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## FREIGHT & TRADING WEEKLY

FRIDAY 4 November 2011 NO. 1982

For import/export decision-makers

# 'Impressive' Transnet results fail to impress port users

'Offering less but asking for more'

BY Alan Peat

As Transnet posted what its executives termed "impressive" results for the first half of the financial year, shipping executives were not so happy with the gold-tinted figures.

The report showed revenue was up 20.3% to R22.4 billion and profit before tax up 27.4% to R9.4 bn. Overall weighted average volume growth was up by 7.1%, containers

handled at the ports up 9.9%, and the general freight business (GFB) volumes in particular up 6.3%.

But the group's attempts to cut costs through numerous cost-saving initiatives failed – and operating costs increased by 15.9% to R13.0 bn, blamed on material costs (up 26.5%), personnel costs (14.4%) as well as energy costs (26.0%).

One unnamed shipping

executive told FTW that Transnet's lack of logic surprised him. "On the one hand they are praising the profits and revenue earnings, while on the other they are still looking for a tariff increase," he said.

"Transnet should focus on achieving higher income and profits through improved efficiency, and not simply look to plug the holes of inefficiency by calling for increased tariffs from the port users.

I certainly give them a 2/10 for efficiency right now – that is TPT and TFR combined."

Ron Frick, MD of Deutsche Afrika Linien (DAL), was equally critical. "They're not the result of efficiency and cost control, and they're asking for an 18.06% tariff increase for next year – part of which, according to the Port Regulator, is to guarantee their expected revenue.

"They're also taking out a

berth next year in Durban, for berth deepening and rail line installations, so they're penalising the port users and trucking companies by offering less, but asking for more.

"Any increase should be inflation-linked."

Sam Moffitt, MD of Hamburg Süd, was much more brief, but similarly sharp in his comment. "If it's a parastatal showing a big profit, that means trouble," he said.

## Prestgroup is born

BY Liesl Venter

Short term insurance intermediary, Prestmarine, celebrated its 25th anniversary by announcing a name

Riaan Grobbelaar ... 'Allowing the company to grow in two directions under one identity.'

change.

From January 1 next year the company will be known as the Prestgroup, managing director Riaan Grobbelaar told clients, service providers and staff at a celebratory event on the East Rand last week.

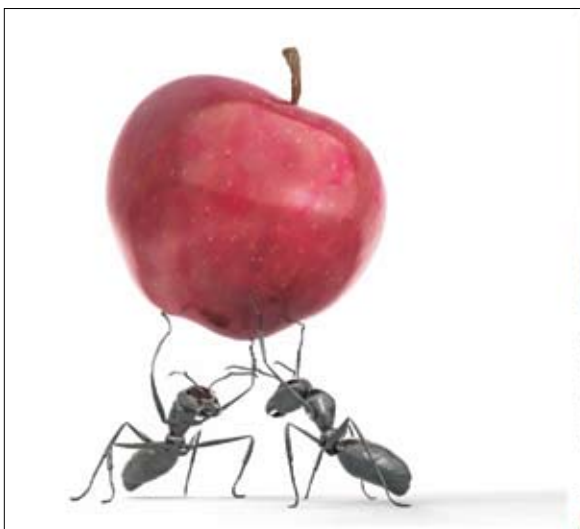
The new name is the result of the company embracing its

evolution into a full service insurance provider, said Grobbelaar.

Prestgroup will operate two divisions – Prestmarine and Prestsure.

Grobbelaar said Prestmarine would continue to handle all insurance related

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## DUTY CALLS

### HS2012 Miscellaneous Manufactured Articles Tariff Amendments

Section XX i.e. “Miscellaneous Manufactured Articles” consists of three tariff chapters, namely Tariff Chapter 94 – Furniture; bedding, mattresses, mattress supports, cushions and similar stuffed furnishings; lamps and lighting fittings, not elsewhere specified or included; illuminated signs, illuminated name-plates and the like, prefabricated building; Tariff Chapter 95 – Toys, games and sports equipment; parts and accessories thereof; and Tariff Chapter 96 – Miscellaneous manufactured articles.

The first section deals with tariff subheadings to be deleted. Tariff subheadings 9504.10, 9608.31 and 9608.39 are affected. The second section deals with tariff subheadings to be created (new). Tariff subheadings 9504.50, 9608.30 and 9619.00 are affected. The third section deals with tariff subheadings whose scope will be

modified. Tariff subheading 9504.90 is affected.

### HS2012 Works of Art Tariff Amendments

Section XXI i.e. “Works of art, collectors’ pieces and antiques” consists of one tariff chapter, namely Tariff Chapter 97 – Works of art, collectors’ pieces and antiques.

The first section deals with tariff subheadings to be deleted. No tariff subheading is affected. The second section deals with tariff subheadings to be created (new). No tariff subheading is affected. The third section deals with tariff subheadings whose scope will be modified. No tariff subheading is affected.

### HS2012 Motor Component Tariff Amendments

Section XXII i.e. “Original equipment components” consists of one tariff chapter, namely tariff chapter 98 – Original equipment components.

As a means of clarification both Section XXII and Tariff Chapter 98 are country-specific, implying that these were created by South Africa, and are not international. The HS2012 tariff amendments only refer to the international sections, and tariff chapters. Accordingly Section XXII and Tariff Chapter 98 are not affected because they are South African in design and application and not international.

### Comments on HS2012 Invited

On 07 October 2011 the South African Revenue Service (Sars) published its Draft HS2012 documents. The following documents relate to the amendments for HS 2012: (i) Draft amendment of Part 1 of Schedule No. 1 (01 January 2012); (ii) Draft amendment of other Schedules (January 2012); (iii) Correlation table; (iv) Explanatory Memorandum; and (v) Explanatory Memorandum.

Comments are due by 07 November 2011.

### Air Passenger Tax Amendment

In the Government Gazette of 28 October 2011 the Minister of Finance announced the Amendment of Air Passenger Tax.

According to the notice the Minister has amended the rate of air passenger tax in respect of the carriage of any chargeable passenger departing on a flight from any airport in South Africa to a final destination in Botswana, Lesotho, Namibia, and Swaziland from R80 to R100.

This notice is deemed to have come into operation on 01 October 2011 and applies to the carriage of a chargeable passenger on any flight which commences on or after that date.

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

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## ICM placed in provisional liquidation

BY Alan Peat

There's been a strong whisper running round the freight industry that the multi-company ICM Group was in serious financial trouble.

This was confirmed to FTW by group MD Kriba Naiken last week.

"We've been placed in provisional liquidation," he said. "But that's not final yet. We're not sure what's eventually going to

happen, but there should be more clarity about the situation in the next two weeks."

The group of companies claimed to be one of the largest logistics service providers in SA, with a speciality in providing clients with a mine-to-furnace solution to destinations around the world.

The group was the agent for shipowner, TBS, which has 50 bulk ships sailing around the globe.

## IDZ for Saldanha Bay mooted

BY Ed Richardson

Plans for a third Industrial Development Zone at Saldanha Bay on the west coast are in the pipeline.

Government seems to have learned from the failure to date to attract major tenants to the Coega, Richards Bay, OR Tambo or East London IDZs.

It is understood that the proposed IDZ could be the first to emerge following a broad-ranging review of the IDZ concept and how it has

been implemented.

The DTI review highlighted a number of shortcomings of the IDZs in promoting domestic and foreign investment, and led to the drafting of new legislation that will also be published soon.

In its interaction with the IDZs and potential investors, FTW has been told that the major constraints are a lack of reliable power, concerns over water supplies, and an absence of competitive incentives in the form of tax breaks and cheap land.

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# 'Gauteng mindset a tough nut to crack'

## WBCG brings marketing message to Gauteng

BY Liesl Venter

The Walvis Bay Corridor Group (WBCG) has once again brought its strong marketing message to Gauteng which has proved to be one of the toughest nuts to crack.

Speaking at a networking event in Johannesburg last week, WBCG CEO Johny Smith said while they had achieved some major successes in recent years, Gauteng remained their biggest challenge.

"Eight years ago we could hardly get an appointment with any businessman in Gauteng to even discuss the corridor, never mind promoting it. We have come a long way since then, but Gauteng is still a challenge."

He said many businesses

in Gauteng were still wary about using the Port of Walvis Bay and the Trans Kalahari Corridor despite its offer of a two-day service from port to market.

"We see the Gauteng market as an opportunity for time-critical cargo," he said. "To use Walvis Bay makes sense to businesses in Gauteng especially if time is an issue. We are focused on convincing the Gauteng market that this route makes sense not just from a time point of view, but also in terms of cost."

He said Gauteng remained a key area the WBCG wanted to grow in the coming months and they were actively creating awareness of the Port of Walvis Bay and the corridor in Gauteng.

