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ftw FREIGHT & TRADING WEEKLY

FRIDAY 16 September 2011 NO. 1975

For import/export decision-makers

Truckers question DCT assurances on high-capacity ships

BY Alan Peat

Despite Transnet assurances that the Port of Durban is able to successfully handle high-capacity containerhips, container truckers are less optimistic.

This follows the recent arrival of the 9 200-TEU MSC Chicago, the largest cargo vessel ever at the port (see story alongside). While the Transnet National Ports Authority (TNPA) loudly made the point that the turnaround of this vessel proved Durban's ability to handle such vessels, the trucking industry raises some significant concerns.

Peter Newton, director of Seaboard and an authority on port matters, has indicated signs of doubt about the ability of Transnet Port Terminals (TPT) to be able to handle this sort of high-capacity vessel.

"The Chicago had 6 707

declared boxes (2 288 off and 4 419 to load)," he told FTW. "With those sorts of volumes the export stack and import 'free' periods of three-days need looking at.

"Which, simple though it may seem, could lead to some interesting debate with the diehards on the TPT side of the equation. There is a lot of unjust enrichment (aka revenue) to be extorted from port users by keeping the windows narrow – and, in many instances, narrower than TPT itself can handle!"

But, given the current three days' free period, how would TPT be able to perform before the penalty periods came into being?

Not too well at all, if you look at the current average figures handled by TPT, said Kevin Martin, MD of Freightliner and chairman of the Durban Harbour Carriers' Association (DHCA).

If you take the Chicago's

4 400 export boxes, which, if they were all incoming exports (which they weren't, with the majority being transshipments already stored inside the port), would have to be handled at a rate of 1 460 gate moves per day, just for that one vessel, to fit that three-day period.

That excludes both the exports for other ships berthed alongside the container terminal, and the import boxes that also had to be handled for the Chicago and other vessels.

"TPT is currently doing about 2 200 gate moves per day," said Martin. "That, with 1 460 export boxes alone for the Chicago, is just too high a percentage for one vessel."

Extrapolate two to three years down the line, he added, to a time when these big vessels are the norm rather than the exception, and

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Team work ... Transnet National Ports Authority chief executive Tau Morwe, MSC's South African Board chairman Captain Salvatore Sarno and Transnet Port Terminals chief executive Karl Socikwa.

Photo by Terry Haywood

SA's biggest caller arrives

When the 9 178-TEU capacity containerhip, the MSC Chicago, sailed into Durban at the beginning of the month, she became the largest cargo vessel ever to call at the port, and proved the benefit of the recent deepening and widening of the port entrance channel and the harbour basin.

But the sheer size of her declared container cargo – 6 707 TEUs, with 2 288 TEUs to be discharged and 4 419 TEUs to be loaded – raised shivers amongst container road transporters, who expressed doubts about the ability of Transnet Port Terminals (TPT) to handle

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DUTY CALLS

107 Days to HS2012 Hides and Leather Tariff Amendments

In this article we will focus on the tariff amendments to Section VIII of the World Customs Organisation (WCO) Harmonised System 2012 tariff amendments ie, “Raw Hides and Skins, Leather, Fur skins and Articles thereof; Saddlery and Harness; Travel Articles, Handbags and Similar Containers, Articles of Animal Gut (Other than Silkworm Gut)”. Section VIII consists of three tariff chapters.

Tariff Chapter 41 – Raw Hides and Skins (other than Fur skins) and Leather, Tariff Chapter 42 – Articles of Leather; Saddlery and Harness; Travel Articles, Handbags and Similar Containers; Articles of Animal Gut (other than Silkworm Gut); and Chapter 43 – Fur skins and Artificial Fur; Manufacturers thereof.

The first section deals with tariff subheadings to be deleted. The Tariff Chapters

are not affected. The second section deals with tariff subheadings to be created (new). The Tariff Chapters are not affected. The third section deals with tariff subheadings whose scope will be modified, which only affects Tariff Chapter 41. The scope will be modified for Tariff subheadings 4101.20, and 4101.90.

Wood Tariff Amendments

Section IX refers to “Wood and Articles of Wood; Wood Charcoal; Cork and Articles of Cork; Manufacturers of Straw, of Esparto or of other Plaiting Materials; Basketware and Wickerwork”. Section IX consists of three tariff chapters.

Tariff Chapter 44 – Wood and Articles of Wood; Wood Charcoal, Tariff Chapter 45 – Cork and Articles of Cork; and Chapter 46 – Manufacturers of Straw, of Esparto or of other Plaiting Materials; Basketware and Wickerwork.

The first section deals with tariff subheadings to be deleted. Only tariff subheading 4401.30 is affected. The second section deals with tariff subheadings to be created (new). Only tariff subheadings 4401.31 and 4401.39 are affected. The third section deals with tariff subheadings whose scope will be modified. The Tariff Chapters are not affected.

HS2012 Pulp Tariff Amendments

Section X refers to “Pulp of Wood or of other Fibrous Cellulosic Material; Waste and Scrap of Paper or Paperboard; Paper and Paperboard and Articles thereof”. Section X consists of three tariff chapters.

Tariff Chapter 47 – Pulp of Wood or of other Fibrous Cellulosic Material; Waste and Scrap of Paper or Paperboard, Tariff Chapter 48 – Paper and Paperboard; Articles of Paper Pulp, of Paper or of Paperboard; and Chapter 49 – Printed

Books, Newspapers, Pictures and other Products of the Printing Industry; Manuscripts, Typescripts and Plans.

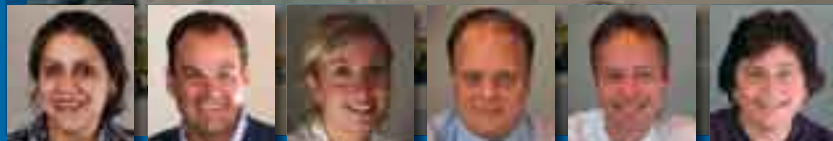
The first section deals with tariff subheadings to be deleted. Only tariff subheadings 4808.20, 4808.30, 4814.10, and 4818.40 are affected. The second section deals with tariff subheadings to be created (new). Only tariff subheading 4808.40 is affected. The third section deals with tariff subheadings whose scope will be modified. Only tariff subheading 4818.90 is affected.

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

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Protectionist pressures building as global economy falters

BY Ed Richardson

Protectionist pressures that will impact the flow of freight around the world are building once again as the world economy struggles to recover from the recession, warns World Trade Organisation (WTO) director general Pascal Lamy.

Speaking at a meeting of the CUTS Geneva Resource Centre in Delhi recently, he said WTO monitoring had found that the expected rise in protectionism in order to protect jobs and local businesses hit by the 2008 recession had not materialised.

"The situation was kept under control and it remained that way throughout 2010. But, over the past six months, we have spotted some worrying developments," he said.

Protectionism would also change the nature of global trade as it has evolved.

"The geographical

fragmentation of the value chain is leading to a structural change in international trade, moving from the old theory of 'trade in goods' to a new 'trade in tasks' paradigm."

As a result, the existing systems for measuring trade no longer tell the full story:

"Defining and conducting trade policy in this context calls for a new measurement of trade flows based on value added, which will indicate the domestic content of exports after subtracting direct and indirect imported inputs," he says.

Global value chains also require "taking a closer look behind border rules and regulations. As tariffs are gradually reduced, divergences in domestic regulatory frameworks require greater attention".

A "proliferation" of "complex" preferential trade agreements is also posing challenges for freight

forwarders and customs clearing houses.

"The 2011 WTO World Trade Report which we have just published shows that, while there is slow convergence on tariffs, the risk of divergences in regulatory frameworks in preferential trade agreements is growing," he says.

Other "global challenges" which fall outside of the ambit of the WTO include "the blurring of the edges between trade policy and others. Exchange rate policies, climate change policies, food security policies or energy policies will require the attention of WTO members.

"The same can be said of the expansion of the WTO Government Procurement Agreement.

"Or the unfinished task of integrating the world's poorest countries fully into the global economy in a far more convincing way than is the case at present," he said.

Security amendments affect X-ray equipment and sniffer dogs

BY Alan Peat

Unless your X-ray equipment used for cargo checking gets SA Civil Aviation Authority (Saca) approval, you'll have to get new approved equipment or find an alternative means of checking the cargo consignments.

That will be a result of one of the amendments to the Part 108 security regulations – which have now been completed, published, passed through the CARcom process, and are expected to be signed by minister of transport, Sibusiso Ndebele, during

the next two months.

One of them demands that the technical specifications of all X-ray equipment must be passed by Saca before they can be used.

Another of the critical amendments covers explosive detection dogs, according to Bob Garbett, MD of Professional Risk and Asset Management.

"This," he told FTW, "relates to the training of dogs in their security role. Before there were no requirements laid down, but the new amendment defines the basic requirements in a very precise manner."

Credit where it's due

Due to an editorial oversight, last week's FTW failed to credit Durban-based Shane Doyle Photography for the nostalgic, dawn-light picture of the tanker Phoenix stranded on the rocks off Sheffield Beach.



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New partner adds muscle at Shepstone & Wylie

The Shepstone & Wylie international trade team has just gained muscle, with customs and excise law and international trade remedy specialist, Freek van Rooyen, joining as a new partner.

Van Rooyen was with Bell Dewar and then in-house at Sasol for a number of years, and latterly with Cliffe Dekker Hofmeyr, until he was convinced to join Shepstone & Wylie to boost its Jo'burg office.

He received his qualification as Bluris at the University of Port Elizabeth, his LLB at Unisa and his HDip (import and export law) at the University of the North West.

Van Rooyen can advise clients at all levels of the supply chain – importers, exporters, clearing agents and manufacturers. He can also deal with all customs and excise issues –

including tariff applications, transaction value applications and disputes, and preparing detailed submissions to the SA Revenue Service. He has extensive experience advising in the chemical, motor components, electronic, liquor and petroleum industries.

“A very important factor in my move was that I would be joining an established national customs team,” Van Rooyen told FTW.

“Being in a team and part of a legal firm you can render a one-stop service for a client. We have very experienced consultants forming part of the team that can focus on operational compliance issues. Alongside this we have experienced lawyers who are very familiar with the Customs and Excise Act and can assist a client with any such dispute.”

Looking into the near future, Van Rooyen sees



Freek van Rooyen ... plans to expand footprint in Gauteng and Cape.

Shepstone & Wylie steering an expansion course. “In my role as a senior member of the customs team, we are going to expand our footprint in the Gauteng and Cape Town areas,” he said, “a move designed to render a very good service at a very competitive rate in the industry.”

‘Fly-by-night recruiters give industry a bad name’

BY Alan Peat

A new kid on the recruitment block, Michelle Jordan of Shipstar Recruitment, has expressed concern at the unethical procedures followed by a lot of the less reputable companies in the industry.

Her previous experience in the freight sector revealed a lot of faults in the trade when employing staff. A host of client complaints about unsatisfactory recruitment experiences came to her ears when she started to approach prospective clients.

“For example, many recruitment companies don’t seem to do face-to-face interviews with their applicants, and send CVs of prospective employees to clients without being in the

least familiar with these applicants,” she told FTW.

“This can lead to the suitable candidate being passed over for the positions up for grabs simply because not all their skills are properly communicated, and this gives everyone in the industry – both disreputable and, unfortunately, reputable – a bad name.”

To overcome this on her own doorstep, Jordan has a code of ethics on which her company is based.

“I want to be a trustworthy recruitment operator,” she said, “sending only the right applicant to the right jobs. Clients don’t want to take on employees for a few weeks – they want the right recruits to stay with them for years.”

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FTW5140

Weekly freighter links SA with West Africa

Avient now has 17 scheduled destinations in the region

BY Alan Peat

The African-registered air freighter specialist, Avient, has continued its expansion into West Africa and now has 17 scheduled destinations in the region, according to commercial director, Samantha Smith.

From its European hub in Liege, the company's owned fleet of aircraft flies into a number of cargo points – including Bamako, Lagos, Ouagadougou, Pointe Noire and Port Harcourt – carrying a wide range of freight, from oil and gas equipment to time-sensitive cargo and perishables. In addition new routes have recently been opened into Conakry, Dakar, Freetown and Monrovia.

