05	16/05					
MSC VIVIANA 18A / MVIV	S1114	03/04	01/04	03/04	05/04	07/04	21/04	24/04	26/04	MSC VIVIANA 18R / MVIV	N1118	25/04	27/04	29/04	14/05	26/05	21/05	21/05	23/05	25/05					
MSC TANZANIA 04A /	S1115	07/04	05/04	07/04	10/04	11/04	26/04	28/04	30/04	MSC ZAMBIA 05R /	N1119	30/04	04/05	06/05	18/04	29/05	25/05	26/05	27/05	29/05					

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New depot operator officially launched

BY Liesl Venter

The new kid on the container block, CHC Resources, is determined to do things differently.

Speaking at the launch of CHC Container Handling in Sandton last week, CEO Reshaan Laljith said once the decision had been made to become a licensed container depot operator, they did not turn to their competitors to see how business was done, but rather asked customers what their needs were.

Having been operational for almost four months,

with premises in Johannesburg, Durban and Cape Town, plans are already under way to expand to Richards Bay and Port Elizabeth.

“We have built up a very large customer base over a short period of time. We believe it is because we are doing things differently.”

He said a prime example was the decision not to base their Johannesburg depot at City Deep, Gauteng’s prime portal, but rather in Pomona in Kempton Park.

“Everyone we spoke to told of the congestion and the wait at City Deep and

we therefore chose not to be located there. Yes, it is a slightly longer drive to Pomona, but there is no delay, no congestion and ultimately a faster service with a quicker turnaround.”

According to operations manager, Sayed Mohamad, meetings with top level SA Revenue Service executives now sees Customs officials from OR Tambo International Airport clearing cargo at the CHC warehouse in Pomona.

Rod Taylor of ILA said it was clear the CHC Container Handling had



Sayed Mohamad ... ‘Clearing cargo at CHC warehouse in Pomona.’



Reshaan Laljith ... ‘Doing things differently from the other players in the container industry.’

paid attention to the industry’s needs as well as the finer details.

“Their reaction time and communication has been phenomenal,” he said.

TNPA abides by ruling

From page 1

now come to the conclusion that the PR decision stands – and has increased all its tariffs by no more than the recommended amount of 4.49%.

Expressing his satisfaction with this decision by the port landlords, Andrew Robinson, director of lawyers Deneys Reitz and a specialist in maritime matters, said: “In my view this is the correct approach and the appropriate response to the PR’s recommendation.”

But he continued to adopt a critical stance at what he termed “the lack of consultation between the TNPA and its customer base” before it decided in its original application to push up some individual tariffs by astonishingly high percentage increases

– a matter that was also complained about by the PR in its official response.

Robinson described as “surprising” the apparent lack of transparency by the TNPA in compiling its tariff for 2011/2012 – and “its failure to communicate with those industries and stakeholders that would have been hardest hit by the individual tariff adjustments or realignments.”

But he hoped that TNPA would remedy this lack of consultation in its future decisions about rates and tariffs.

“I have no doubt that TNPA will continue with their work on their realignment of the tariffs,” he added, “but hopefully they will adopt a much more transparent and consultative process with the relevant stakeholders.”

TFR milestone

From page 1

terminal’s loading and off-loading space will not be available, but we have plans to address shortfalls. And by doing so we are able to shorten the construction period necessary to prepare for the arrival of the new equipment.

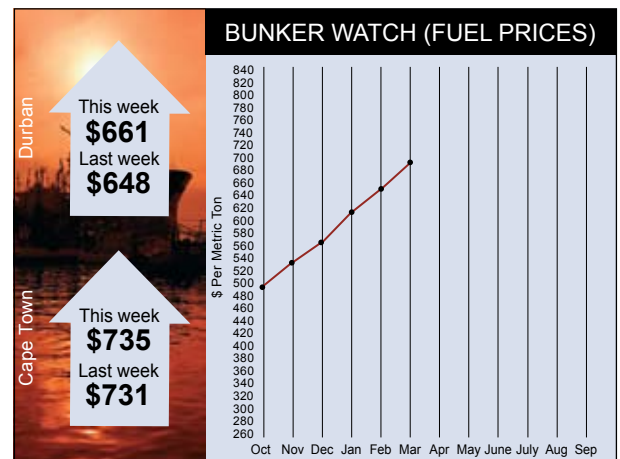
“The original plan was to bring in three cranes over three years. But by cutting down the programme by two years and giving up the additional space, we’ve been able to escalate their arrival, which is good news in the long run.”

Contingency plans are in place to address the problems of restricted space and any other operational disruptions, says Seloane

At the Kaserne Container Terminal, TFR has already invested R20m in a new slab. Work will be completed by the end of this month and the upgraded facility will be up and running by the beginning of May.

The new cranes are just

part of the upgrade plan at City Deep. “We will be doing a complete revamp from ground stack to cranes to equipment, including the gate and security. The business case has been approved and now it’s a question of cash flow.”