"The issue of mindsets is still there, but we hope that this will change as we point out the value of using this alternative port and route. This is not competition to Durban, but a complementary service."

Smith said he believed there was a definite benefit in using Walvis Bay in terms of cost, as it was a cheaper option that would ultimately benefit consumers.

"The Port of Walvis Bay has had a major facelift. There are also more direct calls by shipping lines, no port delays, good safety and security and better facilities."

Smith said he hoped more businesses in Gauteng would contemplate using the port and the corridor to see these and other benefits for



Johny Smith ... 'An opportunity for time-critical cargo.'

themselves.

"We continue to focus on developing more exports and imports through Walvis Bay for the SADC region."

## Competition complaint

BY Alan Peat

The SA fruit industry has a major grumble about the port congestion surcharge that was imposed by the lines last year during the ports strike.

One piece of the conduct of the shipping lines at that time so aggravated the fruit exporters that they have taken their combined complaint to the Competitions Commission (CC).

"As an industry," said Stuart Symington, CEO of the Fresh Produce Exporters' Forum (FPEF), "we've complained that the US\$150 port congestion surcharge imposed on 40-foot containers by nine shipping lines was put on simultaneously."

"We feel that's unfair." And this complaint has been lodged with the CC.

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## ELECTRONIC SOLUTIONS

Electronic solutions have progressed beyond the mere submission of EDI messages. It's now about tailor-made solutions that provide significant supply chain efficiencies. Some of the industry leaders offer their perspectives.

# 'It's all about devising the best business solution'

Global product provides for sophisticated needs of SA market

BY Liesl Venter

Developing programmes just for the South African market is no longer economical, says system's expert CompuClearing's Arnold Garber.

"We are finding that locally developed programmes no longer satisfy the appetite of users who now have global experience," he told FTW. "To develop programmes for South Africa, with all the sophistication and needs of the South African market, is just not economical, because

the volumes are not there.

This is the reason why the company adopted the representation of a product called ediEnterprise, developed by CargoWise in Australia, who spent millions of dollars in the development of the product but could not economically justify it because their market is the US and Europe.

"South Africa is big enough to have the needs and the sophistication, but not big enough to have the volumes to justify the enormous development spend, and

so it is necessary to align oneself with international organisations," said Garber.

But electronic solutions, in his view, should never be used just for their own sake.

"Of course, being a technology-based company, it is all about electronic solutions for us, but we don't punt the solutions because the technology is there. We rather look at how the problems of the industry can be resolved and where technology is the solution," he said. "I always say if the solution to the problem is

an elastic band or a rubber stamp then that is what should be used."

According to Garber, too many service providers devise technology and then look for situations where that technology can be used.

"We work the other way round. We look at the business problem and devise a business solution that may or may not involve technology."

Electronics, without doubt, said Garber, means progress and new challenges – as has been the case in South



Arnold Garber ... 'It is necessary to align oneself with international organisations.'

Africa with the Customs modernisation programme. "The process is faster, smoother and all in all more efficient. It has however meant that we have been able to grow our business as it has resulted in many more people now needing our services when they previously did not."

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## ELECTRONIC SOLUTIONS

## 'Technology can help mitigate rising transport costs'

BY Liesl Venter

Despite negative sentiment about the imminent toll costs in Gauteng, the reality is that companies who rely on the use of these roads on a daily basis need to start thinking strategically about the impact that this change will impose on their business models.

They also need to take the necessary action immediately to manage and restrict these costs as much as possible, says Greg Vercellotti, executive director of local IT company Dariel Solutions.

"Research shows that the Gauteng Freeway Improvement Project (GFIP) will cost the commercial road freight industry an estimated R1.2 billion every year. Further studies show that

freight transport costs could potentially rise by more than 20%, which will dramatically impact consumer price inflation."

Vercellotti says the answer for the freight and logistics industry lies in technology. "It's critical that relevant considerations are made for businesses that will directly or indirectly be affected by these tolls, and one way of doing this is to turn to technology. Examining a software solution that is customised in a fully integrated goods receiving and delivery solution, for example, can ensure that fleets are managed effectively and that costs associated with this toll system are tightly monitored and kept to the bare minimum."

## Sars gearing up for data integration with Sacu partners

BY Liesl Venter

Finding the correct electronic solution is now more important than ever before, especially in the light of the Customs Modernisation Programme, says Michael Henning, general manager of Easyclear.

"Sars has made some significant changes not just in the way they do business but also in terms of meeting industry needs and international standards. And they are making trade facilitation improvements all the time."

According to Henning the Customs Modernisation express train is moving ahead with or without companies.

"We are constantly in the process of updating our programmes to ensure we are on board this particular

train because if you are not you might as well not be in business," he told FTW. "It is all about leveraging the entire process to one's advantage to ensure customers benefit, and to do that one has to be at the forefront of technology while constantly evolving and upgrading one's products."

For Henning and his team that means providing their clients with options. "For us that is what electronic solutions are all about. On one side there is the stable set of core products, while on the other there are those that are continuously evolving, allowing one to advance and increase service offerings."

With Customs already gearing up for its next big project – data integration with its Sacu partners – the pressure is on IT companies to keep up, says Henning.



Michael Henning ... 'Constantly evolving and upgrading products.'

"There is much pressure for this data integration as it will mean an export entry for South Africa, once passed, will be sent electronically to the neighbouring country, bypassing the need for an import entry."

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## ELECTRONIC SOLUTIONS

# It's about shaving costs and doing more with the same resources

Shipping technology has become crucial to the development of the UPS brand and the success of its customers, says UPS South Africa's managing director Paul Horsfall.

"The aim is to help businesses grow, manage costs and improve customer service throughout the supply chain by integrating technology with business processes to demystify global trade and optimise supply chains," he told FTW. "Operational efficiency is the other critical component and a business requirement for a company such as ours. It's aimed at shaving costs, increasing global reach and doing more with the same amount of resources. This however can only be done through technology development that enables us to better manage the delivery of millions of

packages and shipments that flow through hundreds of UPS facilities every day."

According to Horsfall, the company is constantly enhancing its systems and processes.

"Currently we have more than 4000 technology employees and specialists focusing on providing solutions to address an ever-changing market need. Our main frame capacity in terms of instructions per second stands at 51 898, with an average of 26.2 million small package tracking requests alone every day."

Horsfall says some of UPS's existing products offer wireless technologies with real-time updates, automated shipping software and virtual warehouse systems that manage inventory and purchasing.

"Our event management

software for example makes provision for widespread customer facilities with decentralised workforces to easily process and ship packages with UPS from their computers anywhere in the world. We have designed shipping software for customers with high-volume shipping needs which streamlines the process. This includes calculating shipping costs, preparing electronic customs forms, customising shipping preferences, and generating shipping labels for both small packages and freight in more than 20 different languages."

He says it enables the company and its customers to track shipments online.

"Visibility solutions provide powerful information on any type of shipment – both small package and freight which is not dependent on the transport



Paul Horsfall ... 'Solutions must provide long-term sustainability.'

mode used. It is about technology that can provide ready-to-use solutions that help simplify not only shipping affordability, but long-term sustainability," says Horsfall.

## Pre-advice conundrum

BY Alan Peat

There are worries about harmonisation between the shipping lines about what procedure to adopt over the new pre-advice system.

The problem is that the information – the booking reference, container number, weight and seal number – that must be fed into the Transnet Port Terminals (TPT) terminal management programme, Navis, for the pre-advice, originates with the exporter (if he packs his own containers) or the packing stations.

It would be logical for this to be fed directly by the packers, but since the lines still have legal liability for the way the info is fed in, any error will be their responsibility.

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## ELECTRONIC SOLUTIONS

# IT solutions must improve process-flow

**'Agents must ensure best cost-to-function ratio'**

Clearing and forwarding agents are increasingly looking beyond the mere submission of EDI messages to the significant efficiencies that appropriate software can provide.

That's the view of Core Freight Systems' Sydney Ramoorthy who says the CoreFreight system was designed with this in mind.

"It has the express intent of providing improved internal processes, enhanced management control, comprehensive client reporting and reliable user support coupled with robust interface capability in order to make a positive contribution to any supply chain in which it is used," Ramoorthy told FTW. "We believe that good electronic solutions leverage information technology as part of the overall business process and this is not optimised if its use is restricted to the generation of a bill of entry."

According to Ramoorthy,

a lot of new business comes through users who have previously worked on the CoreFreight application and who have subsequently recommended the application to a new employer. "This seems to go beyond simply wanting a system with which they are familiar but a genuine belief that the overall process-flow will be improved, with the benefits accruing not only to the staff member but to the company as a whole."

As a result, Core Freight has developed a fairly diverse customer base, he added. "And this provides insight into the different work procedures in our industry and is useful as input into the ongoing development necessary to keep the software relevant."