“With effect from last Friday (September 9),” Smith told FTW, “Avient has linked SA with Nigeria/Mali and Burkina Faso – with a direct freighter service on the route.

“This means that the

mining and other industries have a weekly dedicated freighter to move cargo into West Africa. The majority of freight is currently shipped to Europe and then back to West Africa. Avient's new service ensures cargo reaches its end-destination directly.”

Avient will operate either an 85-tonne capacity MD11 or a 60-t DC10 airplane. There will be scheduled flights every Thursday from Johannesburg to Lagos-Bamako-Ouagadougou, and on to Liege in Belgium.

This service will be managed from the Leisure Cargo SA offices in Johannesburg and Cape Town – with contact people Fred du Plessis and Wilnell Strydom.

“With the services of freighter operators like Avient,” Smith added, “African exporters have the opportunity to grow – utilising the direct services to Europe. For example the airline currently moves



There will be scheduled flights every Thursday from Johannesburg to Lagos-Bamako-Ouagadougou, and on to Liege in Belgium.

weekly loads of perishables from various points in Africa into Liege for onward distribution within Europe.”

Avient hopes to satisfy multiple market demands and ensure that Africa and her markets play a prominent

role in the recovering world market. The company already offers significant freight services linking the African continent with China, India, the Middle East and Latin America – and intends to continue to develop the range

and scope of services it provides.

In addition, it offers an experienced charter department that flies a wide range of cargo for a varied customer base, both in and out of Africa and across the globe.

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Infrastructure spending stalls in SA

Rail opportunities in Africa, Australia and Middle East

BY Ed Richardson

Investment in South Africa's infrastructure has stalled, while countries in the rest of Africa are beginning to rebuild their logistics and other systems, according to construction group Aveng CEO Roger Jardine.

Presenting the group's

annual results in Gauteng recently, he said one of the challenges facing the group was the "slow speed of infrastructure spend in South Africa."

This despite South African ministers saying in February that R1 trillion needed to be invested over the next four years in order to modernise

the country's infrastructure – and that it could no longer be delayed.

However, according to the National Planning Commission of SA, public sector infrastructure spending has declined by 30% since 2008.

Aveng, according to Jardine, is now looking to "significant opportunities in

Africa," with a focus on rail.

The company would "strengthen and expand" its rail products and services in Africa, Australia and the Middle East.

Local opportunities include "continued maintenance work on Transnet Freight Rail's (TFR) network".

The company is not,

however, banking on the South African government making the necessary infrastructural investments over the next two years.

"We anticipate a larger contribution to group profit from our Australasian operations while we experience limited public infrastructure spend in South Africa," he said.

SA, Swaziland to extend border hours

BY James Hall

MBABANE – South Africa and Swaziland have agreed to extend operating hours for the key border post at Oshoek to midnight beginning April 1, 2012.

After meeting with SA's Minister of Home Affairs Nkosazana Dlamini-Zuma, Swaziland's home affairs minister, Chief Mgwagwa Gamedze, said the two-hour extension from the current 22:00 closing represented the first step toward 24/7 operations at the main border crossing between the countries.

Oshoek primarily serves traffic to and

from Gauteng, and is also utilised by SA road freight hauliers destined for Maputo who use the more direct route through Swaziland. However, the route is at present not available for round-the-clock access because of the nine-hour nightly closure at Oshoek. Swaziland's Mhlume border post with Mozambique currently operates at a 24/7 capacity.

The road freight industry is delighted by the development, particularly in light of a de facto lessening of Oshoek operating hours when Sars in an effort to reduce truck queues, recently cut off processing for freight arriving close to closing time.

Growing African middle class boosts freight demand

BY Ed Richardson

Africa's logistics supply chain is responsible for delivering growing numbers of refrigerators, television sets, mobile phones and automobiles, with demand driven by a growing middle class.

Africa's middle class spent an estimated US\$680 billion in 2008 – or nearly a quarter of Africa's GDP based on

2008 purchasing power parity, according to a market brief prepared by the African Development Bank.

Assuming consumption expenditure in Africa continues to grow at roughly the same rate as the past 20 years, by 2030 Africa will likely reach US\$2.2 trillion in annual expenditures and comprise about 3% of worldwide consumption, it says.

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EASTERN CAPE

The province has much to offer – particularly in the logistics and transport fields. The biggest barrier however appears to be the ‘loser perception’. FTW’s Eastern Cape correspondent, Ed Richardson, takes a closer look.

A province of promise – and some delivery

BY Ed Richardson

Doing business in the Eastern Cape is tough – and the hardest part often is breaking through the loser perception many of the province’s people have in themselves, their businesses and their prospects.

Those who ignore the pessimism and look for opportunities usually find that the province has much to offer – particularly those involved in logistics and transport.

For a start, the province has three ports.

Business in Port Elizabeth, in particular, has not grasped the trading and value-adding opportunities created by having two ports that connect the city to the world and the rest of Africa.

One of the companies to seize the opportunity is General Motors, which has established a parts warehouse in the Coega IDZ to serve Africa, and will be building an Isuzu bakkie designed for the African market.

Transnet is coming under increasing pressure to also invest in East London, and some movement can be expected there.

Additional volumes

Votes aside from an increasingly restive ANC electorate, the “business case” for investment in the port is being provided by additional volumes expected through the Mercedes Benz plant, coal exports (from the Elitheni mine near Indwe at the centre of the province), and moves to boost agricultural and manufacturing output in the Border region.

Ports, of course, need to be connected to markets through road and rail links.

A billion rand is being invested in the province’s secondary roads during the current financial year as part of the government’s S’hamba Sonke – “Moving Together” roads infrastructure upgrade and maintenance programme.

The Minister of Water and Environmental Affairs, Edna



A billion rand is being invested in the province’s secondary roads during the current financial year.

Molewa, has approved and given the go-ahead for the construction of the N2 Wild Coast Road. Costing R8 billion to R10 billion, the new tolled route will effectively shorten the distance between East London and Durban by 85 kilometres and open up the Wild Coast for development.

Upgrades and repairs are also under way on most of the major routes.

Rail links

There is also intense lobbying for Transnet to upgrade the rail links to the province’s ports.

On the Port Elizabeth route, the focus is on manganese exports from mines in the Northern Cape. Currently the line serves the main manganese export terminal

through the port of Port Elizabeth, which is due to be decommissioned in 2017.

If the volumes of manganese move to Saldanha – which is reportedly preferred by the big mining companies – the rail link will effectively be downgraded to branch line status.

This will be a blow for the Kalagadi group which is planning to build a 320 000-ton-a-year manganese smelter in the Coega IDZ.

Due to be operational by 2013, the smelter will be one of the biggest of its kind in the world.

Any downgrade of the line would also affect prospects for Coega, which was established to create jobs in a metro where unemployment runs as high as 75% in some

townships – a situation which neither the ruling party nor the private sector can allow to persist.

Air links a challenge

Air links remain a challenge, with the Airports Company investing R98 million in East London, and R68 million in Port Elizabeth to spruce up facilities ahead of the World Cup, but doing nothing to extend the runways to take direct international flights.

But, overnight road links to the Gauteng hub at OR Tambo provide a cheaper and often more reliable option for perishable and other freight exports.

There’s more, but the point is that opportunities abound – you just wouldn’t think so talking to the average Eastern Caper.

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EASTERN CAPE

Investments planned for Eastern Cape ports

Transnet will be investing in all three of the Eastern Cape's ports, according to speakers at an FTW-sponsored Transport Forum hosted at Ngqura in July.

Ngqura itself is being remodelled from a "port built around a smelter" to a transit hub, according to Tau Morwe, chief executive officer of the Transnet National Ports Authority.

Two additional berths are expected to be open by December this year, which will enable the port to cater for four new-generation container vessels at a time.

Once additional gantries have been installed (planned for 2012), the extended container park will be able to handle two million TEUs a year.

According to Morwe,

Ngqura has opened up new opportunities for servicing both the east and west coasts of Africa.

A tender for the building of a facility to handle bulk liquids in Ngqura is due to be awarded in December as a precursor to moving the existing tank farm from Port Elizabeth.

FTW understands there is much lobbying behind the scenes for manganese exports to be moved from Port Elizabeth to Ngqura. Transnet has undertaken to halt manganese exports through Port Elizabeth by 2017.

In order to cater for growing demand for manganese, the existing railway line between the Northern Cape and Port Elizabeth will have to be

upgraded. Alternatively, a new line can be built to Saldanha – an option apparently favoured by the mines.

This would have a severe impact on the future of the two Port Elizabeth ports, because the railway line would then be downgraded to branch status, effectively cutting the ports off from the hinterland by rail.

However, according to Rajesh Dana, manager of the Port of Port Elizabeth, there are expansion plans for the port of Port Elizabeth. They include the deepening of the container berth, and investment in two new tugs by 2013/2014, as well as replacing the fleet of rubber tyred gantries.

Refurbished ship-to-shore gantries from Durban will



East London is to benefit from a R20-million refurbishment of the port's grain elevator.

also replace the existing gantries, all but one of which have reached the end of their serviceable lifetimes, according to Siyabulela Mhlaluka, Transnet Port Terminals'

terminal executive for the Eastern Cape region.

"Traffic through Port Elizabeth is not going to diminish. Ngqura is not swallowing Port Elizabeth," he said.

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EASTERN CAPE



East London is to benefit from the upgrading of its container facility, a R20-million refurbishment of the port's grain elevator, and the possible addition of a ship to shore gantry crane.

Incentive packages crucial to foster global competitiveness

Investment incentive packages need to be developed specifically for the Eastern Cape if it is to be globally competitive, says Les Holbrook, executive director of the Border Kei Chamber of Business.

According to Eastern Cape economist Derek Zimmerman, the provincial economy grew by 3.15% in 2010 – below the national average of 3.48%.

In Port Elizabeth and surrounding towns in the Nelson Mandela Bay Metro (NMB), there has been jobless growth over the first decade of the new millennium.

Manufacturing output has dropped by 10% over the past decade, with the only real boost being in

the construction sector thanks to the building of the Coega IDZ, the port of Ngqura and the Nelson Mandela Bay stadium.

According to the Stats SA Labour Force survey for the second quarter of 2011, 16 000 jobs were lost in the Eastern Cape between the first and second quarters of this year.

With factories continuing to close across the province, institutions such as the Border Kei Chamber and local government are looking at ways of attracting foreign and local investment.

One of the main reasons that Coega – and the East London Industrial Development Zone to a lesser extent – have failed

to deliver the promised jobs and economic boost is that South Africa is offering no meaningful incentives to foreign investors.

Investment zones around the world court companies with tax holidays, cheap (or free) land, training support and often more relaxed labour laws within the zones.

Neither the East London nor Coega IDZ is able to offer these because they are under the control of national government, and the South African Revenue Service has refused allow what it sees as a “dilution” of its tax base.

However, earlier this year the provincial government announced the establishment of a

R2-billion Eastern Cape Industrial Jobs Stimulus Programme (ECIJSP) aimed at creating jobs through incentives, and encouraging the diversification of the provincial economy.

Eastern Cape finance MEC Phumulo Masualle said in his budget speech that the target was to create a minimum of 30 000 new jobs in the next three years.

The programme targets companies in green industries, agro-processing and other non-automotive sectors indentified in the Provincial Industrial Development Strategy (PIDS).

Little has been heard of the programme since its launch in March this year.

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EASTERN CAPE

Transnet invests R4m in PE terminal

Components a big part of growth

BY Ed Richardson

Continued investment in the Eastern Cape by motor manufacturers and their suppliers is providing a lifeline to the Eastern Cape economy – and keeping the shipping industry busy.

So much so that Transnet has invested R4 million to add 1 500 parking bays to its Port Elizabeth car terminal.

Component imports and exports are also keeping the freight industry moving.

The Volkswagen Group South Africa – which alternates with Toyota as being South Africa's top supplier of passenger vehicles – delivered 47 098 vehicles in the first six months, 38% more than last year's mid-year figure of 33 996.