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CMA-CGM Africa Two 399/400	CMA	-	-	-	4/4	-	LCH 14/04,PKG 19/04
Nordhawk VNH021	PIL	-	-	-	6/4	-	SIN 20/04
Manuela VMA003	PIL	-	-	-	13/4	-	SIN 26/04
Garden 0291-024E	COS/EMC/MBA	-	4/4	-	-	-	SIN 19/04,PGU 21/04,PKG 21/04,LCH 22/04,JKT 22/04,SUB 22/04,PEN 22/04,SGN 22/04,DLC 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, TXG 07/05
Maersk Davenport 1105	MSK/SAF	-	8/4	5/4	-	-	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
Cap Serrat 105E	-	-	-	-	5/4	-	SIN 17/04,HKG 21/04,NGO 26/04,YOK 27/04,BUS 30/04,SHA 02/05
Nordfalcon VNF014	PIL	-	-	-	4/4	-	SIN 10/05
Kota Jaya JYY209	PIL	-	5/4	-	-	-	SIN 12/05
Osaka Car 18A	MOL	-	-	-	6/4	-	SIN 22/04
Msc Rachelle H1115R	MSC/STS	-	-	-	7/4	-	SIN 25/04,XMN 05/05,KHH 07/05,CWN 14/05,HKG 15/05,SHA 15/05
Kota Jati JTT178	PIL	-	-	-	-	-	SIN 17/05
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,DLC 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
Longavi 1105	CSV	-	-	-	8/4	-	SIN 20/04,HKG 24/04,CWN 26/04,NGB 27/04,SHA 28/04,TAO 30/04
CSC Lima 048E	CSC/HLC/KLI/STS	-	-	-	9/4	-	PKG 21/04,SHA 26/04,CNZOS 27/04,XMN 29/04,SHK 30/04
Maersk Innoshima 1104	MSK/SAF	9/4	-	-	14/4	-	PKG 28/04,TPP 29/04
Mol Dominance 9114B	MOL	-	9/4	-	-	-	SIN 24/04,HKG 29/04, TXG 03/05, DLC 04/05, TAO 06/05, BUS 08/05, SHA 11/05
Monte Alegre 106	HSD/MSK/SAF	-	-	9/4	12/4	-	SIN 24/04,HKG 28/04,BUS 05/05,SHA 06/05,NGB 08/05,YTN 10/05
Maersk Drury 1105	MSK/SAF	-	15/4	12/4	-	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 Olivia 111	HSD/MSK/SAF	-	-	-	-	-	SIN 29/05,HKG 02/06,BUS 09/06,SHA 10/06,NGB 12/06,YTN 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
Msc Paris H1116R	MSC/STS	-	-	-	13/4	-	SIN 02/05,XMN 12/05,KHH 14/05,CWN 21/05,HKG 22/05,SHA 22/05
Wamow Trader VWT009	PIL	-	13/4	-	-	-	SIN 25/05
Helix Bridge 002	KLI/MIS/PIL	-	15/4	-	13/4	-	PKG 01/05,SIN 02/05,HKG 06/05,SHA 08/05,BUS 14/05,INC 14/05,KEL 14/05,KHH 14/05,YOK 17/05,NGO 17/05,UKB 17/05
Algarrobo 1106	CSV	-	-	-	14/4	-	SIN 26/04,HKG 30/04,CWN 30/04,NGB 03/05,SHA 04/05,TAO 06/05
Porthos 0295-030E	COS/EMC/MBA	-	18/4	-	14/4	-	SIN 03/05,PGU 05/05,PKG 05/05,LCH 06/05,JKT 06/05,SUB 06/05,PEN 06/05,SGN 06/05,DLC 07/05,BLW 07/05,BKK 07/05,SRG 08/05,MNL 08/05, KHH 09/05,UKB 10/05,TYO 10/05,XMN 10/05,HPH 10/05,SHA 11/05,NGO 11/05,OSA 11/05,NGB 13/05,BUS 13/05,TAO 15/05,HKG 17/05, TXG 17/05,YOK 17/05,YTN 18/05,KEL 20/05, TXG 21/05
Ocean Trader 5506	MOL	-	-	-	15/4	-	SIN 05/05
Kota Berjaya BEJ001	PIL	-	-	-	15/4	-	ZJG 09/05
Maersk Denver 1107	MSK/SAF	-	-	-	16/4	-	TPP 12/05,PGU 14/05,PKG 15/05,CWN 15/05,BLW 15/05,HKG 16/05,SUB 16/05,YOK 17/05,UKB 17/05,HUA 17/05,SRG 17/05,PEN 17/05, BUS 18/05,XMN 18/05,SHA 19/05,SGN 19/05,HPH 20/05,NGB 21/05,INC 21/05,TAO 24/05,OSA 24/05,NGO 24/05
Luefjenburg 1106	MSK/SAF	16/4	-	-	-	-	PKG 05/05,TPP 06/05
Thai Bright 114	GRB/JUNG	-	-	-	16/4	-	JKT 02/05,SIN 06/05,BKK 09/05
Bosphorus Bridge 064	KLI/MIS/PIL	-	-	-	17/4	-	PKG 07/05,SIN 08/05,HKG 12/05,SHA 14/05,BUS 20/05,INC 20/05,KEL 20/05,KHH 20/05,YOK 23/05,NGO 23/05,UKB 23/05