The company's commitment to ongoing product development has resulted in additional functionality available within CoreFreight which provides inter alia for integrated electronic document



Sydney Ramoorthy ... diverse customer base.

storage and online process tracking facilities, in addition to the standard features.

"Players in the SA forwarding and clearing industry should make sure that they are getting the most out of their IT spend, ensuring the best cost-to-function ratio from their electronic solutions," he added.

## Developing EDI interface with Sars

BY Liesl Venter

Technology is evolving at a tremendous pace and to keep up software needs to be enhanced all the time – resulting in costly research and development overheads, says Marius van Jaarsveld of IVS.

Responsible for developing and supporting secure, internet-based software applications for the freight industry, IVS is currently busy developing an EDI interface with Sars for customs releases. In addition it is enhancing Gate Access Applications with hand-held devices for secure access control and real-time ID number verification.

"With technology evolving so fast, it means hardware becomes cheaper and more affordable for our clients. For example, you can now implement a full electronic warehouse solution working on tablets or smart phones with Bluetooth Scanners at a third of what it cost three

years ago," he said.

The global trend, according to Van Jaarsveld, is towards cloud computing. "IVS solutions are provided in a secure web environment where users and their clients can gain access to electronic processing and information requests from anywhere in the world and on multiple devices, ranging from a smart cell phone to a PC. The business then benefits from reduced hardware, maintenance and development costs."

Electronic solutions also enable you to keep an electronic history of all the events in your organisation, says Van Jaarsveld. Searching history also becomes more reliable.

Criminal activity patterns can also be identified with historical data while electronic interfacing between systems enables real-time data processing without any paperwork, which improves customer delivery."

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## ELECTRONIC SOLUTIONS

# Solid systems are key to compliance

Customs modernisation has brought immediate cost-saving benefits

BY Liesl Venter

Without solid systems in place, operating in the logistics industry has become near impossible, especially in the light of the global economical turmoil.

According to J-L Koekemoer, general manager and systems architect of Ship-Shape Software in Johannesburg, an emerging trend in recent times has been the large drive by many smaller entities to tighten up financial controls and put more stringent processes in place in terms of credit limits, collection and the management of costs.

"This is in contrast to their traditional concerns that were focused on the actual operations part of their business."

Koekemoer attributes this to multiple factors, most notably the tougher economic climate in which business is finding itself compared to two years ago, as well as some significant positive growth amongst some companies, which now forces them to be more diligent on the financial side.

"Through all of this, solid systems are key not only to operational efficiency but also to being legally and Sars-compliant as well as competitive in the marketplace," said Koekemoer. "Systems for their own sake do not work. Many electronic solutions tend to be inherently complex and have the opposite effect to what they set out to achieve. We strive to always fully

understand the environment in which our systems are deployed in order to advise on best practices."

According to Koekemoer, it is about implementing solutions that are tailor-made, but also streamlined and optimised for high-volume processing, avoiding duplication of effort.

"It is about developing and offering "out-of-the-box" interfaces into mainstream accounting systems – such as the various versions of Pastel and AccPac, as well as building custom integration solutions for our corporate customers into systems like SAGE as well as other ERP or in-house systems they may be operating."

According to Koekemoer, the Customs Modernisation

Programme has also gone a long way to ensuring "compliance awareness" throughout the entire industry, and though there is much work still to be done, the message has become clear that illicit trade will not be tolerated.

"Through the systems in place, these trade deals will also come to the fore more readily. It is therefore important for companies to look at their systems and ensure they have the right package for their needs."

He said in terms of the Customs Modernisation Programme, the implementation of electronic submission of supporting documents in June this year had brought immediate benefits to both trade and Sars. "There have been huge savings in terms



J-L Koekemoer ... 'Clear message that illicit trade will not be tolerated.'

Photo: Shannon Hill

of time and fuel when considering the traditional messenger-delivery method of supporting documents," said Koekemoer.



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Deliver more

# 'Everyone has reaped the benefits of Customs modernisation'

BY Liesl Venter

Keeping ahead of the game is crucial when it comes to electronic solutions.

Ridwaan Mohammed, customer support manager of Advanced Customs Solutions (ACS), says this not only ensures up-to-date solutions, but also facilitates effective communication

with clients.

According to Mohammed, ACS is one of the fastest-growing customs clearing software providers in South Africa.

"We operate a very user-friendly, windows-based application for the freight clearing and forwarding industry. We believe it is important to provide software

solutions that make sense and allow our customers to achieve their set targets and goals."

Since the Customs modernisation process was first introduced, the company has seen a number of new customers signing up to use its system.

"The trend at present is to focus on EDI and Internet

with the main goal ensuring it all works seamlessly while also being secure for the end user. To bring this about we have had to invest heavily in extensive research and testing."

Mohammed says Customs modernisation has without doubt taken the industry to new heights. "With the phased implementation that Sars has

set out with the modernisation programme, we believe that it has not impacted the industry in a negative way. With customs and service providers meeting regularly to put their minds together in order to find simpler ways and means for customs processes, we believe that everyone has reaped the benefits of the modernisation process."

## Integration provides leading edge

### Slow Internet connections a barrier

BY Liesl Venter

Electronic solutions have become increasingly critical in the airfreight industry which relies on fast, efficient and dedicated freight services. So much so that these solutions are determining the future of the industry, says Alwyn Rautenbach, CEO of Airlink Cargo.

"The optimisation of the entire supply chain and freight process is dependent on electronic solutions," he said.

"It is an incredibly important means of facilitating operations and it also forms the basis of integrating to a worldwide network," he said. "Customs authorities are increasingly requiring electronic formats."

Airlink Cargo provides a cargo service both

domestically and regionally in southern Africa.

"By utilising good electronic systems one can optimise the cargo processes and ensure an entirely streamlined air cargo operation from start to finish," said Rautenbach. "A more effective supply chain process is part and parcel of the benefit because the integration of systems can contribute to giving the leading edge in both product and service efficiency."

And of course it reduces costs as there is less labour-intensive manual work and less human error in the process.

"The trend to move to more electronic systems has been ongoing for sometime," Rautenbach said. "We have seen more electronic verification security procedures being developed



Alwyn Rautenbach ... 'Informing and training the customer is crucial.'

Photo: Shannon Hill

as well electronic booking systems, communication with customers and then the track and trace of cargo and the electronic airway bill. All of this results in the faster and smoother clearance of cargo while it helps to eliminate the non-compliant agents from

the system."

A major challenge in southern Africa is the slow Internet connections with bandwidth not on par with other international countries.

"With the implementation of electronic solutions, staff has to be thoroughly trained to use the systems,

and awareness around their capabilities and optimisation must be exposed," said Rautenbach. "Informing and training the customer on the system, its capabilities and possibilities to increase efficiency in the cargo process takes time, but is extremely important."

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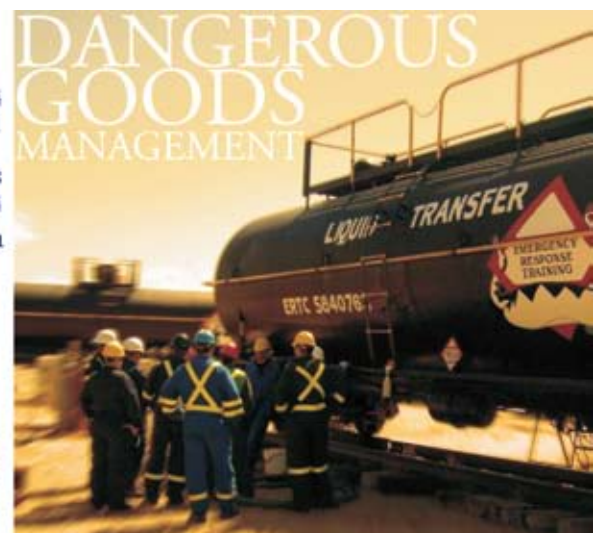
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# Molefe puts cars before hamburgers

## Idea of PE Waterfront gets cool reception

BY Ed Richardson

Having a car terminal in place of Port Elizabeth's manganese ore dumps and tank farm would contribute more to the local economy than another hamburger joint and clothing store, says Transnet CEO Brian Molefe.

Speaking at a breakfast briefing in Port Elizabeth recently, Molefe was responding to calls by the Chamber of Business and Municipality for the freed-up areas of the port to be turned into a waterfront.

Transnet's plans for the area to be freed up by moving the bulk ore and petroleum facilities to Ngqura show that it would be paved and converted into a modern vehicle export facility.

Molefe said he believed that the Nelson Mandela Bay Metro would be better served by a facility that ensured that the likes of General Motors, Volkswagen and FAW remained competitive, rather than another shopping and restaurant complex.

"We need to use our current infrastructure optimally," he said.