General Motors South Africa is looking to Africa to drive its volumes to beyond the 50 000-units-a-year target set by the Automotive Production and Development Programme (APDP). The focus has shifted away from exporting the Chevrolet Spark to right-hand-drive markets. Communications manager Denise van Huyssteen says "Africa, particularly for Isuzu KB, will be a key driver in boosting our production volumes. We are making rapid progress with our sub-Saharan Africa exports strategy, and the implementation of various initiatives which will enable us to grow volumes in some of the 41 markets which are located in our region".

GM will be assembling the Chevrolet Spark,



Port Elizabeth car terminal ... 1 500 parking bays to be added.

General Motors South Africa is looking to Africa to drive its volumes to beyond the 50 000-units-a-year target set by the Automotive Production and Development Programme.

Passenger vehicle sales under the VW brand were 27.7% higher, Audi up 52%, and commercial vehicles by 192% thanks to the success of the Amarok, according to communications general manager Matt Gennrich.

Chevrolet Utility and Isuzu KB. Chevrolet Utility and Chevrolet Spark will "for now be limited to right hand drive production, with primary focus on domestic market with eventual expansion in selected sub-Saharan Africa

markets," she says.

Ford's Struandale engine plant has started production of the Duratorq TDCi engine. The upgraded plant has a capacity of 75 000 engines and 220 000 engine component kits a year. Most of the engines will be fitted to Ranger bakkies assembled in Pretoria, while the kits will be exported to Ford plants around the world.

In East London, Mercedes-Benz has added shifts in order to keep up with

demand for its cars. In July the largest number of right-hand-drive vehicles in the history of the East London plant rolled off the assembly line.

"With the entire team putting in a great effort, we are producing at the limits of capacity in East London – never before have we built so many vehicles for right-hand-drive markets in one month as in July," says Rainer Ruess, head of the Mercedes-Benz East London plant.

Mercedes-Benz South Africa was given the JD Power and Associates award for the best exporter of vehicles to the United States. "What's even more satisfying is that this is the third year in the row that our Mercedes-Benz C-Class built right here in South Africa, is so highly rated by US customers, demonstrating that our quality levels are consistent and not just a fluke," says MBSA president and CEO, Martin Zimmermann.

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EASTERN CAPE

Bigger car carriers head for Eastern Cape

Growing cargo volumes into South Africa, including throughputs through Port Elizabeth, will see some of the world's largest car carriers calling at the port.

This will create more capacity for importers and exporters wanting to move passenger and commercial vehicles, as well as high and heavy equipment in and out of South Africa, says Quentin Hill, head of Wallenius Wilhelmsen Logistics (WWL) Southern Africa.

WWL has in the main been using Pure Car Truck Carrier (PCTC) vessels, which are usually in the 200 Mt long range.

"But because of increasing cargo volumes by our customers in South Africa, and to Oceana

(where the vessels are continuing to), we are seeing the need to put more capacity onto the route.

"We are able to deploy bigger vessels that are more in the 230-235Mt range, which we call LCTCs (Large Car Truck Carrier) offering customers considerably more space.

"We should be seeing more of this vessel type calling at SA ports in the future, and these vessels will make calls into Port Elizabeth," he says.

WWL is operating three vessels a month to Australia and New Zealand out of Port Elizabeth, and one vessel every six weeks to Europe.

The frequency and the size of the vessels has opened up opportunities

for other exporters and importers.

"Because of the size, capacity and flexibility of our vessels we are able to carry a very wide range of cargoes. We are able to accept motor vehicles and high and heavy cargoes on both services.

"On the Oceana trade cargo loadings are subject to any particular inbound vessels' stowage as the vessels are calling at Port Elizabeth as the first discharge port after departing from Europe, so we need to ensure we have the suitable deck heights available to match any export shipments.

"But, with advance notice, we can pre-plan the loading of vessels in Europe to ensure the vessel



WWL's Tamesis ... Creating more capacity for importers and exporters wanting to move passenger and commercial vehicles in and out of South Africa.

is ready to accept and load that cargo when we arrive in PE," he says.

WWL, which offers full logistics services for vehicle movements around the world, is part

of joint venture company (CAT-WWL), which is responsible for all land-based terminal management and technical services for the automotive industry in South Africa.



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EASTERN CAPE

DAL develops four-car-per-container option

Managing weekly feeder

BY Ed Richardson

The containerised exports of FBU cars could be a “win-win” solution for all, says Dave Kirkman, branch manager of DAL in East London.

DAL opened an office in East London last year to service the market in the Eastern Cape and to manage a weekly feeder service offered by OACL. The line deploys a dedicated geared 750-TEU vessel between the ports of East London and Port Elizabeth which matches the arrival dates of the Saecs core service into Port Elizabeth.

Volumes have been growing on this service, which is a joint feeder operation by Safmarine, Maersk, MOL and DAL, according to Kirkman.

He said DAL, together with its partner lines and Kartainer International, had developed a system for securely packing four cars into a container.

For OEMs, the advantage is a weekly frequency, with a “significant reduction” in damages and pilferage from vehicles when packed into containers.

Another problem this solves is the evacuation of empty containers. Greater utilisation of the container terminal will also give Transnet a business case for further investing in the East London Port.

Looking at the bigger picture, it will make a contribution to job creation, as the packing of cars into containers is more labour intensive than the specialised car carrier/ro-ro option.



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EASTERN CAPE

Shipping company invests in Eastern Cape

'Testing the Port of Ngqura'

BY Ed Richardson

CMA CGM Group has opened offices in Port Elizabeth to serve clients making use of two new services through the port of Ngqura.

"With SHAKA Express and SEAS 2 services, CMA CGM now provides direct services linking Port Elizabeth to Asia and South America, allowing the group to meet the growing demand of its customers on these strategic trades," says Arnaud Thibault, regional director southern Africa, CMA CGM and DELMAS.

The main commodities being carried include exports of citrus, minerals, wool, hides and fish, with imports of chicken, meat and auto parts from South America.

Thibault says the new services add to the reefer capacity through the port of Ngqura – "a very important strength on these trades where refrigerated goods represent an important part of the volumes".

Thibault says CMA CGM has "real expertise" in refrigerated transport, with a network of specialists in over 70 countries.

The new offices will also test the new Ngqura port.

CMA CGM Group has been present in North, West and East Africa for more than 30 years, while its subsidiary DELMAS has been serving the sub-Saharan market since 1875.

With the acquisition of DELMAS in 2006, the CMA CGM Group has a network covering the African

continent, in addition to linking Africa to the rest of the world, he says.

The Port Elizabeth office is headed up by branch manager Tracy Lovemore, who is supported by Aimee Le Roux and Jo-Anne Osborn.

Lovemore has worked in the industry for the past 11 years, joining it "fresh from studying". She has experience in groupage, clearing and forwarding, and liner services.

Responsible for internal sales, Le Roux has five years' experience in airfreight, logistics and reefer exports. Osborn has spent 19 years in the industry, with experience across a range of disciplines. All three are well known in the local industry and are out to set new standards for personal service, according to Lovemore.



The CMA CGM team in Port Elizabeth. Back left: Jo-Anne Osborn and Tracy Lovemore. Sitting in front is Aimee le Roux.

"The opening of the office is good timing and is another illustration of the Group's determination to reinforce its presence in South Africa," says Lovemore.

Mercedes drives East London economy

BY Ed Richardson

Seemingly neglected by the parastatals and national government, East London is retaining and growing its economic base through a number of partnerships between the private and public sectors.

Business and the local and provincial authorities have combined forces to lobby Transnet to invest in the rail and port infrastructure serving East London, as well as the neighbouring poverty-stricken former homelands of

Transkei and Ciskei.

They have an ally in Public Enterprises Minister Malusi Gigaba who questioned during an ANC lekgotla in East London why Transnet was planning to spend just R3 billion of its projected capital budget of R110.6 billion over the next five years in the Eastern Cape – a province with three ports.

Efforts to breathe life into the local economy are stifled by the high logistics cost of moving agricultural and manufactured products in and out of the region.

The literal "driver" of the economy is Mercedes Benz South Africa. Its East London assembly plant will be one of three in the world to assemble the next C-Class sedan model.

They are expected to start rolling off the assembly line in 2014.

Transnet has invested R45m in dredging the river next to the terminal to a depth of 11.5m (previously 9m) and adding 1200 parking bays, and will upgrade its container terminal to cater for the volumes generated by

the new model.

However, the majority of cargo bound for East London now moves by the increasingly potholed roads from Port Elizabeth and Durban.

Although Tier 1 and 2 suppliers for the new Mercedes model are expected only to be finalised early in 2012, East London IDZ CEO Simphiwe Kondlo says a number of multinational components companies have already made inquiries about moving into the zone.

The IDZ has 192 hectares

of space for factories, of which 35 ha is currently in use.

Several of the 22 companies are in the IDZ's auto supplier park.

Kondlo says automotive companies will remain the IDZ's core tenants for the foreseeable future.

The IDZ is targeting Chinese, Indian and Korean importers that do not have the volumes to justify their own plants to make use of East London's shared assembly plant for local assembly.



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EASTERN CAPE

Coal exports fire up volumes

The Eastern Cape Development Corporation (ECDC) has backed calls for investment in the port. At stake is a planned milling and agro-processing belt in East London for grain coming from Transkei. "A fully functional grain elevator would seem to be necessary," says (ECDC) CEO Sitembele Mase.

Volumes through the port are being fired up by exports of coal from the Elitheni mine near Indwe. A total of 1.5 million tons of coal is due to be shipped out over the next 12 months. London-based Strategic Natural Resources, which negotiated the sale to Trasteel International, says it is in advanced discussions with Transnet Port Terminals about building coal handling facilities at the Port of East London. The first order represents less than 1% of the "already proven" Elitheni coal deposit, according to the company.

Granite will also start moving through the port, with mining due to begin around Butterworth following successful trials funded by the ECDC.

Mining company Bold Moves owned by entrepreneur Monde Tabata has discovered four new variants of granite in the Butterworth area.

Tabata says the primary market is the United States.

A factory to manufacture memorial stones, counter tops and building blocks is also planned for Butterworth.

Another boost for the port would come from a planned

Sakhisizwe biofuel refinery in Berlin.

German airline Lufthansa has committed to purchasing oil refined from up to 600 000 tons of soybeans a year, according to Sylvia Charles marketing director of the Sakhisizwe Trust.

According to Charles, engineers from the technology supplier Cimbria Sket are already working on a plant capable of producing 100 000 tons of soybean oil a year, followed by a refinery. Full production is scheduled to start in 2014. "We are in negotiations with farmers' organisations to speak to their members about producing the beans. All the research shows that soybean production will not impact on food security, but will in fact enhance it," she says.



Four new variants of granite found.

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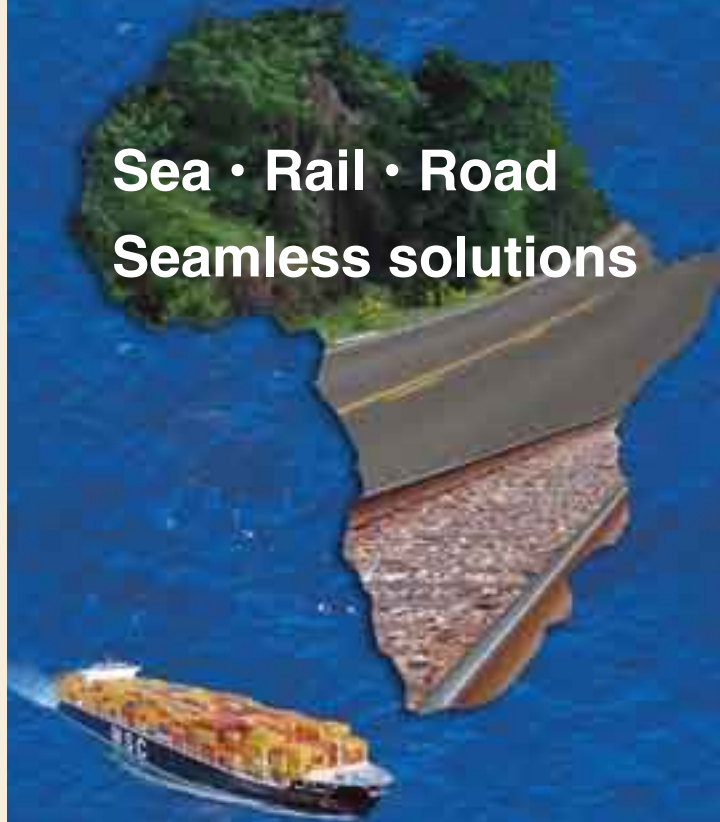
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EASTERN CAPE

Systems allow smaller agents to compete in the market

Avoiding any rework of processing

BY Ed Richardson

Reworking – or fixing problems after products roll off the production line – is one of the biggest costs that manufacturers like the motor assemblers in the Eastern Cape strive to eliminate from their systems.