Santa Clara 112	HSD/MSK/SAF	-	-	-	-	-	SIN 05/06,HKG 09/06,SHA 16/06,BUS 19/06,NGB 19/06,YTN 21/06
Hansa Coburg VCB012	PIL	-	-	-	-	-	SIN 25/05
Mol Diamond 9204B	MOL	-	17/4	-	-	-	TAO 14/04,SIN 02/05,HKG 07/05, TXG 11/05, DLC 12/05, BUS 16/05, SHA 19/05
CMA-CGM Lapis AA598E	CMA/CSC/MBA	-	-	-	18/4	-	PKG 30/04,HKG 04/05,BUS 08/05,SHA 10/05,NGB 11/05,KHH 13/05
To: Mediterranean and Black Sea							
Updated daily on http://www.ftwonline.co.za							
Bunga Seroja Dua 30R	HSL/LTI/MSC	-	4/4	-	-	-	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
Safmarine Nomazwe 113B	CHL/DAL/MOL/MSK/SAF/TSA	-	10/4	-	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
Astor 1109	MSK/SAF/STS	-	9/4	-	4/4	-	ALG 26/04
Msc Maureen 23R	HSL/LTI/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	-	17/4	7/4	-	12/4	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	-	16/4	-	11/4	-	ALG 03/05
Dal Kalahari 113B	CHL/DAL/MOL/MSK/SAF/TSA	-	-	13/4	-	18/4	ALG 06/05,CAS 06/05,CAZ 09/05,LIV 09/05,ORN 09/05,BLA 10/05,VEC 11/05,FOS 13/05,NPK 13/05,AXA 14/05,GIT 14/05,PSD 14/05, UAY 15/05,ASH 15/05,ASH 17/05,TUN 18/05,GOI 18/05,KOP 18/05,MAR 18/05,SAL 18/05,BEY 19/05,GEM 19/05,SKG 19/05,PIR 20/05, IST 20/05,TRS 20/05,IZM 22/05,HFA 23/05,MER 23/05
Msc Paris 2R	HSL/LTI/MSC	-	-	17/4	-	15/4	VEC 07/05,SPE 12/05,LIV 12/05,GOI 13/05,NPK 13/05,HFA 13/05,FOS 14/05,BLA 17/05,AXA 19/05
Troense Maersk 1106	-	17/4	-	-	-	-	ALG 09/05
Surinam River 1105	MSK/SAF/STS	-	-	-	18/4	-	ALG 10/05
To: UK, North West Continent & Scandinavia							
Updated daily on http://www.ftwonline.co.za							
Lombardia 1114	MAC	8/4	5/4	-	-	-	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
Bunga Seroja Dua 30R	HSL/LTI/MSC	-	4/4	-	-	-	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	-	4/4	-	RTM 25/04,TIL 26/04,BIO 26/04,BRV 28/04,LEI 28/04,CPH 29/04,GOT 29/04,HMQ 29/04,OFQ 30/04,HEL 02/05,OSL 05/05
Purple Beach 1116	MAC	-	17/4	-	5/4	14/4	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/LTI/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
MOL Cullinan 113B	CHL/DAL/MOL/MSK/SAF/TSA	-	17/4	7/4	-	12/4	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
Serenity Ace 21A	MOL	-	-	10/4	8/4	7/4	VGO 24/04,ZEE 27/04
Bergen Arrow 200	GRB	-	-	-	-	13/4	VGO 06/05,BIO 09/05,PRU 14/05,ANR 18/05
Dal Kalahari 113B	CHL/DAL/MOL/MSK/SAF/TSA	-	-	13/4	-	18/4	RTM 08/05,TIL 09/05,BIO 09/05,LEI 11/05,BRV 12/05,CPH 13/05,GOT 13/05,HMQ 13/05,OFQ 14/05,HEL 16/05,OSL 19/05
Msc Paris 2R	HSL/LTI/MSC	-	-	17/4	-	15/4	RTM 05/05,LZI 05/05,FXT 06/05,HMQ 08/05,BRV 11/05,BIO 11/05,ANR 12/05,LEH 13/05,LIV 15/05,VGO 18/05,HEL 18/05,LEI 19/05,KTK 19/05, STO 21/05,KLJ 23/05,LED 26/05
Swan Arrow 059	GRB	-	-	-	-	16/4	LEI 09/05,PRU 12/05,ANR 16/05
Troense Maersk 1106	-	17/4	-	-	-	-	VGO 12/05
Amber Lagoon 1117	MAC	-	-	-	18/4	-	VGO 17/05,LZI 19/05,RTM 21/05,HMQ 23/05,PFT 24/05,IMM 24/05,HUL 24/05,BXE 25/05,KRS 25/05,LAR 25/05,OSL 26/05,ANR 27/05,OFQ 27/05, CPH 27/05,ORK 27/05,DUO 27/05,GOT 27/05,GOO 27/05,GRG 27/05,HEL 27/05,HEL 29/05,KTK 29/05,STO 29/05,BIO 30/05
Beagle VI 291004	CNT	-	-	-	18/4	-	VGO 08/05,ANR 13/05