Put under pressure by the local business community, he said Transnet could be persuaded otherwise if a compelling business case could be made for the proposed waterfront.

"We do not want to be a nation of consumers. We need to utilise our proximity to the sea for trade, not consumption," he said.

## 'Going green with kite power'

Greener sea transport is on the cards for BBC Chartering following the signing of a cooperation agreement with the Hamburg-based company SkySails.

This will see the German multipurpose and heavy lift operator running its multipurpose vessel BBC SkySails with a wind propulsion system that uses a kite to deliver engine load relief.

According to Svend Andersen, managing director of BBC Chartering, this innovative service allows the company to measurably reduce its emissions while it also shows the extent of the technological developments under way that will have the potential to innovate and influence the future of shipping.

Andersen said the 9 821 dwt vessel had been fitted with the latest



Wind propulsion system uses a kite to deliver engine load relief.

prototype of the SkySails auxiliary wind propulsion system that used a kite with a surface measuring

320sqm. It can deliver an engine load relief of up to 2 000 kW at favourable wind conditions.

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# Truckers' complaint 'nonsense' – TPT

BY Alan Peat

The Cape Town container truckers were up in arms again last week, protesting about an unannounced one-hour stoppage at the Cape Town container terminal (CTCT) first thing on the Tuesday morning – after a two-hour shutdown the previous Thursday morning, followed by a one-hour closure in the afternoon.

"This time, the gate was shut between 06:00 and 07:00," said John Berry, head of the Cape Town Harbour Carriers' Association (CTHCA). "There was no notice given once again, and the reason was said to be a system fault – one of the many regular excuses that we hear."

Although he described the result of the closure as "not too bad", he did complain about trucks having to queue up outside the terminal gate waiting for the re-opening.

"People have labour on



The Port of Cape Town ... 'Planned shut-down each week at 06:00, and all the harbour carriers know this.'

stand-by waiting for delivery of the containers – and who pays for this waste of time?" Berry asked.

But the truckers' moan was "all nonsense", according to Transnet Port Terminals (TPT) terminal executive, Richard van Schalkwyk.

"We do a system re-boot every Tuesday morning," he told FTW. "It's a planned shut-down each week at 06:00, and all the harbour carriers know

this."

And it was not an hour, he added – saying that the first re-boot failed, and at 06:20 the second was tried. "The system came back-up at 06:30," said Van Schalkwyk, "and the first vehicle was processed at 06:37, immediately followed by eight other trucks before 07:00.

"We obviously can't give any advance notice when a system fault like this suddenly happens."

# Saldanha manganese exports 'out of the picture'

BY Ed Richardson

Manganese exports are to be routed through the port of Ngqura – with the first shipments expected in 2016, Transnet CEO Brian Molefe told a business breakfast in Port Elizabeth recently.

The decision puts an end to years of behind-the-scenes lobbying by major mining groups and others to rail the manganese from the Northern Cape through Saldanha Bay rather than the current routing through Port Elizabeth.

"We are going to start strengthening the main line from the Northern Cape for the manganese exports," he said.

Rail capacity would increase from 100 000

tons a year to 400 000 tons, with trains going from 40 wagons to 100 wagons.

Ore would be stockpiled in the Coega Industrial Development Zone, and Transnet National Ports Authority CEO Tau Morwe said a new bulk terminal would be built in the port of Ngqura – a development which was part of the original plans for the port, which will see it dug out further up the Coega river towards the N2.

Speaking in response to a question on the terminal, Morwe said new break-bulk and bulk liquids terminals at Ngqura had been "factored into the budget. We will be going up the river sooner rather than later".

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# A semantic storm about stacks

Difference of opinion over times causes scheduling headaches

BY Alan Peat

There is a serious argument in the Cape Town container terminal (CTCT) about the difference between “overall stack time” and “access time” at stacks – and it’s alleged to be causing the container trucking industry severe scheduling headaches.

According to Peter Newton, director of Seaboard, service providers to ocean transport users have a longstanding undertaking from CTCT that ‘original’ (72-hour) stacks will not be closed before 21:00 for 22:00 except for Saturdays, Sundays and public holidays (SSH) – when the agreed gate-closing is 17:00.

“Stack extensions beyond the ‘original’ (72 hrs),” he added, “are not subject to the 21:00

for 22:00 rule.”

However, he noted, premature stack closings are creeping back, and pointed out three cases of this listed by the Cape Town Harbour Carriers’ Association (CTHCA).

The first was the Hanjin Chongquin, where the stacks were accessible to the transporters from 06:00-17:00 on Sunday October 9; 06:00-21:00 on the Monday; and 06:00-18:00 on Tuesday October 11. This, pointed out Newton, was 38 hrs – not the supposed 72 hrs.

The second was the Alvsborg Bridge, where the stacks were accessible for the same hours between October 9 and 11 – again totalling 38 hrs. Third was the Maersk Gironde where the availability was between 06:00 on Wednesday October 12 and 14:00 on Friday October 14

– again 38 hrs.

“This,” said Newton, “is really too tight for service providers. It’s frankly unfair, especially when outrageous ‘late arrival’ penalties are gleefully imposed on people who are not in a position to fend for themselves. Nor is it unknown for shipping lines to take advantage of the situation for their slice of the unjust enrichment pickings.”

He therefore called for Louis du Toit, acting assistant terminal manager at Transnet Port Terminals (TPT), to take steps to rectify what he described as “this unacceptable situation”.

But Du Toit’s response – including the hours TPT considered were the “overall stack times” – didn’t meet with Newton’s approval.

He pointed to the two

## STACK CALCULATIONS

CTCT		CTHCA
Sunday	18 hrs	11 hrs (06:00-17:00)
Monday	24 hrs	15 hrs (06:00-21:00)
Tuesday	18 hrs	12 hrs (06:00-18:00)
Totals:	60 hrs	38 hrs

separate TPT and CTHCA calculations for the stacks for the Hanjin Chongquin.

The difference between the two is caused by the fact that CTCT is not a 24/7 operation, according to Newton. Therefore the CTCT calculations of overall stack time are purely theoretical, not access time on a practical basis

“Stack time implies access to the stacks,” he told FTW. “This was abnormally limited in respect of the examples given – which accounts for the difference of opinion about TPT’s ‘overall stack time’ versus CTHCA’s

‘stack access times’.

However, the problem could be somewhat eased from November 14.

“The terminal gate is expected to go 24/7 from then,” said Newton, “when the fruit export peak season gets under way, and the Orange River grape exports start to arrive at all hours. And the reefer stack is a straddle stack – not limited to daytime use like the other stacks handled by rubber-tyred gantries (RTGs). This means that, even in the night time ‘graveyard’ shift, reefers will still be able to be road-hauled into the terminal.”

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FTW5299

# Learning more about Incoterms®2010

## Cost Insurance and Freight Part III – The Buyer's Obligations

Cost Insurance and Freight or CIF (named port of destination) Incoterms®2010 is the final of the 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 buyer may need to fulfil in terms of CIF: (1) general obligations of the buyer; (2) licences, authorisations, security clearances and other formalities; (3) contracts of carriage and insurance; (4) taking delivery; (5) transfer of risks; (6) allocation of costs; (7) notices to the seller; (8) proof of delivery;

(9) inspection of goods; and (10) assistance with information and related costs.

The general obligation of the buyer is essentially to pay the price of the goods, in conformity with the contract of sale.

In respect of the licences, authorisations, security clearances and formalities, the buyer must obtain at his/her own risk any import licence or other official authorisation and conduct all customs formalities for the import of the goods and for their transport through any country. The buyer has no obligation to the seller to contract for carriage and insurance.

The buyer must take delivery of the goods when they have been delivered in accordance with the contract of sale, and received from the carrier at the named port of destination.

The buyer bears all risks

of loss of or damage to the goods from the time that the goods have been delivered. However, if the buyer fails to give notice in accordance with the “notices to the seller”, the buyer bears all risks of loss of, or damage to the goods.

As for the allocation of costs, the buyer must pay all costs from the time that the goods have been delivered. This includes unloading costs, any additional costs, and where applicable, all duties, taxes and other charges, as well as the costs of any additional insurance, procured at the buyer’s request.

The buyer must, should he/she be entitled to do so, determine the time for the shipping of the goods, and/or the point of receiving the goods, within the named port of destination, and give the seller sufficient notice.

With respect to the proof of delivery, the buyer

must accept the transport document. The buyer must pay for any costs of mandatory pre-shipment inspection, except for mandatory pre-shipment in country of export.

The buyer must inform the seller of any security-related information, and reimburse the seller for this.

In next week’s issue we will provide a summary of Cost Insurance and Freight (CIF), concluding the Incoterms®2010 series.



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# LM Pelsler steps down

Shippers' Council seeks new executive director

BY Liesl Venter

The South African Shippers' Council (SASC) executive director, LM Pelsler, is officially stepping down after five years at the helm of the organisation.