The same philosophy can be applied to data capture and information processing for imports and exports, says Glenn Lawson, head of customer services at CoreFreight.

“The primary business in the Eastern Cape obviously relates to the motor industry, and our client base services two of the major manufacturers located in this region.

“These are sophisticated,

competent IT environments and hence provide a great opportunity to take advantage of the electronic interchange of data – not only to handle the volume of transactions, but also to ensure the accuracy of the information processed in this environment.

“The cost benefits in terms of efficiency and avoidance of any rework of processing to correct errors that may be experienced in the manual data capture provide tangible benefits to these companies,” he says.

“Likewise the management of the import process in compliance with Customs requirements is facilitated by the CoreFreight application.”

Import management is

“particularly pertinent” to the control of bonded warehouse stock, whether the goods are released for local consumption or subsequent export, he says.

The CoreFreight systems are also being used by fruit exporters in the Eastern Cape.

According to Lawson, the CoreFreight systems allow smaller agents to compete in the market.

“Smaller agents access the application over the internet in a secure hosted environment. This frees the organisation from the burden of the hardware and software infrastructure maintenance and facilitates the growth of a branch network as the agent’s business expands.”

Real-time tracking is done through the internet-based CoreQuery module, which provides the importer/exporter with comprehensive real-time insight into the shipment file being processed on his behalf by the forwarding/clearing agent,” he says.

Data shared through the system includes copies of documents such as the bill of entry, agent’s indents, clearing and export files and even the agent’s invoice, all of which can be downloaded and are available in Excel format.

Another advantage is that the systems are constantly being updated.

“CoreFreight representatives have actively participated in the Sars



Glenn Lawson ... ‘Real-time tracking through internet-based CoreQuery module.’

Customs Modernisation exercise to ensure that the application accommodates all new requirements and that these are integrated into the existing CoreFreight functionality in a manner that makes the transition by the system operators with least disruption to the existing workflow,” he says.




Transit Group brings warmth to Eastern Cape

Partnering with the community to bring food, blankets and clothing to the needy in Nelson Mandela Bay Metro.

- Winter Woolly week collects more than R60 000 in cash
- 130 collection boxes filled with food, clothing and blankets
- Collection drives at Transit branches across the country

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EASTERN CAPE

East London container yard puts MSC 'under one roof'

MSC has consolidated all its East London operations in a container handling facility in the East London Industrial Development Zone (IDZ).

"We now have all our shipping, logistics and depot management operations under one roof," says MSC East London branch manager Barbara Taylor.

The bonded container yard can store up to 800 containers at a time, and serves as a dry port for the port of Ngqura.

It also provides storage for East London companies, and has three MSC Logistics drivers dedicated to transporting loads within the Buffalo City Metro, she says.

Another team of drivers ex MSC Logistics, Port Elizabeth, carries the containers between Ngqura and East London on a daily basis.

All the handling equipment required to move full and empty containers is on site, with full boxes stacked up to three high, and empties four high.



Barbara Taylor, MSC branch manager in East London (left) and East London depot supervisor Philani Ngidi, with containers and the Indian Ocean in the background.

Department of Transport gets the all-clear

The Eastern Cape Transport Department has been given the all-clear by the auditor-general in an unqualified report.

Department spokesperson Ncedo Kumbaca says this was the second consecutive year that the department had received a clean bill of health.

Department chief financial officer, Denzil Skweyiya, paid tribute to the commitment by staff from corporate services, strategic support and policy, revenue and expenditure, budget, supply chain management, eNatis and the risk and internal control departments for their assistance in preparing financial statements.

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EASTERN CAPE

Transit makes a difference

BY Ed Richardson

Companies within the Transit Group have joined forces to bring food, blankets and clothing to the needy in the Nelson Mandela Bay Metro.

The “Winter Woolly Week” project is being run in partnership with the Community Chest, which is responsible for the pallet-loads of donations that were collected “over much more than a week. It basically runs throughout the year,” says Ryno van Niekerk – branch manager of Transit Air Freight in Port Elizabeth.

This year’s Winter Woolly Week was the most successful one ever run by the Community Chest in Nelson Mandela Bay.

They collected more than R60 000 in cash, which is used to buy nutritional porridge for the children.

Over 130 collection boxes were filled with food, clothing, blankets and other necessities.

Collection boxes are placed at Caltex garages in the Eastern and Western Cape, as well as General Motors’ outlets.

In addition, the Transit Group has held collection drives for food, blankets and clothing at all its branches across the country.

“We also donated R5 500 to the project,” he says.

The Port Elizabeth office went out to the Masimanyane Soup kitchen to hand out donations to the poor and elderly.

Started by the Despatch community in response to high rates of unemployment-driven poverty and teenage pregnancy, the soup kitchen has been serving the people of neighbouring



Some of the beneficiaries of ‘Winter Woolly Week’ at the Masimanyane Soup kitchen in Despatch, Nelson Mandela Bay.

townships for more than a decade.

Transit Road Freight

was responsible for taking the collection boxes to the Caltex outlets in

Cape Town, and bringing the donations to Nelson Mandela Bay.

Eastern Cape exporters shine

A record number of entries was received this year for the annual Eastern Cape Exporter of the year awards, according to Quintin Levey, the chairperson of the Exporters’ Club of South Africa – Eastern Cape.

Overall winner was the Volkswagen Group South Africa.

Volkswagen also won

the corporate category for direct and indirect exporters with export turnover greater than R100 million.

Merit awards were presented to SJM Flex SA for creating jobs over the year, BASF South Africa – catalysts division for its increase in turnover and profitability over the year, Ford Motor Company for

its significant investment during the year in its Port Elizabeth engine plant and Shatterprufe, a division of PG Group, for its significant water and electricity savings project.

Morgan Cargo was tops in the category: best provider of services to exporters. This category is for service providers to the export industry, including

forwarding and clearing agents, shipping lines and agents, other forms of transport including courier, insurance agents, underwriters and financial services providers.

A merit award was presented to Jas Forwarding Worldwide for entrepreneurial flair displayed during the year.

Howden Donkin was

adjudged best exporter – small business in the category for direct and indirect exporters with export turnover up to R25 million.

Valor Fruit Processors is the best exporter – medium enterprise in the category for direct and indirect exporters with export turnover between R25 and R100 million.



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EC Ports – gateways to opportunity

A decision by Transnet to place all terminal operations in the province under one umbrella has resulted in the ports becoming much more integrated into economic development in the province, says Siyabulela Mhlaluka, Terminal Executive Manager Eastern Cape Terminals.

The strategy was implemented when Transnet moved away from centralised management for each of the terminal operations.

Looking back after a year at the helm of the division which he has headed up since it was formed, Mhlaluka says “much has been achieved over the past year because we have been able to focus on the Eastern Cape as a region. Our ports are unique, and we have been able to align our operations and investment to meet the needs of the region.

“We understand and complement the role the ports play in ensuring the success of provincial and local government economic development programmes.”

Transnet has also signed a memorandum of understanding with the Eastern Cape government to help develop the province’s economy.

“We are seeing a greater collaborative spirit between local government, national government and Transnet. That is a good thing,” he says.

Economic development is close to the heart of Mhlaluka, who is past president of what is now the Nelson Mandela Bay Business Chamber (formerly Percci).

Trading and export-based economies such as that of the Eastern Cape are reliant on the efficiencies of their ports, which are the main gateways for imports and exports.

Mhlaluka is proud of the Eastern Cape Terminals team, which continues to raise the productivity bar and ensure that there is sufficient capacity to facilitate trade.



Big movers – the biggest vessel to call on South Africa to date, the 336-metre-long, 9 000-TEU MSC Chicago berthed in Ngqura, which was its first port of call in Africa.

“Starting in East London, we are experiencing growth in vehicle volumes, while containers are stable.

“On the bulk side, maize exports are also growing.

“Moving down the coast, Ngqura has done wonders for us. Volumes have exploded beyond our expectations and the projections of the shipping lines.

“Our team has responded by constantly improving productivity. In July, we averaged 30 moves per gross crane hour (GCH) – up from 22 when the port opened. Our target is 32 by the end of the year.

“The Port Elizabeth container terminal is doing well despite the fact that the equipment is due for replacement. In September operators reached 28 GCH, and the average is 25 GCH.

“These efficiencies are being achieved despite adverse weather. In addition to winds, both ports have been experiencing unusually strong

currents at the quay walls. Both ourselves and Transnet National Port Authority are trying to identify the cause so that we can take remedial action.

“In the meantime, one solution has been to work more carefully and therefore more slowly to ensure that work continues safely on the vessels and delays are kept to a minimum.”

Productivity records are also being set at the Port Elizabeth car terminal, with an average handling rate of 200 units an hour during August – a record month in which 17 445 vehicles were exported and imported through the port.

Year-on-year, the August to August vehicle volumes through the port have grown by 11% (66 539 to 74 239).

Manganese exports are heading towards the 5.5-million tons-a-year capacity of the Port Elizabeth terminal.

Mhlaluka is keen to see capacity

increased in order to cater for the smaller mining companies. “There are serious constraints in our ability to cater for the smaller mines, and they are having to send ore out by container through Ngqura,” he says.



Siyabulela Mhlaluka ... ‘Ports becoming much more integrated into economic development in the province.’

Hub port access

Business is being encouraged to grasp the opportunities created by the hub status of the port of Ngqura and its integration into the Coega Industrial Development Zone.

The hub provides ready access to African markets in particular, believes Siya Mhlaluka, Terminal Executive Manager Eastern Cape Terminals.

Logistics companies and traders are starting to realise the opportunities, he says.

Another is for value-added assembly and manufacturing.

Regular calls on the port from destinations around the world mean that it is well positioned for companies wanting to source components or raw materials from different places, to add value, and to then export the finished product.

Building capacity to meet demand

At a combined throughput of nearly a million containers a year, the twin ports of Ngqura and Port Elizabeth are among the busiest in Africa.

Transnet Port Terminals will be investing in new and additional equipment for the two ports in Nelson Mandela Bay, as well as for East London in order to ensure that there is sufficient capacity says Siya Mhlaluka, Terminal Executive Manager Eastern Cape Terminals.

Two Panamax-sized ship to shore cranes are to be redeployed from Durban to Port Elizabeth to complement the existing post-Panamax crane in the port, and to replace the other ageing equipment.

Capacity in the port may also be increased through the dredging of the existing container quay – a project currently under consideration by

landowners Transnet National Ports Authority.

Transnet Port Terminals CEO Tau Morwe has told a business breakfast that an additional six cranes are being planned for Ngqura, which will have four berths operational by March 2012.

“Ngqura has taken us by surprise, and the volume of 600 000 containers a year being handled by the port triggers the need for additional equipment,” says Mhlaluka.

Port Elizabeth is set to handle some 370 000 containers this year.

Investment in East London includes R20 million to refurbish the bulk grain facility, and upgrades to the container terminal.

“Contrary to rumours, we are not closing the port of East London. We will continue to invest in it to provide the services needed,” he says.

EASTERN CAPE

Moving house keeps people employed

A team of women in Port Elizabeth has been packing and unpacking homes for more than 11 years.

Headed by specialist house and vehicle exporter and importer Nadene Butcher of Ibhayi Freight, the women would otherwise be unemployed.

“They have been working with me for the past 10 or 11 years, and are well trained. We have very few complaints about breakages,” says Butcher.