OUTBOUND BY DATE - Dates for sailing: 04/04/2011 - 18/04/2011

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
To: East Africa							
Updated daily on http://www.ftwonline.co.za							
Swallow Ace 31A	MOL	-	-	-	4/4	5/4	- MPM 07/04,DAR 11/04,MBA 13/04
Msc Chaneca 58A	MSC	-	-	-	-	5/4	- MPM 06/04,MNC 12/04
Osaka Car 18A	MOL	-	-	-	6/4	-	- MPM 09/04
Hoegh Detroit 37	HOE/HUA	-	-	-	7/4	10/4	- MPM 11/04
Msc Sarawak 19A	MSC	-	-	-	-	7/4	- DAR 12/04,MBA 19/04
Mol Stability 5406	MOL	-	-	-	-	8/4	- MPM 09/04
Barrier 71	MOL/MSK/OAC/SAF	-	-	-	-	9/4	- MPM 10/04,BEW 19/04,MNC 04/05
Brilliant 27A	MSC	-	-	-	-	9/4	- BEW 12/04
Msc Agata 720A	MSC	-	-	-	-	13/4	- DAR 18/04,MBA 25/04
Ocean Trader 5506	MOL	-	-	-	-	15/4	- MPM 16/04

To: West Africa							
Updated daily on http://www.ftwonline.co.za							
CMA-CGM Africa Two 399/400	CMA	-	-	-	-	4/4	- TEM 14/03,APP 17/03
Nordhawk VNH021	PIL	-	-	-	-	6/4	- LAD 13/03,ONN 24/03,LFW 27/03
Kota Harum 310W	PIL	-	-	-	-	10/4	- LOS 21/03,TEM 27/03,COO 29/03
Manuela VMA003	PIL	-	-	-	-	13/4	- LOS 27/03,LBV 01/04,PNR 04/04
Mol Silver Fem 2 1512	MOL	7/4	-	-	-	-	- LAD 28/03,LOB 01/04
Kota Handal 308	PIL	-	-	-	-	16/4	- LOS 28/03,TEM 01/04,COO 03/04
Bunga Seroja Dua 30R	HSL/LTI/MSK	-	4/4	-	-	-	- LPA 13/04,DKR 15/04,ABJ 16/04,TEM 18/04,APP 24/04,TIN 25/04
Safmarine Nomazwe 113B	CHL/DAL/MOL/MSK/SAF/TSA	-	10/4	-	-	4/4	- LPA 20/04
Astor 1109	MSK/SAF/STS	-	9/4	-	-	4/4	- DKR 19/04
Nordfalcon VNF014	PIL	-	-	-	-	4/4	- LAD 11/04,ONN 15/04,LBV 18/04
Kota Jaya JYY209	PIL	-	5/4	-	-	-	- TEM 14/04,COO 16/04,LOS 18/04
Msc Maureen 23R	HSL/LTI/MSK	-	11/4	7/4	-	5/4	- LPA 20/04,DKR 22/04,ABJ 23/04,TEM 25/04,APP 01/05,TIN 02/05
San Adriano 1109	CSV	-	-	-	-	5/4	- LOS 17/04,COO 20/04,TEM 24/04,ABJ 27/04
Maersk Izmir 1105	MSK/SAF	6/4	-	-	-	-	- APP 12/04
MOL Cullinan 113B	CHL/DAL/MOL/MSK/SAF/TSA	-	17/4	7/4	-	12/4	- LPA 27/04
Kota Jati JTT178	PIL	-	-	-	-	-	- PNR 14/04,ABJ 19/04,LFW 21/04,LOS 23/04
Border 62S	MOL/MSK/MSK/OAC/SAF	-	-	10/4	-	9/4	- MSZ 15/04
City of Beijing 097	NDS	-	12/4	-	-	9/4	- PNR 18/04,LAD 21/04,LOB 25/04,BOA 25/04,MAT 26/04,SZA 28/04,LBV 28/04,MSZ 29/04,CAB 29/04,DLA 29/04
Austria 5S	MOL/MSK/MSK/OAC/SAF	-	14/4	-	-	10/4	- MSZ 20/04,LOB 25/04,LAD 29/04
Northern Endeavour 1101W	CSC/HLC/KLI/SMU/STS	-	-	-	-	10/4	- TEM 18/04,COO 23/04,TIN 26/04
Santa Federica 4W	GSL	-	-	-	-	11/4	- TEM 20/04,LOS 22/04,TKD 28/04
Safmarine Onne 1103	MSK/SAF	-	15/4	-	-	11/4	- MSZ 22/04,LOB 24/04,SON 27/04,PNR 30/04,MAT 05/05,LBV 11/05
Macuba 1109	MSK/SAF/STS	-	16/4	-	-	11/4	- DKR 26/04
CMA-CGM Africa Three WW409/410	CMA	16/4	-	-	-	13/4	- TEM 21/04,APP 24/04,LFW 02/05
Warnow Trader VWT009	PIL	-	13/4	-	-	-	- TEM 22/04,COO 24/04,LOS 27/04,ONN 30/04,DLA 03/05
Dal Kalahari 113B	CHL/DAL/MOL/MSK/SAF/TSA	-	-	13/4	-	18/4	- LPA 03/05
Nordspring 1105	MSK/SAF	13/4	-	-	-	-	- APP 19/04
CSC San Jose 0023W	CSC/HLC/KLI/SMU/STS	-	-	-	-	14/4	- TEM 23/04,LFW 25/04,COO 27/04,TIN 29/04
Mol Silver Fem 2 1713	MOL	-	-	-	-	14/4	- LAD 25/04,LOB 29/04
UAL Century 5110XX	UAL	-	14/4	-	-	-	- LAD 27/04,SZA 29/04,PNR 01/05,BSG 04/05,SSG 05/05,LOS 07/05
Msc Floriana 682A	MSC	-	14/4	-	-	-	- LAD 21/04,LOB 25/04
Niledutch Durban 345W	MSK/NDS/NYK/SAF	-	-	-	-	14/4	- LFW 23/04,TEM 26/04,LOS 30/04,COO 03/05
Msc Paris 2R	HSL/LTI/MSK	-	-	17/4	-	15/4	- LPA 30/04,DKR 02/05,ABJ 03/05,TEM 05/05,APP 11/05,TIN 12/05
Hansa Coburg VCB012	PIL	-	-	-	-	-	- LAD 22/04,LOS 27/04,LBV 02/05
Troense Maersk 1106		17/4	-	-	-	-	- LAD 21/04
Surinam River 1105	MSK/SAF/STS	-	-	-	-	18/4	- DKR 03/05