"I will stay on until a new executive director has been appointed and I can hand over the reins officially. After that I will be available to the council on a consultancy basis only," he told FTW.

Pelsler, who first joined the SASC in 1998 while still employed by Sasol, said while it had been one of the most fulfilling jobs it was time to spend time with his family. "And I have my bucket list to complete as well," he jokingly said. This includes growing bonsai trees, building model toys and photography. "I am also an avid gardener. I love being outside and then my daughter and I have a venture in mind that will also keep me busy."

The non-profit organisation, whose primary objective is to represent the interests of cargo owners, has made much progress under the direction of Pelsler. "I think it is about collaboration more than anything else," he said. "The role of the council is to give shippers in the country one voice. It operates from a strategic level and must be able to represent both the big and the small shipper equally. By collaborating



LM Pelsler ... 'It's all about collaboration.'

that is achieved."

The executive director is appointed by the SASC board and has to have a close working relationship with the board to enable him to achieve the goals set. He also needs to be a mediator on behalf of the SASC.

## Prestgroup is born

From page 1

to the movement of cargo, while Prestsure would focus on commercial and personal lines insurance.

"It really allows the company to grow in two directions under one identity," he said.

Grobbelaar said the creation of Prestgroup had been a long time coming as the company had made major inroads in the commercial and personal insurance industry in recent years. "But the existence of our commercial and personal lines was not always apparent due to the established Prestmarine brand."

Grobbelaar's father founded Prestmarine in 1986 as a subsidiary of Prestasi. The company has seen major expansion in the past 25 years, growing from just two employees to more than 30, with an annual turnover in excess of R100 million.



Høegh Maputo ... Maputo car terminal an important hub.

## Revving up the fleet

The latest newbuilding to join the fleet of Norwegian car carrier Høegh Autoliners, Høegh Maputo, was named at the Maputo Car Terminal last week.

Mozambique's first lady, Maria Da Luz Dai Guebeza, was the sponsor of the vessel which is the third in a series of four built for the line in China.

The 182.8-metre-long pure car truck carrier (PCTC) has a carrying capacity of 4 900 car equivalent units.

"The Maputo Car Terminal will be an

important hub for Høegh Autoliners' car carrying activities in Mozambique and the southern African region and a transhipment terminal linking the company's Indian Ocean and Atlantic Ocean trade systems," Høegh Autoliners chairman Leif Høegh said.

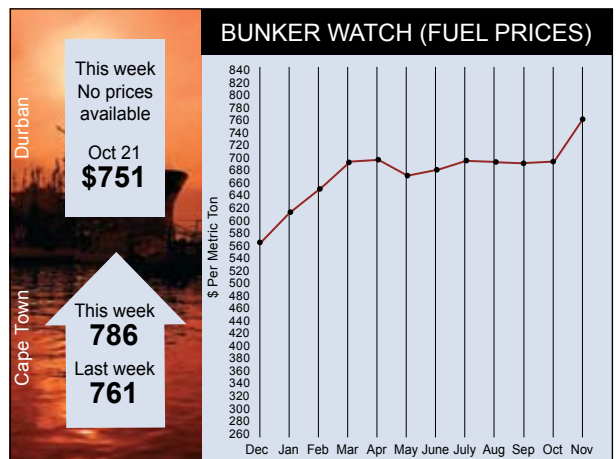
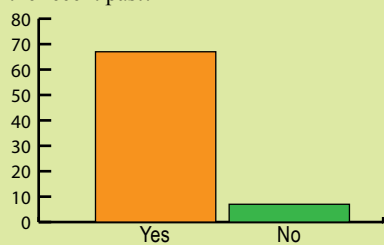
The company operates more than 50 PCTC vessels in global trade systems making around 3 000 port calls annually operated through 30 local offices worldwide along with a network of dedicated agencies.