At present, the team is doing more unpacking than packing.

“We are seeing more people coming home than going at the moment,” she says.

Ibhayi clears both exports and imports of

households, and also arranges for delivery. “We try hard to clear the cargo before it arrives in order to reduce costs and delays for our clients.”

A number of people are also bringing their cars and motorcycles back with them. Ibhayi arranges both ro-ro and containerised importation of vehicles, she says.

Containers are usually unpacked at the new house within a day in order to save on demurrage and labour costs.

Families leaving South Africa are also being more selective about what they take. There has been a definite shift away from full containers to groupage cargo.

This creates its own

challenges when packing the household as any items of furniture must be individually crated in order to prevent damage.

All other items are boxed and then loaded onto crates where they are shrink-wrapped before being despatched for consolidation.

“We don’t let clients wait, and send it with whichever shipping line offers the fastest delivery time,” she says.

The Ibhayi packing team: Back from the left: Marieta Fitzpatrick, Michelle van Huyssteen, Nadene Butcher and Rita van Huyssteen. In front is Anita Young.



‘Pessimists should wake up to the province’s gateway to Africa status’

“History repeats itself” is a phrase the mainly downbeat Eastern Cape shipping and logistics sectors should have emblazoned in their offices to inspire them into ensuring that the province does realise its potential.

At no time in the more than 10 years that FTW has been compiling a feature on the Eastern Cape has the mood been so sombre.

This, despite the opening

of Ngqura and the recovery of the motor sector from the disastrous 2008 slump.

So sombre in fact that two shipping lines have down-scaled their Eastern Cape operations to virtual skeleton staff.

But it is not all doom and gloom – others are investing, opening offices and hiring the staff that their competitors trained.

Perhaps they have been

trolling through some history books and seen the previous gateway status of the province to the rest of Africa.

Let’s take this one from Country-data May 1996: “East London handles agricultural exports and is the main outlet for copper exports from other African countries such as Zambia and Zaire”.

That may have been out

of date even then – but the fact is that East London was preferred to Beira, Durban, Maputo and Walvis Bay. Those rail links are still there. They need work, and if Transnet is not willing to invest perhaps they should be encouraged to concession the South African leg.

Then there is the port of firsts – first diamond auction, first gold exports,

first IDZ, first deep-water port, etc.

In fact, in 1877 Port Elizabeth was the principal port of South Africa.

Now, with its twin port of Ngqura, Port Elizabeth is positioned to once again be a major gateway.

All it needs is for the Eastern Cape shipping and logistics fraternities to see (and act on) the opportunities.




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EASTERN CAPE

'Green' issues put pressure on the supply chain

A commitment by motor manufacturers to greening their entire process, from the sourcing of materials through manufacturing to on-road use and final disposal, will impact on the logistics chain in the Eastern Cape and elsewhere.

The commitment was highlighted by speakers at the 2011 South African Automotive Week (SAAW) conference held in East London in August. It was a precursor to SAAW 2012, which will be hosted in Port Elizabeth from October 10-13, 2012.

David Powels, managing director of Volkswagen South Africa, said the industry was under intense pressure from its customers to go green.

A Trends 2003-2010 tracking survey in 14 countries found that environment/climate change was one of the

biggest concerns of consumers and businesses alike.

"Not harming the environment" was second only to "ensuring products are safe/healthy" in the list of concerns.

In South Africa, VW is the first auto company to employ an independent body – the Green Leaf Environmental Standard (GLES) – to audit its operations and those of its suppliers.

VW is not alone, however.

Johan van Zyl, president and CEO Toyota SA, said his company was as committed to being the global green leader in the auto industry. For the supply chain, this meant focusing on finding ways of improving logistics efficiency and reducing packaging.

Efficiencies had already been achieved in the company's Pinetown assembly plant. By stretching and



Volkswagen's SA manufacturing plant ... industry under intense pressure from its customers to go green.

modifying a 12-metre trailer used to carry components to 15 meters, delivery frequency was reduced from six to five,

and load efficiency improved from 70% to 90%.

Switching to direct deliveries between the port

and the Toyota plant had also reduced carbon emissions by saving on the distances travelled.

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Saaff speaks out against Molefe's rail privatisation claims

BY Alan Peat

The SA Association of Freight Forwarders (Saaff) has expressed concern at some of the reasoning in Transnet GCE Brian Molefe's recent comments regarding vertical separation of the SA rail network (FTW September 9, 2011).

Referring to his statement that South Africa's single-custodian state ownership of ports, rail and pipelines is unprecedented globally and that the country has an institutional structure for its port, rail and pipeline network that is internationally envied, they comment:

Virtual monopoly

No doubt any envy emanates from other suppliers of logistics facilities that would no doubt be only too happy to have a virtual monopoly on the movement of the majority of a country's imports and exports.

The section stating: "Separating railway operations from network planning and infrastructure is not a new concept ... and that international experience has demonstrated that separating operations from network management has not produced desired results" was also rejected.

Experience of this principle – clearly not taken into account by the author – appears quite

different, they said.

The liberalisation of rail systems in many countries, including the UK, has been highly successful. The introduction of private operators in a liberalisation programme proved successful in that country – and in Sweden, Germany, Argentina and Brazil.

With private operators running rail services in the UK, passenger volumes have increased from 750 million trips at the time of liberalisation in the mid 90s to 1.3 billion in 2008. The UK's private rail services experience on-time arrival rates at over 90%.

In complete contradiction to Molefe's comments, liberalisation of rail services allows private operators to improve service, revenues, passenger trips and passenger satisfaction.

"Programmes to improve operational efficiency are already yielding results" was also a point of some argument from Saaff.

'No material increase on Durban-Jo'burg route'

There is no doubt that bulk rail services such as the Sishen-Saldhana operation and the coal lines to Richards Bay are a success and the only viable means of moving the required volumes, the spokesman said. However, the Transnet Freight Rail (TFR) efforts to improve service on the

route between Durban and Johannesburg, though laudable, have seen no material increase in volumes. Transnet Port Terminal's (TPT's) own figures for July indicate that less than 19% of import/export containers handled at Durban container terminal (DCT) Pier 2 are moved by rail.

Molefe's statement that "The claim that South Africa has the most expensive ports in the world is alarmist, careless and misleading" was met with an equally abrupt dismissal.

'Every survey points to SA's high port costs'

The author clearly disagrees with virtually every survey conducted comparing ports cost in South Africa with those abroad including that presented by the Ports Regulator in 2010, said Saaff.

The Transnet National Ports Authority (TNPA) and TPT tariffs to the exporter for a 40-foot (12-metre) container are: Cargo Dues – R2015.65, and terminal handling charge (THC) – R1405.00, a total of R3419.65 (US\$489), not the US\$907 he indicates. This compares with a benchmark of overseas ports prepared for the automotive industry of US\$265 per 40 ft (12 m) container (2009 figures).

He fails to indicate that cargo dues on an import container are exactly double



The liberalisation of rail systems in many countries, including the UK, has been highly successful.

– at R4056.13 – whereas there is not generally a differentiation elsewhere.

For a survey to find that the performance of SA Ports is "above average" really does beg belief, said the Saaff spokesmen.

Two statistics will suffice to counter this description.

DCT Pier 2 gross crane moves per hour: approx. 19 in 2011 whilst their own target is 27. Container vessels at anchorage off Durban waiting to berth totalled 10 in the last week of August.

Molefe's statement that: "The key issue for SA and Transnet is lowering the total cost of logistics" was met with a burst of complete disbelief.

According to Saaff, for a

Transnet key performance indicator (KPI) to be the reduction of logistics costs, one can only wonder why the TNPA has requested a tariff increase of 18.06% for fiscal 2012.

A likely conclusion from the vast majority of port and rail customers would likely be that a state-owned monopoly enterprise never has, and never will, obtain the levels of efficiency needed in a modern economy attempting to compete internationally.

It is disappointing that the GCE does not recognise that.

Clearly we will continue to experience the frustrations of high cost and poor operational performance of Transnet's divisions.

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Piracy threat moves closer to home

Somali successes prompt copycat African attempts

BY Katerina Kerr

Piracy in the Indian Ocean/ Gulf of Aden and Red Sea regions is continuing to show no signs of easing, while African copycat pirates become bolder, threatening the shipping industry in South Africa.

According to the International Maritime Bureau's Piracy Reporting Centre (IMB PRC), more than 60% of all piracy incidents reported last year were by pirate gangs operating off the coast of Somalia and in the Arabian Sea.

However, it warned that the success of Somali pirates had prompted criminals in parts of Africa to try their hands at piracy. Since May, there has been an increasing number of pirate attacks reported off the coast of West Africa and the Gulf of Guinea.

The IMB PRC said: "Since then, the number of attacks

has increased significantly, although it's virtually impossible to accurately gauge the amount of pirate activity due to insufficient reporting from the region."

Insurer Lloyd's Market Association has listed the Gulf of Guinea in the same risk category as Somalia.

This gives South Africa a reason to be concerned too; the increasing number of pirate attacks along the continent's coastline could see the cost of shipping to and from the country skyrocket as increased insurance premiums burden shippers.

This would also increase the price of imported goods and in turn make it more difficult to export from the country.

The IMB PRC added: "With so much potentially at stake, it is perhaps remarkable that little is being done on the international stage to combat

piracy in the region.

"Local coastal defences are seen as weak, while the coastline itself is craggy and offers a variety of hiding places for attackers."

Earlier this year, speaking in Pretoria at a Southern African Development Community (SADC) extraordinary meeting on regional anti-piracy strategies, South Africa's Defence Minister, Lindiwe Sisulu, called for "robust rules of engagement" to deal with pirates.

Sisulu told delegates: "Many times they [pirates] murder, take hostages, or do whatever is necessary to accomplish their mission."

She said that over the past few months piracy had become a major cause for concern for the southern Africa region.

"Our major trade artery along Africa's east coast is becoming increasingly vulnerable, with pirates



South Africa's Defence Minister has called for 'robust rules of engagement' to deal with pirates.

moving south, especially with the recent discovery of oil and gas off the Tanzanian coastline," she said.

"With six million tonnes of oil transported around South Africa's western coastline every month and SADC waters becoming an alternative route for companies wishing to avoid piracy around the

Horn of Africa, our waters have become an attractive alternative to Somali pirates trying to avoid the clampdown of the maritime task forces around eastern Africa.

"If pirates move into South African trade routes, it will have a detrimental effect on many economies," she warned.

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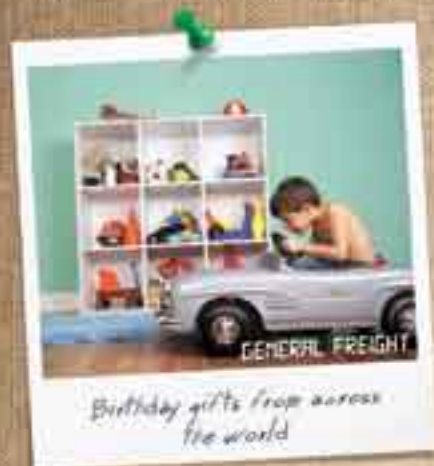
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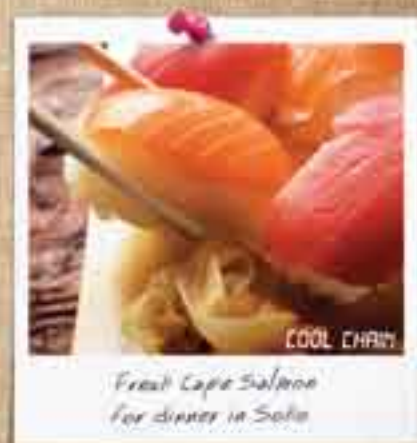
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From US to Botswana mine in 30 days

BY Ed Richardson

Heavy equipment loaded in the United States for the Discovery Copper Mines in Botswana was delivered within 30 days using the port of Walvis Bay and the Trans Kalahari corridor, according to Agnetha Mouton, marketing and communications officer for the Walvis Bay Corridor Group.

Handled by Woker

Freight, the cargo was carried on MACS Shipping's weekly GAL service carrying containers and break bulk cargo.