To: Indian Ocean Islands							
Updated daily on http://www.ftwonline.co.za							
Maersk Davenport 1105	MSK/SAF	-	8/4	5/4	-	-	- PLU 16/04
Msc Rachelle H1115R	MSC/STS	-	-	-	-	7/4	- PLU 13/04,PDG 16/04,EHL 25/04,DZA 25/04,TMM 28/04,DIE 04/05,MJN 07/05
Mol Stability 5406	MOL	-	-	-	-	8/4	- TMM 14/04
Don Pasquale CO108	WWL	-	-	9/4	-	11/4	- RUN 15/04
Maersk Drury 1105	MSK/SAF	-	15/4	12/4	-	9/4	- PLU 23/04
UAFL Mauritius 520	UAF	-	-	-	-	13/4	- TLE 19/04,EHL 21/04,TMM 24/04,PLU 27/04,RUN 28/04,MAW 01/05,DIE 03/05,LON 05/05,MUT 06/05,NOS 08/05,MJN 10/05
Msc Paris H1116R	MSC/STS	-	-	-	-	13/4	- PLU 17/04,PDG 20/04,EHL 25/04,DZA 25/04,TMM 28/04,DIE 04/05,MJN 07/05
Maersk Denver 1107	MSK/SAF	-	-	-	-	16/4	- PLU 30/04

To: North America							
Updated daily on http://www.ftwonline.co.za							
Garden 0291-024E	COS/EMC/MBA	-	4/4	-	-	-	- LAX 01/05,OAK 04/05,TIW 06/05,BCC 08/05
Maersk Visby 004	MSC/MSK/SAF	-	9/4	-	-	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,VIJ 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	-	16/4	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,VIJ 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	17/4	15/4	-	-	9/4	6/4 MTR 06/05,BAL 15/05,SAV 18/05
Yu Gu He 460E	COS/EMC/MBA	-	11/4	-	-	7/4	- LAX 08/05,OAK 11/05,TIW 13/05,BCC 15/05
Aalborg 1119	GAL	-	-	-	-	11/4	8/4 ATM 10/05,HQN 12/05,MSY 16/05
Porthos 0295-030E	COS/EMC/MBA	-	18/4	-	-	14/4	- LAX 15/05,OAK 18/05,TIW 20/05,BCC 22/05

To: Australasia							
Updated daily on http://www.ftwonline.co.za							
Garden 0291-024E	COS/EMC/MBA	-	4/4	-	-	-	- BSA 30/04,SYD 02/05,MLB 05/05
Maersk Davenport 1105	MSK/SAF	-	8/4	5/4	-	-	- 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
Yu Gu He 460E	COS/EMC/MBA	-	11/4	-	-	7/4	- BSA 07/05,SYD 09/05,MLB 12/05
Hoegh Detroit 37	HOE/HUA	-	-	-	7/4	10/4	- FRE 23/04,MLB 28/04,PKL 29/04,BSA 01/05,NOU 04/05,TRG 04/05,NPE 05/05,WLG 07/05,LYT 08/05
Msc Rachelle H1115R	MSC/STS	-	-	-	-	7/4	- FRE 24/04,ADL 25/04,MLB 29/04,SYD 02/05,TRG 06/05,LYT 08/05
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	-	15/4	12/4	-	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
Msc Paris H1116R	MSC/STS	-	-	-	-	13/4	- FRE 28/04,ADL 29/04,MLB 03/05,SYD 06/05,TRG 10/05,LYT 12/05
Porthos 0295-030E	COS/EMC/MBA	-	18/4	-	-	14/4	- BSA 14/05,SYD 16/05,MLB 19/05
Maersk Denver 1107	MSK/SAF	-	-	-	-	16/4	- FRE 17/05,LYT 21/05,AKL 22/05,TRG 23/05,TRG 23/05,NPE 24/05,LYT 25/05,TIU 26/05,POE 26/05,SYD 26/05,MLB 27/05,NSN 28/05,NPL 28/05,BSA 31/05,ADL 31/05
Toreador CO109	WWL	-	-	18/4	-	-	- FRE 01/05,MLB 06/05,PKL 08/05,BSA 10/05