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Msc Lucy H1145R					8/11		SIN 23/11,CNFUG 28/11,XMN 29/11,KHH 30/11,HKG 01/12,CWN 03/12	
Stadt Cadiz 30110Z					9/11		TXG 23/11	
Xin Yan Tian AA654E					9/11		PKG 23/11,HKG 27/11,BUS 01/12,SHA 02/12,NGB 04/12,CWN 07/12	
Msc Busan H1146R					11/11		SIN 01/12,CNFUG 06/12,XMN 07/12,KHH 08/12,HKG 09/12,CWN 11/12	
Nagoya Tower 116							HKG 03/01,SHA 06/01,NSA 09/01,SIN 14/01	
Mol Solution 2203B		13/11					SIN 01/12,HKG 07/12,TXG 14/12,DLC 15/12,TAO 17/12,BUS 19/12,SHA 23/12	
Kota Ekspres YEP203		13/11					SIN 21/12	
Thai Bright 120					14/11		JKT 02/12,BKK 13/12	
Maersk Karlskrona 1109		17/11	15/11		14/11		SIN 08/12,KEL 09/12,PKG 11/12,HKG 12/12,YOK 13/12,UKB 13/12,BUS 14/12,SHA 15/12,INC 17/12,NGB 17/12,TAO 20/12,OSA 20/12,NGO 20/12	
Maersk Chennai 1104		14/11					TPP 02/12,XMN 07/12,FOC 09/12,BUS 12/12	
Sicilia VSC023					14/11		SIN 27/12	
Maipo AA656E					16/11		PKG 30/11,HKG 04/12,BUS 08/12,SHA 09/12,NGB 11/12,CWN 14/12	
Empress Heaven 179E		21/11			17/11		SIN 06/12,PGU 08/12,PKG 08/12,LCH 09/12,JKT 09/12,SUB 09/12,PEN 09/12,SGN 09/12,DLC 10/12,BLW 10/12,BKK 10/12,SRG 11/12, MNL 11/12,KHH 12/12,UKB 13/12,TYO 13/12,XMN 13/12,HPH 13/12,SHA 14/12,NGO 14/12,OSA 14/12,NGB 16/12,BUS 16/12,TAO 18/12, YTN 19/12,HKG 20/12,TXG 20/12,YOK 20/12,KEL 23/12,TXG 24/12	
Baltium Trader 8303					19/11		TPP 08/12,SIN 09/12	
CSCS San Jose 0028E					20/11		PKG 02/12,SIN 03/12,NGB 07/12,SHA 09/12,CNZOS 09/12,XMN 09/12,SHK 11/12	
MCC Shanghai 1102					20/11		SIN 05/12,TPP 07/12	
Safmarine Kariba 1113					20/11		SIN 15/12,KEL 16/12,PKG 18/12,HKG 19/12,YOK 20/12,UKB 20/12,BUS 21/12,SHA 22/12,NGB 24/12,INC 24/12,TAO 27/12,OSA 27/12,NGO 27/12	
Mol Grandeur 2302		20/11					SIN 08/12,HKG 14/12,TXG 21/12,DLC 22/12,TAO 24/12,BUS 26/12,SHA 30/12	
Cap Gilbert 117							HKG 10/01,SHA 13/01,NSA 16/01,SIN 21/01	
Maersk Cotonou 1110		21/11					TPP 09/12,XMN 14/12,FOC 16/12,BUS 19/12	
Niledutch Shenzhen 30112Z					21/11		TXG 14/12,TAO 15/12,SHA 17/12	
<b>To: Mediterranean and Black Sea</b>								
Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a>								
AS Venus 1113		7/11					ALG 22/11	
Lars Maersk 117B		12/11					ALG 25/11,CAS 25/11,CAZ 28/11,LIV 28/11,ORN 28/11,BLA 29/11,VEC 30/11,FOS 02/12,NPK 02/12,AXA 03/12,GIT 03/12,PSD 03/12,UAY 04/12, ASH 04/12,ASH 06/12,TUN 07/12,GOI 07/12,KOP 07/12,MAR 07/12,SAL 07/12,BEY 08/12,GEM 08/12,SKG 08/12,PIR 09/12,IST 09/12,TRS 09/12, IZM 11/12,HFA 12/12,MER 12/12	
Hanjin Mumbai 2R		8/11					VEC 24/11,SPE 29/11,LIV 29/11,GOI 30/11,NPK 30/11,HFA 30/11,FOS 01/12,BLA 04/12,AXA 06/12	
Tinglev Maersk 1114		7/11					ALG 28/11	
Jolly Corallo 186		8/11			17/11		GOI 12/12,BLA 17/12,NPK 19/12,TUN 09/01,MLA 09/01,UAY 11/01,BEY 11/01,BEN 11/01,AXA 13/01,TIP 13/01	
Astor 1119		14/11			10/11		ALG 29/11	
Msc Methoni 1R		15/11	12/11		10/11		VEC 01/12,SPE 06/12,LIV 06/12,GOI 07/12,NPK 07/12,HFA 07/12,FOS 08/12,BLA 11/12,AXA 13/12	
MOL Caledon 117B		19/11	11/11		13/11		ALG 02/12,CAS 02/12,CAZ 05/12,LIV 05/12,ORN 05/12,BLA 06/12,VEC 07/12,FOS 09/12,NPK 09/12,AXA 10/12,GIT 10/12,PSD 10/12,UAY 11/12, ASH 11/12,ASH 13/12,TUN 14/12,GOI 14/12,KOP 14/12,MAR 14/12,SAL 14/12,BEY 15/12,GEM 15/12,SKG 15/12,PIR 16/12,IST 16/12,TRS 16/12, IZM 18/12,HFA 19/12,MER 19/12	
Buxmaster 326							ASH 08/01,HFA 08/01	
Dorothea Rickmers 1103		14/11					ALG 05/12	
Jolly Bianco 191		15/11					GOI 18/12,BLA 23/12,NPK 25/12,TUN 15/01,MLA 15/01,UAY 17/01,BEY 17/01,BEN 17/01,AXA 19/01,TIP 19/01	
Msc Michaela 665R		21/11	18/11		16/11		VEC 07/12,SPE 12/12,LIV 12/12,GOI 13/12,NPK 13/12,HFA 13/12,FOS 14/12,BLA 17/12,AXA 19/12	
Kota Handal 327							ASH 10/01,HFA 10/01	
Surinam River 1113		21/11			17/11		ALG 06/12	
Maximilian Schulte 1114		21/11					ALG 12/12	
Maersk Gateshead 121B					21/11		ALG 09/12,CAS 09/12,CAZ 12/12,LIV 12/12,ORN 12/12,BLA 13/12,VEC 14/12,FOS 16/12,NPK 16/12,AXA 17/12,GIT 17/12,PSD 17/12,UAY 18/12, ASH 18/12,ASH 20/12,TUN 21/12,GOI 21/12,KOP 21/12,MAR 21/12,SAL 21/12,BEY 22/12,GEM 22/12,SKG 22/12,PIR 23/12,IST 23/12,TRS 23/12, IZM 25/12,HFA 26/12,MER 26/12	
<b>To: UK, North West Continent &amp; Scandinavia</b>								
Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a>								
Emu Arrow 095						8/11	VGO 30/11,PRU 04/12,ANR 08/12	
TBN 004		9/11					GOT 04/12	
Lars Maersk 117B		12/11					RTM 27/11,TIL 28/11,BIO 28/11,LEI 30/11,BRV 01/12,CPH 02/12,GOT 02/12,HMQ 02/12,OFQ 03/12,HEL 05/12,OSL 08/12	
Birch Arrow 033						12/11	PRU 06/12,ANR 10/12	
Hanjin Mumbai 2R		8/11					RTM 22/11,LZI 22/11,FXT 24/11,HMQ 25/11,BRV 28/11,ANR 29/11,BIO 29/11,LEH 30/11,LIV 02/12,VGO 05/12,HEL 05/12,LEI 06/12, KTK 06/12,STO 08/12,KLJ 10/12,LED 13/12	
Conti Express 291007						7/11	VGO 02/12,ANR 08/12	
Tinglev Maersk 1114		7/11					VGO 01/12,LEI 03/12,LZI 06/12	
Grand Cosmo 41A			10/11	9/11	8/11		VGO 26/11,ZEE 29/11,BRV 01/12	
Msc Methoni 1R		15/11	12/11		10/11		RTM 29/11,LZI 29/11,FXT 01/12,HMQ 02/12,BRV 05/12,ANR 06/12,BIO 06/12,LEH 07/12,LIV 09/12,VGO 12/12,HEL 12/12,LEI 13/12, KTK 13/12,STO 15/12,KLJ 17/12,LED 20/12	
MOL Caledon 117B		19/11	11/11		13/11		RTM 04/12,TIL 05/12,BIO 05/12,LEI 07/12,BRV 08/12,CPH 09/12,GOT 09/12,HMQ 09/12,OFQ 10/12,HEL 12/12,OSL 15/12	
Lombardia 2102		21/11	18/11		12/11	15/11	13/11	VGO 05/12,LZI 07/12,RTM 08/12,ANR 10/12,PFT 11/12,IMM 11/12,HUL 11/12,HMQ 12/12,BXE 14/12,ORK 14/12,DUO 14/12,KRS 14/12, LAR 14/12,OSL 15/12,OFQ 16/12,CPH 16/12,GOT 16/12,GOO 16/12,GRG 16/12,HEL 16/12,BIO 18/12,HEL 18/12,KTK 18/12,STO 18/12
Dorothea Rickmers 1103		14/11					LEI 10/12,LZI 13/12	
Msc Michaela 665R		21/11	18/11		16/11		RTM 05/12,LZI 05/12,FXT 07/12,HMQ 08/12,BRV 11/12,ANR 12/12,BIO 12/12,LEH 13/12,LIV 15/12,VGO 18/12,HEL 18/12,LEI 19/12, KTK 19/12,STO 21/12,KLJ 23/12,LED 26/12	
Purple Beach 2103				21/11			VGO 13/12,LZI 15/12,RTM 16/12,HMQ 18/12,PFT 19/12,IMM 19/12,HUL 19/12,BXE 20/12,KRS 20/12,LAR 20/12,ANR 21/12,OSL 21/12, OFQ 22/12,CPH 22/12,ORK 22/12,DUO 22/12,GOT 22/12,GOO 22/12,GRG 22/12,HEL 22/12,HEL 24/12,KTK 24/12,STO 24/12,BIO 26/12	
Maximilian Schulte 1114		21/11					VGO 13/12,LEI 17/12,LZI 20/12	
Maersk Gateshead 121B					21/11		RTM 11/12,TIL 12/12,BIO 12/12,LEI 14/12,BRV 15/12,CPH 16/12,GOT 16/12,HMQ 16/12,OFQ 17/12,HEL 19/12,OSL 22/12	

## OUTBOUND BY DATE - Dates for sailing: 07/11/2011 - 21/11/2011

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
<b>To: East Africa</b>							
<b>Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></b>							
Atlantic Cruiser 511107	UAL	-	10/11	-	-	-	PMA 18/11
Emu Arrow 095	GRB	-	-	-	-	8/11	MPM 25/10
Birch Arrow 033	GRB	-	-	-	-	12/11	MPM 05/11
Msc Lucy H1145R	MSC/CMA/CSV/STS	-	-	-	8/11	-	FTU 21/11
Jolly Corallo 186	LMC	-	8/11	-	17/11	-	MPM 18/11,DAR 23/11,MBA 25/11
Msc Jemima 34A	MSC	-	-	-	10/11	-	MBA 15/11,DAR 24/11
Lavender Ace 28A	MOL	-	-	-	10/11	-	MPM 10/11,DAR 14/11,MBA 16/11
Msc Busan H1146R	MSC/CMA/CSV/STS	-	-	-	11/11	-	FTU 21/11
Hoegh Seoul 55	HOE/HUA	-	-	15/11	-	17/11	MPM 18/11
Jolly Bianco 191	LMC	-	15/11	-	-	-	MPM 23/11,DAR 28/11,MBA 30/11
Msc Chiara 56A	MSC	-	-	-	18/11	-	MBA 24/11,DAR 01/12
Baltrum Trader 8303	EMC/MOL	-	-	-	19/11	-	MPM 20/11
TBN 01	FAI	-	20/11	-	-	-	MNC 27/11,DAR 06/12,MBA 08/12