"This service has brought many vehicles and a range of equipment, in some cases abnormal cargo for Botswana, DRC, Namibia, Malawi, South Africa, Zambia and Zimbabwe," says Mouton.

The latest consignment – the first of three for

the mines – included road scrapers, terex and terrain cranes.

The largest piece measured 9 100cm x 4 200cm x 2 500cm. Landside transport was handled by Wesbank Transport, with the load crossing at the Mamuno border post.

"The acquisition of mobile cranes and related equipment to handle additional equipment and



Part of the load of heavy equipment handled at Walvis Bay recently.

abnormal cargo at the port has led to an increase of such cargo being handled at the Port of Walvis Bay not

only for Botswana, but also for Angola, DRC, Malawi, South Africa, Zimbabwe and Zambia," she said.

Focus to fall on Africa's power needs

BY Liesl Venter

Thanks to increasing international interest in Africa, the first new POWER-GEN conference to be launched in ten years will be held in Johannesburg in November next year.

Organised by PennWell Corporation, the event will feature leading power industry professionals from around the world who will share their expertise and experiences to help define Africa's energy sector of the future, said Nigel Blackaby, POWER-GEN Africa event director.

"The inaugural POWER-

GEN Africa will provide comprehensive coverage of the power needs, resources, and issues facing the electricity generation industries across sub-Saharan Africa," he added.

Blackwell said with reserve margins virtually non-existent in the sub-Saharan Africa region, leading to blackout and load shedding scenarios, the region faced the real prospect of inadequate energy infrastructure acting as a brake on current and future economic growth. In tackling these problems, the region also faces a great shortage in the area of trained engineering professionals.



Nigel Blackaby ... 'The region faces the real prospect of inadequate energy infrastructure acting as a brake on current and future economic growth.'

CSAV seeks strategic partner for container business

BY Alan Peat

The Chilean shipping company, CSAV – the largest in South America – "has decided to significantly increase its equity base in US\$1.2 billion" – according to a board statement, aiming, it added, "to strengthen its financial, operational and commercial position in the medium- to long-term".

It has also been proposed to the shareholders to split the freight shipping business from the vessels and cargo maritime services business – managed by

its subsidiary Saam, a cargo shipping agency and container terminal operator in Santiago, according to the line's web page. This with the objective, the line statement said, "of propelling the growth of the latter". Added to that, the board has also announced its decision to find a strategic partner for the container shipping business.

"This plan," said CSAV, "is consistent with the measures that the company has already been implementing to reduce exposure and improve cost structure and risk diversification."

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Learning more about Incoterms®2010

Cost and Freight Part II - The Seller's Obligations

Cost and Freight or CFR (named port of destination) Incoterms®2010 is the tenth of eleven Incoterms (it is always plural) for the class "Rules for Sea and Inland Waterway Transport". According to the International Chamber of Commerce (ICC), in "the second class of Incoterms®2010 rules, the point of delivery and the place to which the goods are carried to the buyer are both ports, hence the label 'sea and inland waterway' rules".

The ICC's Incoterms®2010 identifies ten obligations that the seller may need to fulfil in terms of Cost and Freight or CFR: (1) general obligations of the seller; (2) licences,

authorisations, security clearances and other formalities; (3) contracts of carriage and insurance; (4) delivery; (5) transfer of risks; (6) allocation of costs; (7) notices to the buyer; (8) delivery document; (9) checking – packaging – marking; and (10) assistance with information and related costs.

The general obligations of the seller are essentially the provision of goods and the commercial invoice in conformity with the contract of sale, which implies that the documents stipulated in the contract of sale must be provided.

In respect of the licences, authorisations, security clearances and formalities the seller must

obtain these at his own risk and expense, and also needs to carry out the customs formalities necessary for the export of the goods.

With respect to the contract of carriage, the seller must contract or procure a contract for the carriage of the goods from the agreed point of delivery. The seller has no obligation with respect to the contract of insurance.

As for the delivery to be effected, the seller must place the goods on board the vessel or procure the goods so delivered. The seller bears all risks of loss of or damage of the goods until they have been delivered.

As for the allocation of costs, the seller must pay

all costs until the goods have been delivered.

The seller is responsible for all costs relating to the goods until they have been delivered, including the freight cost, loading costs etc. and where applicable the costs of the customs formalities necessary for export. The seller must notify the buyer in order to allow the buyer to take delivery of the goods. The seller must provide the buyer with the usual transport document.

With respect to the checking – packaging – marking, the seller must

pay the costs of the necessary checking required ie, quality, etc, as well as the costs of any pre-shipment inspection mandated by the authority in the country of origin.

As for the assistance with information (including security-related information) and related costs, the buyer could request this from the seller, but this would be for the buyer's risk and account.

In next week's issue we will define Cost and Freight (CFR) – The Buyer's Obligations.

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LAST WEEK'S TOP STORIES ON

Congestion on only access road to DCT

There has been congestion on Bayhead Road – the sole access to the Port of Durban's container terminals – from Pier 1 up to Langeberg Road, and a warning has been issued to EXPECT DELAYS.

Deal signed for new cranes at Durban Container Terminal

Transnet has signed an agreement with China-based Shanghai Zhenhua Heavy Industries Co (ZPMC) for the purchase of seven tandem lift ship-to-shore (STS) cranes for the Durban Container Terminal – Pier 2. This is part of targeted interventions to renew Transnet's fleet of

port handling equipment in an effort to boost efficiency and productivity.

Container shipping a 'haunted' sector

The container shipping market is under pressure in the main trades, and this could have a repercussive effect on shipping lines' rates on the SA trades as they redeploy larger capacity vessels to secondary trades and then struggle to fill them.

Innovation could end need to pump up tyres

An innovation under development in laboratories at The Goodyear Tyre & Rubber Company in the USA could put an end to the days

of manually adding air to under-inflated tyres

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Mozambique's newest bank aims to become a leading regional player

Banco Único, Mozambique's newest privately owned full service bank, opened its doors to the public last week.



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Cargo screener crisis looms

Aviation authority fails to address skills shortfall

BY Alan Peat

The required training for cargo screeners in this country is totally inadequate, and leaves a critical gap in SA's air cargo security chain, according to Bob Garbett, MD of Professional Risk and Asset Management, and a recognised authority on training in the industry.

"The cargo security screener fills a vital key post in the air cargo industry," he told FTW, "and must be serviced by highly skilled

personnel of particular character.

"But they presently require totally inadequate training in terms of the Part 110 regulations, and this is a very serious flaw in our security chain."

This missing link in the chain has been highlighted in urgent correspondence with the SA Civil Aviation Authority (SACAA), but has not been dealt with to date.

"In reply to a letter received late in June from the acting director of the

SACAA regarding this situation," Garbett added, "we sent a lengthy reply in the middle of July, pointing out that this was a very serious problem.

"But, I must very sadly report that we still have not reached a satisfactory conclusion with the SACAA regarding the Part 110 screener certification."

Just to confuse the issue, another serious complication has raised its head, according to Garbett. This is a clause in the aviation

regulations that would see cargo screeners who haven't before now passed the Part 110 training – no matter how inadequate it is deemed to be – being unable to continue in that post.

"In terms of Part 130 of the new Aviation Act," he said, "exemptions may only be given for a maximum of 360 days. Therefore, the exception in respect of cargo screeners will expire right now (mid-September)."

Where does that leave those air cargo companies

that employ cargo screeners not qualified under Part 110?

"We have asked the SACAA for an answer urgently," Garbett replied.

"But we also suggest to these companies that – if your cargo screeners are not qualified under Part 110 – you either introduce an alternative screening method or take advice from your liability insurance underwriters as to whether you can continue making cargo 'known' under these circumstances."

Truckers question DCT assurances

From page 1

there would be more of these big stacks.

"If, at that time, there was one vessel doing 4 000 exports (that's 1 333 gate moves a day) and another with 4 400 (that's 1 460/day), add the two together and you get a required rate of 2 793 gate moves per day – well over the present performance rate of TPT."

To make matters worse, there's the Transnet plan to have the new deep-water port at the old airport site up and running by 2019 – eight years down the line.

"Within that eight-year period," Martin added, "we are going to get bigger and bigger vessels starting to call regularly at Durban, and our gates aren't even coping at the moment.

"Overseas, where such big vessels are the regular



Pinky Zungu, the marine pilot who guided the MSC Chicago into Durban, recently made history with two others to become one of Africa's first black female marine pilots with an open licence, allowing her to navigate vessels of any size and type into South African waters. Photo: Terry Haywood

port callers, they are looking at about a 40-minute truck turnaround time. We are currently getting vehicles often sitting for 12-15 hours – and that's with our present

lower numbers of boxes being handled.

"With the advent of these big ships, I'm foreseeing a major disaster just waiting to happen."

SA's biggest caller arrives

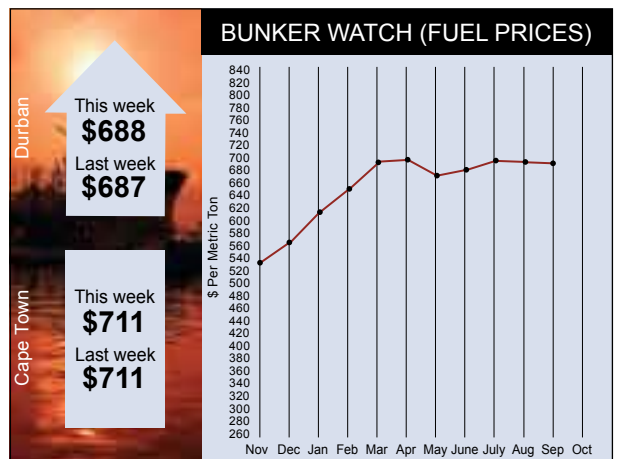
From page 1

such numbers in the three days' "free" period at the container stacks in Durban.

Fortunately, the worries proved to be unfounded, as the bulk of the 4 419 export boxes were transshipments – not

needing to be brought into the port, as they were already stored there.

This, said Transnet National Ports Authority (TNPA) CE Tau Morwe, proved the capacity of SA ports to cater for ships of this magnitude.



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OUTBOUND BY DATE - Dates for sailing: 19/09/2011 - 03/10/2011