OUTBOUND BY DATE - Dates for sailing: 04/04/2011 - 18/04/2011

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
To: Middle East, Pakistan, India and Sri Lanka							
Updated daily on http://www.ftwonline.co.za							
Kota Harum 310W	PIL	-	-	-	10/4	-	BQM 26/04
Kota Handal 308	PIL	-	-	-	16/4	-	BQM 02/05
Garden 0291-024E	COS/EMC/MBA	-	4/4	-	-	-	CMB 24/04,NSA 26/04
Nysted Maersk 1106	MSK/SAF	-	-	-	6/4	-	JEA 21/04,BND 27/04,NSA 03/05
Julia Schulte 1104	MSK/SAF	-	6/4	-	9/4	-	JEA 22/04,JED 29/04
Msc Rafaela 225A	MSC	-	-	-	7/4	-	CMB 17/04,JEA 23/04,SHJ 26/04,AUH 26/04,MCT 26/04,BAH 26/04,DMN 26/04,KWI 26/04,BND 26/04,BQM 27/04,IXY 28/04,DOH 28/04,NSA 01/05,RUH 03/05
Yu Gu He 460E	COS/EMC/MBA	-	11/4	-	7/4	-	CMB 01/05,NSA 03/05
Nicolai Maersk 1108	MSK/SAF	-	-	10/4	-	13/4	JEA 28/04,BND 04/05,NSA 10/05
Antje Wulff 1112	CSV	-	10/4	-	-	15/4	JEA 29/04,BQM 02/05,NSA 04/05
City of Guangzhou 1104	MSK/SAF	-	13/4	-	-	16/4	JEA 29/04,JED 06/05
Porthos 0295-030E	COS/EMC/MBA	-	18/4	-	-	14/4	CMB 08/05,NSA 10/05
Msc Carla 87A	MSC	-	-	-	14/4	-	CMB 24/04,JEA 30/04,BQM 03/05,SHJ 03/05,AUH 03/05,MCT 03/05,BAH 03/05,DMN 03/05,KWI 03/05,BND 03/05,IXY 05/05,DOH 05/05,NSA 07/05,RUH 10/05
Nexoe Maersk 1108	MSK/SAF	-	-	17/4	-	-	JEA 05/05,BND 11/05,NSA 17/05
Libra Ipanema 1113	CSV	-	17/4	-	-	-	JEA 06/05,BQM 09/05,NSA 11/05

To: South America							
Updated daily on http://www.ftwonline.co.za							
Cap Serrat 105	HSD/MSK/SAF	-	-	-	5/4	-	SPB 08/03,SSZ 10/03,BUE 14/03,RIG 16/03,PNG 21/03
Maullin 1110	CSV	-	-	-	4/4	-	SSZ 13/04,RIO 15/04,MVD 16/04,BUE 17/04,RIG 20/04,SSA 22/04,SFS 22/04,PNG 24/04
Monte Alegre 106	HSD/MSK/SAF	-	-	9/4	-	12/4	SPB 19/03,SSZ 21/03,BUE 23/03,PNG 27/03,NVT 29/03
Monte Olivia 111	HSD/MSK/SAF	-	-	-	-	-	SPB 19/04,SSZ 21/04,BUE 24/04,RIG 27/04,NVT 29/04,PNG 01/05
CSAV Luta 1111	CSV	-	-	-	-	11/4	SSZ 20/04,RIO 22/04,MVD 23/04,BUE 24/04,RIG 27/04,ITJ 29/04,SSA 29/04,PNG 01/05
Santa Clara 112	HSD/MSK/SAF	-	-	-	-	-	SPB 26/04,SSZ 28/04,BUE 01/05,RIG 04/05,PNG 08/05
Maipo 1112	CSV	-	-	-	18/4	-	SSZ 27/04,RIO 29/04,MVD 30/04,BUE 01/05,RIG 04/05,SSA 06/05,SFS 06/05,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	788-1571	-	-	-	-
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	-
Metall 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
Wilhelmshen 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