<b>To: West Africa</b>							
<b>Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></b>							
Niledutch Guangzhou 30113A	NDS	-	11/11	-	-	-	PNR 17/11,LAD 21/11,BOA 24/11,MSZ 25/11,MAT 25/11,LOB 26/11,SZA 27/11,LBV 27/11,CAB 28/11,DLA 28/11
TBN 004	SCA	9/11	-	-	-	-	LAD 11/11,MAT 11/11,DKR 19/11
AS Venus 1113	MSK/SAF	-	7/11	-	-	-	DKR 16/11
UAL Cyprus 511112	UAL	-	-	-	7/11	-	LAD 15/11,SZA 17/11,PNR 19/11,BSG 24/11,SSG 26/11
Hanjin Mumbai 2R	MSC/HSL/LTI	-	8/11	-	-	-	LPA 17/11,DKR 19/11,ABJ 20/11,TEM 22/11,APP 28/11,TIN 29/11
Lars Maersk 117B	DAL/MOL/MSK/SAF	-	12/11	-	-	-	LPA 22/11
Jamila 3106	MOL	21/11	9/11	-	-	-	LAD 14/11,LOB 17/11
Tinglev Maersk 1114	SAF	7/11	-	-	-	-	LAD 10/11,ABJ 17/11
Jolly Corallo 186	LMC	-	8/11	-	17/11	-	DKR 20/12
Maria Rickmers 8A	MSC	-	9/11	-	-	-	MSZ 12/11,LAD 14/11,LOB 18/11
Sargasso Sea 1109	MSK/SAF	9/11	-	-	-	-	APP 14/11,TEM 19/11
Msc Methoni 1R	MSC/HSL/LTI	-	15/11	12/11	-	10/11	LPA 24/11,DKR 26/11,ABJ 27/11,TEM 29/11,APP 05/12,TIN 06/12
Astor 1119	MSK/SAF	-	14/11	-	-	10/11	DKR 23/11
MOL Caledon 117B	DAL/MOL/MSK/SAF	-	19/11	11/11	-	13/11	LPA 29/11
Msc Agata 726A	MSC	17/11	12/11	-	-	-	LAD 18/11,LOB 21/11
Los Andes Bridge 0013W	CSC/HLC/KL/INDS/NYK/SMU/STS	-	-	-	-	12/11	TEM 22/11,LFW 25/11,COO 27/11,TIN 29/11
Austria 14S	MSC/MOL/MSK/OAC/SAF	-	13/11	-	-	-	LOB 18/11,LAD 22/11
Kota Ekspres YEP203	PIL	-	13/11	-	-	-	LOS 21/11,TEM 24/11,COO 25/11,ONN 28/11
Buxmaster 326	LNL/PIL	-	-	-	-	-	TEM 24/11,COO 29/11,LOS 03/12
Sicilia VSC023	PIL	-	-	-	14/11	-	LAD 21/11,LOS 27/11,ONN 30/11,DLA 03/12,LBV 04/12
Dorothea Rickmers 1103	SAF	14/11	-	-	-	-	LAD 17/11,ABJ 24/11
Jolly Bianco 191	LMC	-	15/11	-	-	-	DKR 26/12
Msc Michaela 665R	MSC/HSL/LTI	-	21/11	18/11	-	16/11	LPA 30/11,DKR 02/12,ABJ 03/12,TEM 05/12,APP 11/12,TIN 12/12
Northern Diplomat 1101	MSK/SAF	16/11	-	-	-	-	APP 21/11,TEM 26/11
Kota Handal 327	LNL/PIL	-	-	-	-	-	TEM 25/11,COO 30/11,LOS 04/12
Sagitta 1109	MSK/SAF	16/11	-	-	-	-	APP 21/11,TEM 26/11
Ulsnis 59A	MSC	-	17/11	-	-	-	LAD 23/11,LOB 25/11
Surinam River 1113	MSK/SAF	-	21/11	-	-	17/11	DKR 30/11
Safmarine Onne 1109	MSK/SAF	-	-	-	-	18/11	MSZ 01/12,LOB 03/12,SON 05/12,PNR 07/12,MAT 11/12,LBV 20/12
CSC/Lima 0053W	CSC/HLC/KL/INDS/NYK/SMU/STS	-	-	-	-	19/11	TEM 29/11,LFW 02/12,COO 04/12,TIN 06/12
Christian D 7/11	ASL	-	21/11	-	-	-	LAD 28/11,SZA 02/12,MAL 04/12,CAB 04/12
Maximilian Schulte 1114	SAF	21/11	-	-	-	-	LAD 24/11,ABJ 01/12
Maersk Gateshead 121B	DAL/MOL/MSK/SAF	-	-	-	-	21/11	LPA 06/12

<b>To: Indian Ocean Islands</b>							
<b>Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></b>							
Msc Lucy H1145R	MSC/CMA/CSV/STS	-	-	-	8/11	-	PLU 12/11,TLE 12/11,PDG 15/11,TMM 16/11,DIE 18/11,LON 23/11,MJN 25/11
Msc Busan H1146R	MSC/CMA/CSV/STS	-	-	-	11/11	-	PLU 15/11,PDG 18/11,TMM 23/11,LON 23/11,MJN 25/11,DIE 03/12
Maersk Karlskrona 1109	MSK/SAF	-	17/11	15/11	-	14/11	PLU 26/11
UAFL Mauritius 526	UAF	-	-	-	16/11	-	TLE 21/11,EHL 23/11,TMM 26/11,PLU 29/11,RUN 01/12,DIE 04/12,LON 06/12,MUT 07/12,NOS 09/12,MJN 11/12,MAW 21/12
Manon CX117	WWL	-	-	18/11	-	20/11	RUN 24/11
Safmarine Kariba 1113	MSK/SAF	-	-	-	-	20/11	PLU 03/12

<b>To: North America</b>							
<b>Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></b>							
Msc Sierra 006	MSC/MSK/SAF	-	13/11	-	-	-	NYC 30/11,BAL 02/12,ORF 03/12,CHU 05/12,FEP 06/12,NAS 07/12,MIA 08/12,POP 08/12,MHH 08/12,GEC 09/12,SDQ 09/12,TOV 09/12,SLU 10/12,PHI 10/12,GDT 10/12,SJO 11/12,BAS 11/12,VIJ 11/12,RSU 12/12,PAP 12/12,KTN 12/12,HQN 13/12,BGI 13/12,STG 13/12,MSY 15/12
Maersk Visby 008	MSC/MSK/SAF	-	19/11	8/11	-	10/11	NYC 07/12,BAL 09/12,ORF 10/12,CHU 12/12,FEP 13/12,NAS 14/12,MIA 15/12,POP 15/12,MHH 15/12,GEC 16/12,SDQ 16/12,TOV 16/12,SLU 17/12,PHI 17/12,GDT 17/12,SJO 18/12,BAS 18/12,VIJ 18/12,RSU 19/12,PAP 19/12,KTN 19/12,HQN 20/12,BGI 20/12,STG 20/12,MSY 22/12
Atlantic Impala 109	CSA/HLC	19/11	17/11	-	-	8/11	14/11
Nanjing Dragon 005	MSC/MSK/SAF	-	-	15/11	-	-	NYC 14/12,BAL 16/12,ORF 17/12,CHU 19/12,FEP 20/12,NAS 21/12,MIA 22/12,POP 22/12,MHH 22/12,GEC 23/12,SDQ 23/12,TOV 23/12,SLU 24/12,PHI 24/12,GDT 24/12,SJO 25/12,BAS 25/12,VIJ 25/12,RSU 26/12,PAP 26/12,KTN 26/12,HQN 27/12,BGI 27/12,STG 27/12,MSY 29/12
Empress Heaven 179E	COS/EMC/MBA	-	21/11	-	-	17/11	LAX 18/12,OAK 21/12,TIW 23/12,BCC 25/12

<b>To: Australasia</b>							
<b>Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></b>							
Msc Lucy H1145R	MSC/CMA/CSV/STS	-	-	-	8/11	-	FRE 23/11,ADL 24/11,MLB 28/11,SYD 01/12,TRG 05/12,LYT 07/12
Msc Busan H1146R	MSC/CMA/CSV/STS	-	-	-	11/11	-	FRE 26/11,ADL 27/11,MLB 01/12,SYD 04/12,TRG 08/12,LYT 10/12
Maersk Karlskrona 1109	MSK/SAF	-	17/11	15/11	-	14/11	LYT 17/12,AKL 18/12,TRG 19/12,TRG 19/12,NPE 20/12,LYT 21/12,TIU 22/12,POE 22/12,SYD 22/12,MLB 23/12,NSN 24/12,NPL 24/12,BSA 27/12,ADL 27/12
Hoegh Seoul 55	HOE/HUA	-	-	15/11	-	17/11	FRE 02/12,MLB 07/12,PKL 09/12,BSA 12/12,TRG 16/12,NPE 17/12,WLG 19/12,LYT 20/12
Empress Heaven 179E	COS/EMC/MBA	-	21/11	-	-	17/11	BSA 17/12,SYD 19/12,MLB 22/12
Manon CX117	WWL	-	-	18/11	-	20/11	FRE 04/12,MLB 10/12,PKL 13/12,BSA 15/12
Safmarine Kariba 1113	MSK/SAF	-	-	-	-	20/11	LYT 24/12,AKL 25/12,TRG 26/12,TRG 26/12,NPE 27/12,LYT 28/12,TIU 29/12,POE 29/12,SYD 29/12,MLB 30/12,NSN 31/12,NPL 31/12,BSA 03/01,ADL 03/01