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
To: East Africa							
Updated daily on http://www.ftwonline.co.za							
Jolly Zaffiro 144	LMC	-	-	-	23/9	-	MPM 24/09,DAR 30/09,MBA 01/10
R.C.Rickmers 11A	MSC	-	-	-	19/9	-	MPM 20/09,MNC 24/09
Ridge 70	MOL/MSK/OAC/SAF	-	-	-	20/9	-	BEW 22/09,MPM 30/09
Msc Busan H1138R	CMA/CSV/MSK/STS	-	-	-	22/9	-	FTU 09/10
Jolly Marrone 156	LMC	-	23/9	-	-	-	MPM 13/10,DAR 19/10,MBA 21/10
Mol Dream 7610	EMC/MOL	-	-	-	24/9	-	MPM 25/09
Hanjin Budapest H1139R	CMA/CSV/MSK/STS	-	-	-	24/9	-	FTU 09/10
Jan 01	FAI	-	-	-	24/9	-	MPM 27/09,MNC 30/09,DAR 04/10,MBA 07/10
Hoegh Chiba 5	HOE	-	-	-	30/9	-	MPM 01/10
Buxlink 7701	EMC/MOL	-	-	-	1/10	-	MPM 02/10
To: West Africa							
Updated daily on http://www.ftwonline.co.za							
Concord 319	LNL/PIL	-	-	-	21/9	-	TEM 16/08,COO 19/08,LOS 26/08
Johan Rickmers YJR029	PIL	-	19/9	-	-	-	LOS 31/08,TEM 03/09,COO 08/09,DLA 11/09
Buxmaster 320	LNL/PIL	-	-	-	24/9	-	TEM 03/09,COO 06/09,LOS 07/09
Kota Mewah VNH027	PIL	-	29/9	-	-	-	TEM 12/09,COO 13/09,LOS 15/09,ONN 19/09
Jolly Zaffiro 144	LMC	-	-	-	23/9	-	DKR 25/10
Safmarine Onne 1107	MSK/SAF	25/9	-	-	-	-	MSZ 28/09,LOB 30/09,SON 03/10,PNR 06/10,MAT 10/10,LBV 19/10
Lars Maersk 116B	DAL/MOL/MSK/SAF	-	24/9	-	21/9	-	LPA 04/10
AS Venus 1111	MSK/SAF	-	22/9	-	-	-	DKR 05/10
Niledutch Shanghai 30109A	NDS	-	20/9	-	-	-	PNR 26/09,LAD 01/10,BOA 03/10,MAT 04/10,MSZ 05/10,SZA 06/10,LBV 06/10,LOB 07/10,CAB 07/10,DLA 07/10
Msc Sariska 5R	HSL/LTI/MSK	-	25/9	22/9	20/9	-	LPA 04/10,DKR 06/10,ABJ 07/10,TEM 09/10,APP 15/10,TIN 16/10
Karin Rambow 2812	MOL	-	22/9	-	20/9	-	LAD 28/09,LOB 01/10
Maria Rickmers 6A	MSC	-	21/9	-	-	-	MSZ 25/09,LAD 27/09,LOB 01/10
Atlantic Cruiser 511090	UAL	-	25/9	-	21/9	-	LAD 02/10,SZA 03/10,PNR 05/10,DLA 08/10,BSG 09/10,SSG 11/10
Maersk Cape Coast 1103	MSK/SAF	21/9	-	-	-	-	APP 26/09
Troyburg YBU086	PIL	-	-	-	21/9	-	LAD 28/09,LOS 03/10,DLA 07/10
TBN 003	SCA	29/9	25/9	-	21/9	-	LAD 01/10,MAT 01/10,DKR 09/10
Ulsnis 57A	MSC	-	22/9	-	-	-	LAD 28/09,LOB 01/10
EM Astoria YEA001	PIL	-	23/9	-	-	-	TEM 28/09,COO 30/09,LOS 02/10,ONN 05/10
Jolly Marrone 156	LMC	-	23/9	-	-	-	DKR 11/11
Terra Bona 321	LNL/PIL	-	-	-	-	-	TEM 02/10,COO 04/10,LOS 07/10
MOL Caledon 116B	DAL/MOL/MSK/SAF	-	1/10	23/9	-	26/9	LPA 11/10
Kota Nilam NLM026	PIL	-	-	-	23/9	-	PNR 01/10,ABJ 06/10,LFW 08/10,LOS 10/10
Troense Maersk 1112	SAF	24/9	-	-	-	-	ABJ 30/09
Jandavid S 1103W	CSC/HLC/KLI/INDS/NYK/SMU/STS	-	-	-	24/9	-	TEM 04/10,LFW 07/10,COO 09/10,TIN 11/10
Northern Endurance YNE004	PIL	-	25/9	-	-	-	TEM 04/10,COO 06/10,LOS 08/10,DLA 13/10
Astor 1117	MSK/SAF	-	3/10	-	26/9	-	DKR 12/10
Msc Michaela 664R	HSL/LTI/MSK	-	21/0	29/9	27/9	-	LPA 11/10,DKR 13/10,ABJ 14/10,TEM 16/10,APP 22/10,TIN 23/10
Maersk Calabar 1107	MSK/SAF	28/9	-	-	-	-	APP 03/10
Hoegh Chiba 5	HOE	-	-	-	30/9	-	LAD 13/10,LOS 18/10,TEM 22/10
Safmarine Mafadi 117B	DAL/MOL/MSK/SAF	-	-	30/9	3/10	-	LPA 18/10
Pacific Express 291006	CNT	-	-	-	-	1/10	DKR 16/10
TBN TBA	MSC	-	1/10	-	-	-	LAD 06/10,LOB 09/10
Tove Maersk 1114	SAF	1/10	-	-	-	-	ABJ 07/10
Nyk Daniella 0341W	CSC/HLC/KLI/INDS/NYK/SMU/STS	-	-	-	1/10	-	TEM 11/10,LFW 14/10,COO 16/10,TIN 18/10
Jamila 2905	MOL	-	-	-	2/10	-	LAD 11/10,LOB 14/10
To: Indian Ocean Islands							
Updated daily on http://www.ftwonline.co.za							
Maersk Karlskrona 1113	MSK/SAF	-	23/9	20/9	-	-	PLU 01/10
Msc Busan H1138R	CMA/CSV/MSK/STS	-	-	-	22/9	-	PLU 01/10,PDG 01/10,TMM 04/10,TLE 07/10,LON 08/10,MJN 10/10,DIE 21/10
Safmarine Kariba 1111	MSK/SAF	-	30/9	27/9	-	24/9	PLU 08/10
Hanjin Budapest H1139R	CMA/CSV/MSK/STS	-	-	-	24/9	-	PLU 03/10,PDG 03/10,TMM 04/10,TLE 07/10,LON 08/10,MJN 10/10,DIE 21/10
Hanjin Chongqing H1140R	CMA/CSV/MSK/STS	-	-	-	30/9	-	PLU 09/10,TMM 11/10,PDG 14/10,LON 18/10,MJN 20/10,DIE 21/10
Maersk Kensington 1107	MSK/SAF	-	-	-	1/10	-	PLU 15/10
Hoegh Shanghai 34	HOE/HUA	-	-	-	1/10	-	TMM 04/10,LPT 07/10,PLU 08/10
To: North America							
Updated daily on http://www.ftwonline.co.za							
Maersk Visby 007	MSC/MSK/SAF	-	25/9	-	19/9	-	NYC 12/10,BAL 14/10,ORF 15/10,CHU 17/10,FEP 18/10,NAS 19/10,MIA 20/10,POP 20/10,MHH 20/10,GEC 21/10,SDQ 21/10,TOV 21/10,SLU 22/10,PHI 22/10,GDT 22/10,SJO 23/10,BAS 23/10,VIJ 23/10,RSU 24/10,PAP 24/10,KTN 24/10,HQN 25/10,BGI 25/10,STG 25/10,MSY 27/10
Nanjing Dragon 004	MSC/MSK/SAF	-	2/10	20/9	-	27/9	NYC 19/10,BAL 21/10,ORF 22/10,CHU 24/10,FEP 25/10,NAS 26/10,MIA 27/10,POP 27/10,MHH 27/10,GEC 28/10,SDQ 28/10,TOV 28/10,SLU 29/10,PHI 29/10,GDT 29/10,SJO 30/10,BAS 30/10,VIJ 30/10,RSU 31/10,PAP 31/10,KTN 31/10,HQN 01/11,BGI 01/11,STG 01/11,MSY 03/11
Marie 1137	GAL	-	-	-	24/9	23/9	MSY 22/10,HQN 29/10,JKV 12/11
Empress Heaven 178E	COS/EMC/MBA	-	28/9	-	24/9	-	LAX 25/10,OAK 28/10,TIW 30/10,BCC 01/11
Safmarine Bandama 003	MSC/MSK/SAF	-	-	27/9	-	-	NAS 02/11,MIA 03/11,POP 03/11,MHH 03/11,GEC 04/11,SDQ 04/11,TOV 04/11,SLU 05/11,PHI 05/11,GDT 05/11,SJO 06/11,BAS 06/11,VIJ 06/11,RSU 07/11,PAP 07/11,KTN 07/11,HQN 08/11,BGI 08/11,STG 08/11,MSY 10/11
LT Genova 0319-084E	COS/EMC/MBA	-	3/10	-	29/9	-	LAX 30/10,OAK 02/11,TIW 04/11,BCC 06/11
Algoa Bay 1201	GAL	-	-	-	3/10	2/10	ATM 31/10,HQN 03/11,MSY 07/11
To: Australasia							
Updated daily on http://www.ftwonline.co.za							
Maersk Karlskrona 1113	MSK/SAF	-	23/9	20/9	-	-	FRE 18/10,LYT 22/10,AKL 23/10,TRG 24/10,TRG 24/10,NPE 25/10,LYT 26/10,TIU 27/10,POE 27/10,SYD 27/10,MLB 28/10,NSN 29/10,NPL 29/10,BSA 01/11,ADL 01/11
Msc Busan H1138R	CMA/CSV/MSK/STS	-	-	-	22/9	-	FRE 12/10,ADL 13/10,MLB 17/10,SYD 20/10,TRG 24/10,LYT 26/10
Safmarine Kariba 1111	MSK/SAF	-	30/9	27/9	-	24/9	LYT 29/10,AKL 30/10,TRG 31/10,TRG 31/10,NPE 01/11,LYT 02/11,SYD 03/11,TIU 03/11,POE 03/11,MLB 04/11,NSN 05/11,NPL 05/11,BSA 08/11,ADL 08/11
Empress Heaven 178E	COS/EMC/MBA	-	28/9	-	24/9	-	BSA 24/10,SYD 26/10,MLB 29/10
Hanjin Budapest H1139R	CMA/CSV/MSK/STS	-	-	-	24/9	-	FRE 14/10,ADL 15/10,MLB 19/10,SYD 22/10,TRG 26/10,LYT 28/10
Tijuca CO124	WWL	-	-	26/9	27/9	28/9	FRE 11/10,MLB 16/10,PKL 19/10,BSA 21/10
LT Genova 0319-084E	COS/EMC/MBA	-	3/10	-	29/9	-	BSA 29/10,SYD 31/10,MLB 03/11
Hanjin Chongqing H1140R	CMA/CSV/MSK/STS	-	-	-	30/9	-	FRE 20/10,ADL 21/10,MLB 25/10,SYD 28/10,TRG 01/11,LYT 03/11
Maersk Kensington 1107	MSK/SAF	-	-	-	1/10	-	LYT 05/11,AKL 06/11,TRG 07/11,TRG 07/11,NPE 08/11,LYT 09/11,SYD 10/11,TIU 10/11,POE 10/11,MLB 11/11,NSN 12/11,NPL 12/11,BSA 15/11,ADL 15/11
Hoegh Shanghai 34	HOE/HUA	-	-	-	1/10	-	FRE 18/10,MLB 24/10,PKL 26/10,BSA 28/10,TRG 02/11,NPE 03/11,WLG 05/11,LYT 06/11

OUTBOUND BY DATE - Dates for sailing: 19/09/2011 - 03/10/2011

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							
Concord 319	LNL/PIL	-	-	-	21/9	-	NSA 03/10
Buxmaster 320	LNL/PIL	-	-	-	24/9	-	NSA 06/10
Jolly Zaffiro 144	LMC	-	-	-	23/9	-	JED 11/10, RUH 29/10, AQJ 03/11, MSW 03/11, PZU 03/11, HOD 04/11, AUH 08/11, DXB 10/11, KWI 10/11, NSA 10/11, BAH 13/11, BND 13/11, DMN 13/11, DOH 13/11, MCT 13/11, BQM 15/11
Libra Ipanema 1134	CSV	-	-	20/9	-	-	JEA 01/10
Nedlloyd Teslin 1112	MSK/SAF	-	-	-	20/9	-	JEA 08/10
Nicolai Maersk 1116	MSK/SAF	-	-	24/9	-	21/9	SLL 06/10, JEA 09/10, BQM 13/10, NSA 18/10
Terra Bona 321	LNL/PIL	-	-	-	-	-	NSA 31/10
Jolly Marrone 156	LMC	-	23/9	-	-	-	JED 30/10, RUH 15/11, AQJ 20/11, MSW 20/11, PZU 20/11, HOD 21/11, AUH 25/11, DXB 27/11, KWI 27/11, NSA 27/11, BAH 30/11, BND 30/11, DMN 30/11, DOH 30/11, MCT 30/11, BQM 02/12
Henry 23A	CSV/MSC	-	-	-	23/9	-	CMB 02/10, JEA 08/10, SHJ 10/10, AUH 10/10, MCT 10/10, BAH 10/10, DMN 10/10, KWI 10/10, BND 10/10, BQM 11/10, DOH 12/10, IXY 13/10, NSA 15/10, RUH 17/10
Empress Heaven 178E	COS/EMC/MBA	-	28/9	-	24/9	-	CMB 18/10, NSA 20/10
Nysted Maersk 1116	MSK/SAF	-	-	1/10	-	28/9	SLL 13/10, JEA 16/10, BQM 20/10, NSA 25/10
LT Genova 0319-084E	COS/EMC/MBA	-	3/10	-	29/9	-	CMB 23/10, NSA 25/10
Msc Natalia 54A	CSV/MSC	-	-	-	29/9	-	CMB 08/10, JEA 11/10, SHJ 14/10, AUH 14/10, MCT 14/10, BAH 14/10, DMN 14/10, KWI 14/10, BND 14/10, BQM 16/10, DOH 16/10, IXY 18/10, NSA 20/10, RUH 21/10