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28 March 2011

INBOUND BY DATE - Dates for sailing: 04/04/2011 - 18/04/2011

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBA
Algarrobo 1106	CSV	-	-	-	-	12-Apr	-
Alianca Maua 107W	HSD/MSK/SAF	-	-	16-Apr	-	18-Apr	-
Amber Lagoon 1210	MAC	09-Apr	13-Apr	-	-	17-Apr	-
Antje Wulff 1106	CSV	-	-	-	-	12-Apr	-
Aqua Star 01/02	FAI	-	-	-	-	16-Apr	-
Astor 1108	MSK/SAF	-	07-Apr	-	-	-	-
Atlantic Impala 103	CSA/HLC	16-Apr	18-Apr	-	-	-	-
Austria 4A/B	MOL/MSK/OAC/SAF	-	-	-	-	07-Apr	-
Barrier 70	MOL/MSK/OAC/SAF	-	-	-	-	04-Apr	-
Beagle VI 291004	CNT	-	-	-	-	18-Apr	-
Border 61N	MOL/MSK/MSK/OAC/SAF	-	-	-	-	07-Apr	-
Bosphorus Bridge 064	KLI/MIS/PIL	-	-	-	-	17-Apr	-
Cap Serrat 105	HSD/MSK/SAF	-	-	-	-	04-Apr	-
Cap Serrat 105E	-	-	-	-	-	04-Apr	-
City of Beijing 097	NDS	-	12-Apr	-	-	07-Apr	-
City of Guangzhou 1104	MSK/SAF	-	11-Apr	-	-	16-Apr	-
City of Hong Kong 1104	MSK/SAF	-	18-Apr	-	-	-	-
CMA-CGM Africa Three WW409/410	CMA	16-Apr	-	-	-	12-Apr	-
CMA-CGM Lapis AA598E	CMA/CSC/MBA	-	-	-	-	17-Apr	-
Conti Asia 312	PIL	-	-	-	-	-	-
CSAV Lluta 1111	CSV	-	-	-	-	09-Apr	-
CSAV Lonquimay 1107	CSV	-	-	-	-	17-Apr	-
CSAV Santos 1107	CSV	-	-	-	-	17-Apr	-
CSC Lima 048E	CSC/HLC/KLI/STS	-	-	-	-	08-Apr	-
CSC San Jose 0023W	CSC/HLC/KLI/SMU/STS	-	-	-	-	12-Apr	-
Dal Kalahari 113A	CHL/DAL/MOL/MSK/SAF/TSA	-	08-Apr	12-Apr	-	16-Apr	-
Dimitris Y 0296-053W	COS/EMC/MBA	-	-	-	-	18-Apr	-
Don Carlos CX106	WWL	-	-	12-Apr	-	-	-
Don Pasquale CO108	WWL	-	-	09-Apr	-	11-Apr	-
Guayaquil Bridge 0014W	CSC/HLC/KLI/SMU/STS	-	-	-	-	17-Apr	-
Hansa Coburg VCB012	PIL	-	-	-	-	-	-
Harald S 1104	MSK/SAF	-	-	-	-	-	06-Apr
Helix Bridge 002	KLI/MIS/PIL	-	15-Apr	-	-	11-Apr	-
Hoegh Detroit 37	HOE/HUA	-	-	-	07-Apr	08-Apr	-
Jolly Bianco 041	LMC	-	-	-	-	16-Apr	-
Jolly Verde 037	LMC	-	10-Apr	-	-	-	-
Julia Schulte 1104	MSK/SAF	-	04-Apr	-	-	09-Apr	-
Karin Rambow 1405	MOL	-	04-Apr	-	-	-	-
Karin Rambow 1606	MOL	07-Apr	-	-	-	-	-
Kota Berjaya BEJ001	PIL	-	-	-	-	14-Apr	-
Kota Handal 308	PIL	-	-	-	-	15-Apr	-
Kota Harum 310W	PIL	-	-	-	-	10-Apr	-
Kota Jati JTT178	PIL	-	-	-	-	-	-
Kota Jaya JYY209	PIL	-	05-Apr	-	-	-	-
Lars Maersk 113A	CHL/DAL/MOL/MSK/SAF/TSA	-	16-Apr	-	-	-	-
Libra Ipanema 1113	CSV	-	17-Apr	-	-	-	-
Longavi 1105	CSV	-	-	-	-	06-Apr	-
Luetjenburg 1106	MSK/SAF	14-Apr	-	-	-	-	-
Macuba 1108	MSK/SAF	-	14-Apr	-	-	09-Apr	-
Macuba 1108	MSK/SAF	-	14-Apr	-	-	09-Apr	-
Maersk Davenport 1104	MSK/SAF	-	06-Apr	-	-	-	-
Maersk Denver 1106	MSK/SAF	-	-	17-Apr	-	13-Apr	-
Maersk Drury 1104	MSK/SAF	-	13-Apr	10-Apr	-	06-Apr	-
Maersk Innoshima 1104	MSK/SAF	07-Apr	-	-	-	13-Apr	-
Maersk Izmir 1105	MSK/SAF	05-Apr	-	-	-	-	-
Maersk Varna 003	MSC/MSK/SAF	-	16-Apr	-	-	-	-
Maersk Visby 004	MSC/MSK/SAF	-	07-Apr	-	-	05-Apr	-
Maipo 1112	CSV	-	-	-	-	16-Apr	-
Manuela VMA003	PIL	-	-	-	-	13-Apr	-
Mentor AA596E	CMA/CSC/MBA	-	-	-	-	10-Apr	-
MOL Cullinan 113A	CHL/DAL/MOL/MSK/SAF/TSA	-	04-Apr	07-Apr	-	09-Apr	-
Mol Diamond 9204B	MOL	-	16-Apr	-	-	-	-
Mol Dominance 9114B	MOL	-	08-Apr	-	-	-	-
Mol Silver Fern 2 1512	MOL	-	18-Apr	-	-	12-Apr	-
Mol Silver Fern 2 1713	MOL	-	-	-	-	-	-
Mol Stability 5406	MOL	-	-	-	-	06-Apr	-
Monte Alegre 106	HSD/MSK/SAF	-	-	09-Apr	-	11-Apr	-
Monte Olivia 111	HSD/MSK/SAF	-	-	-	-	-	-
Msc Agata 719A	MSC	-	-	-	-	10-Apr	-
Msc Bilbao H1112A	MSC	-	-	-	-	11-Apr	-
Msc Chaneca 57A	MSC	-	-	-	-	04-Apr	-
Msc Denisse 12A	MSC	-	-	-	-	04-Apr	-
Msc Diman 052	MSC/MSK/SAF	-	16-Apr	-	-	-	-
Msc Floriana 682A	MSC	16-Apr	12-Apr	-	-	-	-
Msc Kirani 002	MSC/MSK/SAF	-	-	05-Apr	-	07-Apr	-
Msc Leila 115A	MSC	-	18-Apr	-	-	-	-
Msc Lesotho H1113A	MSC	-	-	-	-	18-Apr	-
Msc Marina 16A	HLC/HSL/LTI/MSK	-	12-Apr	14-Apr	-	16-Apr	-
Msc Paris 2A	HLC/HSL/LTI/MSK	-	06-Apr	08-Apr	-	10-Apr	-

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBA
Msc Rachele H1111A	MSC	-	-	-	-	05-Apr	-
Msc Sheila 66A	MSC	-	-	-	-	15-Apr	-
Msc Sierra 56A	MSC	-	-	-	-	11-Apr	-
Nexoe Maersk 1107	MSK/SAF	-	-	15-Apr	-	18-Apr	-
Nicolai Maersk 1107	MSK/SAF	-	-	08-Apr	-	11-Apr	-
Niledutch Durban 345W	MSK/NDS/NYK/SAF	-	-	-	-	12-Apr	-
Nordfalcon VNF014	PIL	-	-	-	-	04-Apr	-
Nordhawk VNH021	PIL	-	-	-	-	06-Apr	-
Nordspring 1105	MSK/SAF	12-Apr	-	-	-	-	-
Northern Endeavour 1101W	CSC/HLC/KLI/SMU/STS	-	-	-	-	08-Apr	-
Nysted Maersk 1105	MSK/SAF	-	-	-	-	04-Apr	-
Ocean Trader 5506	MOL	-	-	-	-	13-Apr	-
Porthos 0295-030W	COS/EMC/MBA	-	17-Apr	-	-	11-Apr	-
Purple Beach 1209	MAC	-	-	-	04-Apr	-	09-Apr
Safmarine Onne 1102	MSK/SAF	-	14-Apr	-	-	09-Apr	-
San Adriano 1105	CSV	-	-	-	-	05-Apr	-
San Aurelio 1107	CSV	-	-	-	-	09-Apr	-
Santa Clara 112	HSD/MSK/SAF	-	-	-	-	-	-
Santa Federica 4W	GSL	-	-	-	-	10-Apr	-
Sophie 1114	GAL	-	10-Apr	-	-	-	-
Stadt Cadiz 098	NDS	-	-	-	-	17-Apr	-
Stellenbosch 1110	GAL	-	06-Apr	-	-	13-Apr	-
Surinam River 1104	MSK/SAF	-	-	-	-	16-Apr	-
Toreador CO109	WWL	-	-	18-Apr	-	-	-
Troense Maersk 1105	MSK/SAF	15-Apr	-	-	-	-	-
UAF Mauritiu 519	UAF	-	-	-	-	13-Apr	-
Warnow Trader VWT009	PIL	-	13-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 Maritime Lines	MAR	Marimed (Marimed)
	(Seaclad Maritime)	MAS	Masoc Line (Marimed)
CMA	CMA-CGM (Shipping Agencies)	MBA	Maruba (Alpha Shipping)
CMZ	Compagnie Maritime Zairoise (Safmarine)	MAS	Masoc 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 - (Foresore 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)	SCH	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	Seacepa Shipping Inc (Century Ships Agency)
HSL	H Stinnes Linien (Diamond Shipping)	STS	Stella Shipping (Stella)
HOEGH	Hoegh Autoliner (Voigt Shipping)	TSA	Transatlantic (Mitchell Cotts)
INM	Intermarine (Mainport Africa Shipping)	UAF	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	Keely Granite (Tern 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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email: sailbad@telkomsa.net**