To: South America							
Updated daily on http://www.ftwonline.co.za							
Cap Ines 104	HSD/MSK	-	-	21/9	-	24/9	SUA 01/09, SPB 05/09, ITJ 07/09, SSZ 09/09
Nagoya Tower 105	HSD/MSK	-	-	28/9	-	1/10	SUA 08/09, SPB 12/09, ITJ 14/09, SSZ 16/09
Derby D 109	HSD/MSK	-	-	-	-	-	SUA 06/10, SPB 10/10, ITJ 12/10, SSZ 14/10
Cap Isabel 110	HSD/MSK	-	-	-	-	-	SUA 13/10, SPB 17/10, ITJ 19/10, SSZ 21/10

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	-	-	274-450	-
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	236-8500	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	-	-	-	-	-	-
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	-	-	-	-	-	-
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	-	-	-	-	-	-
NYK Mitchell Cotts Maritime	788-6302	302-7555	421-5580	581-3994	788-9933	731-1707	-	219-550	-
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	236-8500	570-7800	-	-	-	-	-	-	-
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	-	-	-	Saldanha Bay (022) 714-1908
Wilhelmsen Ships Services	302-0268	274-3200	527-9360	360-2477	788-0077	-	-	-	Saldanha Bay (022) 714-0410
Zim Southern Africa	285-0013	534-3300	-	-	-	-	-	-	-

Inbound

COMPILED AND PRINTED IN ONE DAY

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

ftw Easi Finder

Updated until 11am

12 September 2011

INBOUND BY DATE - Dates for sailing: 19/09/2011 - 03/10/2011

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBA
Algoa Bay 1130	GAL	-	-	-	-	-	24-Sep
Alvsborg Bridge 010	KLJ/MIS/PIL	-	-	-	-	01-Oct	-
Ambassador Bridge 015	KLJ/MIS/PIL	-	29-Sep	-	-	24-Sep	-
AS Venus 1110	MSK/SAF	-	20-Sep	-	-	-	-
Astor 1116	MSK/SAF	-	01-Oct	-	-	21-Sep	-
Atacama 1226	MAC	22-Sep	23-Sep	-	30-Sep	28-Sep	03-Oct
Atlantic Eland 108	CSA/HLC	01-Oct	-	-	-	-	-
Belgian Express DH162E	CMA	-	25-Sep	-	-	-	-
Belo Oriente 121	GRB/UNG	-	-	-	-	27-Sep	-
Buxlink 7701	EMC/MOL	-	-	-	-	29-Sep	-
Buxmaster 320	LNL/PIL	-	-	-	-	23-Sep	-
Cap Ines 104	HSD/MSK	-	-	20-Sep	-	22-Sep	-
Cap Isabel 110	HSD/MSK	-	-	-	-	-	-
City of Beijing 30107Z	NDS	-	-	-	-	21-Sep	-
CMA-CGM Opal AA644E	CMA/CSC/CSV/MBA	-	-	-	-	30-Sep	-
Concord 319	LNL/PIL	-	-	-	-	20-Sep	-
Conti Express 291007	PRU	-	-	-	-	19-Sep	-
CSC Lima 0052E	CSC/HLC/KLI/NDS/NYK/STS	-	-	-	-	26-Sep	-
Derby D 109	HSD/MSK	-	-	-	-	-	-
EM Astoria YEA001	PIL	-	21-Sep	-	-	-	-
Empress Heaven 178W	COS/EMC/MBA	-	27-Sep	-	-	21-Sep	-
Grey Fox 1227	MAC	30-Sep	03-Oct	-	-	-	-
Hanjin Budapest H1135A	CMA/CSV/MSK	-	-	-	-	20-Sep	-
Hanjin Chongqing H1136A	CMA/CSV/MSK	-	-	-	-	27-Sep	-
Hoegh Chiba 5	HOE	-	-	-	-	29-Sep	-
Hoegh Shanghai 34	HOE/HUA	-	-	-	-	29-Sep	-
Horizon 38N	MOL/MSK/MSK/OAC/SAF	-	26-Sep	-	-	30-Sep	-
Jandavid S 1103W	CSC/HLC/KLI/NDS/NYK/SMU/STS	-	-	-	-	22-Sep	-
Jolly Bianco 139	LMC	-	22-Sep	-	-	-	-
Jolly Zaffiro 144	LMC	-	-	-	-	21-Sep	-
Karin Rambow 2611	MOL	-	22-Sep	-	-	19-Sep	-
Karin Rambow 2812	MOL	24-Sep	-	-	-	-	-
Kota Handal 322	LNL/PIL	-	-	-	-	03-Oct	-
Kota Mewah VNH027	PIL	-	28-Sep	-	-	-	-
Kota Nilam NLM026	PIL	-	-	-	-	22-Sep	-
Libra Ipanema 1128	CSV	-	-	20-Sep	-	-	-
LT Genova 0319-033W	COS/EMC/MBA	-	02-Oct	-	-	26-Sep	-
Luetjenburg 1110	MSK	19-Sep	-	-	-	-	-
Maersk Calabar 1107	MSK/SAF	27-Sep	-	-	-	-	-
Maersk Cape Coast 1103	MSK/SAF	20-Sep	-	-	-	-	-
Maersk Conakry 1108	MSK	26-Sep	-	-	-	-	-
Maersk Congo 1102	MSK	02-Oct	-	-	-	-	-
Maersk Gironde 117A	DAL/MOL/MSK/SAF	-	02-Oct	-	-	-	-
Maersk Karlskrona 1106	MSK/SAF	-	21-Sep	19-Sep	-	-	-
Maersk Kensington 1106	MSK/SAF	-	-	03-Oct	-	28-Sep	-
Maersk Visby 007	MSC/MSK/SAF	-	24-Sep	-	-	-	-
MOL Caledon 116A	DAL/MOL/MSK/SAF	-	-	21-Sep	-	24-Sep	-
Mol Dominance 1616B	MOL	-	01-Oct	-	-	-	-
Mol Dream 7610	EMC/MOL	-	-	-	-	22-Sep	-
Mol Globe 1502B	MOL	-	24-Sep	-	-	-	-
Mol Infinity 1401B	MOL	-	19-Sep	-	-	-	-
Msc Carla 091	MSC/MSK/SAF	-	-	03-Oct	-	-	-
Msc Chaneca 64A	MSC	-	-	-	-	20-Sep	-
Msc Chelsea 130A	MSC	-	-	-	-	22-Sep	-
Msc Leila 120A	MSC	-	29-Sep	-	-	-	-
Msc Michaela 664A	HLC/HSL/LTI/MSK	-	20-Sep	-	-	25-Sep	-
Msc Natalia 53R	CSV/MSK	-	-	-	-	26-Sep	-
Msc Roma 1A	HLC/HSL/LTI/MSK	-	27-Sep	-	-	01-Oct	-
Msc Zambia 8A	HLC/HSL/LTI/MSK	-	03-Oct	-	-	-	-
Nagoya Tower 105	HSD/MSK	-	-	27-Sep	-	29-Sep	-
Nanjing Dragon 004	MSC/MSK/SAF	-	01-Oct	19-Sep	-	24-Sep	-
Nexoe Maersk 1115	MSK/SAF	-	-	-	-	03-Oct	-

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBA
Nicolai Maersk 1115	MSK/SAF	-	-	23-Sep	-	19-Sep	-
Niledutch Shanghai 30109A	NDS	-	20-Sep	-	-	-	-
Northern Endeavour VNE003	PIL	-	03-Oct	-	-	-	-
Northern Endurance YNE004	PIL	-	25-Sep	-	-	-	-
Nyk Daniella 0341W	CSC/HLC/KLI/NDS/NYK/SMU/STS	-	-	-	-	29-Sep	-
Nysted Maersk 1115	MSK/SAF	-	-	30-Sep	-	26-Sep	-
Pacific Express 291006	CNT	-	-	-	-	02-Oct	29-Sep
Porthos 0320-056W	COS/EMC/MBA	-	-	-	-	03-Oct	-
R.C.Rickmers 11A	MSC	-	-	-	-	01-Oct	-
Ridge 70	MOL/MSK/OAC/SAF	-	-	-	-	03-Oct	-
Safmarine Bandama 003	MSC/MSK/SAF	-	-	26-Sep	-	01-Oct	-
Safmarine Houston 1108	MSK/SAF	-	-	-	-	03-Oct	-
Safmarine Kariba 1110	MSK/SAF	-	28-Sep	26-Sep	-	21-Sep	-
Safmarine Mafadi 117A	DAL/MOL/MSK/SAF	-	25-Sep	28-Sep	-	01-Oct	-
Sophie 1132	GAL	30-Sep	-	-	-	-	-
Surinam River 1110	MSK/SAF	-	-	-	-	01-Oct	-
Terra Bona 321	LNL/PIL	-	-	-	-	-	-
Tijuca CO124	WWL	-	-	26-Sep	27-Sep	28-Sep	-
Tiwai Maru 098	GRB/UNG	-	-	-	-	22-Sep	-
Tove Maersk 1113	MSK/SAF	30-Sep	-	-	-	-	-
Troense Maersk 1111	MSK/SAF	23-Sep	-	-	-	-	-
Troyburg YBU086	PIL	-	-	-	-	20-Sep	-
Ulsnis 56A	MSC	-	20-Sep	-	-	-	-
Ulsnis 57A	MSC	24-Sep	-	-	-	-	-
Warnow Trader VWT014	PIL	-	-	-	-	03-Oct	-
Xin Tian Jin AA642E	CMA/CSC/CSV/MBA	-	-	-	-	25-Sep	-

ABBREVIATIONS

ASI	Asiatic (Hull Blyth)	LNL	Laurel Navigation Line (Zim Southern Africa)
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)
CNT	Conti Lines (Portco SA)	MAS	Mascot Line (Marimed Shipping)
CSA	Canada States Africa Line (Mitt Cotts)	MAU	Mauritius Shipping Corporation (Alpha Shipping)
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)	MUR	MUR Shipping
DEL	Delmas CMA-CGM (Shipping Agencies)	NDS	Nile Dutch Africa Line B.V.
DSA	Delmas ASAF (Century)		(Nile Dutch South Africa)
ESA	Evergreen Agency (SA) (Pty) Ltd	NVQ	Navique (Tall Ships)
ESL	Ethiopian Shipping Lines (Diamond Shipping)	NYK	Nippon Yusen Kaisha Line (Mitchell Cotts Maritime)
EUK	Eukor (Diamond Shipping)	OAC	Ocean Africa Container Line (Ocean Africa)
FAI	Faireseas (Faireseas)	PIL	Pacific International Line - (Foreshore Shipping)
GAL	Gulf Africa Lines (King and Sons)	PRU	Prudential Line (Alpha Shipping)
GCL	Global Container Lines (Freightmarine)	SAF	Safmarine (Safmarine)
GRB	Gearbulk	SCA	Scan GI (Alpha Shipping)
GSL	Gold Star Line (Zim Southern Africa)	SCH	Southern Chartering
HJL	Hanjin Lines (Sharaf)	SCI	Shipping Corp of India (Combine Ocean)
HLC	Hapag - Lloyd	SHL	St Helena Line (RNC Shipping)
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)	UAFL	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)
KLI	K.Line Shipping SA	WHL	Wan Hai Lines (Seaglow)
LAU	NYK Cool Southern Africa	WWL	Wallenius (Wilhelmsen Ships Service)
LMC	Ignazio Messina (Ignazio Messina)	ZIM	Zimstar (Zim Southern Africa)

**Notice any errors?
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