## OUTBOUND BY DATE - Dates for sailing: 07/11/2011 - 21/11/2011

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for	
<b>To: Middle East, Pakistan, India and Sri Lanka</b>				<b>Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></b>				
Henry 3A	MSC/CSV	-	-	-	8/11	-	CMB 21/11, JEA 01/12, SHJ 04/12, AUH 04/12, MCT 04/12, BAH 04/12, DMN 04/12, KWI 04/12, BND 04/12, BQM 06/12, DOH 06/12, IXY 08/12, NSA 10/12, RUH 11/12	
Nysted Maersk 1118	MSK/SAF	-	-	13/11	-	8/11	-	JEA 27/11, BQM 01/12, NSA 05/12
Jolly Corallo 186	LMC	-	8/11	-	-	17/11	-	JED 04/12, RUH 24/12, AQJ 29/12, MSW 29/12, PZU 29/12, HOD 30/12, AUH 03/01, DXB 05/01, KWI 05/01, NSA 05/01, BAH 08/01, BND 08/01, DMN 08/01, DOH 08/01, MCT 08/01, BQM 10/01
Msc Roberta 41A	MSC/CSV	-	-	-	-	10/11	-	CMB 20/11, JEA 30/11, SHJ 03/12, AUH 03/12, MCT 03/12, BAH 03/12, DMN 03/12, KWI 03/12, BND 03/12, BQM 05/12, DOH 05/12, IXY 07/12, NSA 09/12, RUH 10/12
Buxmaster 326	LNL/PIL	-	-	-	-	-	-	NSA 29/12
Jolly Bianco 191	LMC	-	15/11	-	-	-	-	JED 09/12, RUH 29/12, AQJ 03/01, MSW 03/01, PZU 03/01, HOD 04/01, AUH 08/01, DXB 10/01, KWI 10/01, NSA 10/01, BAH 13/01, BND 13/01, DMN 13/01, DOH 13/01, MCT 13/01, BQM 15/01
Kota Handal 327	LNL/PIL	-	-	-	-	-	-	NSA 31/12
Empress Heaven 179E	COS/EMC/MBA	-	21/11	-	-	17/11	-	CMB 11/12, NSA 13/12
Nexoe Maersk 1118	MSK/SAF	-	-	20/11	-	17/11	-	JEA 04/12, BQM 08/12, NSA 12/12
Msc Natalia 55A	MSC/CSV	-	-	-	-	21/11	-	CMB 01/12, JEA 11/12, SHJ 14/12, AUH 14/12, MCT 14/12, BAH 14/12, DMN 14/12, KWI 14/12, BND 14/12, BQM 16/12, DOH 16/12, IXY 18/12, NSA 20/12, RUH 21/12

<b>To: South America</b>				<b>Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></b>				
CSAV Lauca 111	HSD/MSK	-	-	9/11	-	12/11	-	SUA 22/10, ITJ 29/10, SSZ 31/10
Cap Jackson 112	HSD/MSK	-	-	16/11	-	19/11	-	SUA 27/10, SPB 31/10, ITJ 02/11, SSZ 04/11
Ital Florida 0935-034W	COS/EMC/MBA	-	9/11	-	-	-	-	MVD 18/11, BUE 19/11, SSZ 24/11
Nagoya Tower 116	HSD/MSK	-	-	-	-	-	-	SUA 24/11, SPB 28/11, ITJ 30/11, SSZ 02/12
Cap Gilbert 117	HSD/MSK	-	-	-	-	-	-	SUA 01/12, SPB 05/12, ITJ 07/12, SSZ 09/12

## 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	409-8120	319-1300	552-1771	087 803-3380	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	263-8500	570-7800	419-2734	363-7788	789-0437	-	-	-	Saldanha Bay (022) 714-3449
DAL Agency	881-0000	582-9400	405-9500	398-0000	-	726-5497	-	219-550	Mozambique (258) 21312354/5
Eyethu Ships Agencies	-	301-1470	-	-	-	-	-	-	Mossel Bay (044) 690-7119
Evergreen Agency (SA) Pty Ltd	284-9000	334-5880	431-8701	-	-	-	-	-	-
Fairseas	513-4039	-	410-8819	-	-	-	-	-	-
Galborg	340-0499	365-6800	402-1830	581-3994	788-9900	731-1707	-	202-771	Maputo (092581) 430021/2
Gearbulk	-	277-9100	-	-	-	-	-	-	-
Global Port Side Services	-	328-5891	-	-	-	-	-	-	-
Hapag-Lloyd	0860 101 260	583-6500	0860 101 260	-	-	-	-	-	-
Hamburg Sud South Africa	615-1003	334-4777	425-0145	-	-	-	-	-	-
HUA Hoegh Autoliners (ISS-Voigt)	994-4500	-	-	-	-	-	-	-	-
Hull Blyth South Africa	-	360-0700	-	-	-	-	-	-	-
Ignazio Messina & Co	884-9356	365-5200	418-4848	-	-	-	-	-	-
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 (092581) 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	-	-	-	SaldanhaBay (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

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Updated until 11am

31 October 2011

## INBOUND BY DATE - Dates for sailing: 07/11/2011 - 21/11/2011

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBA
Aalborg 1134	GAL	-	-	-	-	-	16-Nov
Ambassador Bridge 016	KLI/MIS/PIL	-	-	-	-	20-Nov	-
Amber Lagoon 1231	MAC	11-Nov	14-Nov	-	20-Nov	18-Nov	-
Amsterdam Bridge 013	KLI/MIS/PIL	-	10-Nov	-	-	-	-
Astor 1118	MSK/SAF	-	12-Nov	-	-	-	-
Atlantic Impala 109	CSA/HLC	-	-	-	-	-	08-Nov
Atlantic Nyala 110	CSA/HLC	20-Nov	-	-	-	-	-
Austria 13N	MSC/MOL/MSK/OAC/SAF	-	11-Nov	-	-	-	-
Baltrum Trader 8303	EMC/MOL	-	-	-	-	17-Nov	-
Buxmaster 326	LNL/PIL	-	-	-	-	-	-
Cap Gilbert 117	HSD/MSK	-	-	-	-	-	-
Cap Jackson 112	HSD/MSK	-	-	15-Nov	-	17-Nov	-
Cape Delgado 1194	GAL	13-Nov	17-Nov	-	-	21-Nov	-
Christian D 6/11	ASL	-	10-Nov	-	-	-	-
CSAV Lauca 111	HSD/MSK	-	-	08-Nov	-	10-Nov	-
CSCL Lima 0053W	CSC/HLC/KLI/NDS/NYK/SMU/STS	-	-	-	-	-	17-Nov
CSCL San Jose 0028E	CSC/HLC/KLI/NDS/NYK/STS	-	-	-	-	-	16-Nov
Dorothea Rickmers 1105	MSK/SAF	11-Nov	-	-	-	-	-
Empress Heaven 179W	COS/EMC/MBA	-	20-Nov	-	-	14-Nov	-
Euro Spirit 90	HOE/HUA	-	-	-	-	13-Nov	-
Garden 0327-028W	COS/EMC/MBA	-	-	-	-	21-Nov	-
Grand Cosmo 40A	MOL	-	-	10-Nov	09-Nov	07-Nov	-
Guayaquil Bridge 0020E	CSC/HLC/KLI/NDS/NYK/STS	-	-	-	-	-	19-Nov
Hanjin Chongqing 2A	MSC/HLC/HSL/LTI	-	15-Nov	-	-	-	19-Nov
Henry 2R	MSC/CSV	-	-	-	-	-	08-Nov
Hoegh Copenhagen 12	HOE/HUA	-	-	-	21-Nov	-	-
Hoegh Seoul 55	HOE/HUA	-	-	14-Nov	-	-	16-Nov
Ital Florida 0935-034W	COS/EMC/MBA	-	08-Nov	-	-	-	-
Jamila 2905	MOL	-	08-Nov	-	-	-	-
Jamila 3106	MOL	11-Nov	-	-	-	-	-
Jolly Bianco 191	LMC	-	-	-	-	-	19-Nov
Jolly Corallo 186	LMC	-	18-Nov	-	-	-	14-Nov
Kota Ekspres YEP203	PIL	-	13-Nov	-	-	-	-
Kota Handal 327	LNL/PIL	-	-	-	-	-	-
Liberty Ace 60A	MOL	-	-	-	19-Nov	17-Nov	-
Lombardia 1229	MAC	-	-	-	-	-	08-Nov
Los Andes Bridge 0013W	CSC/HLC/KLI/NDS/NYK/SMU/STS	-	-	-	-	-	10-Nov
Macuba 1118	MSK/SAF	-	-	-	-	-	19-Nov
Maersk Chennai 1104	MSK	13-Nov	-	-	-	-	-
Maersk Cotonou 1110	MSK	20-Nov	-	-	-	-	-
Maersk Gateshead 1102	MSK/SAF	-	08-Nov	-	-	-	19-Nov
Maersk Gironde 118A	DAL/MOL/MSK/SAF	-	20-Nov	-	-	-	-
Maersk Karlskrona 1108	MSK/SAF	-	16-Nov	14-Nov	-	-	09-Nov
Maersk Visby 008	MSC/MSK/SAF	-	18-Nov	07-Nov	-	-	09-Nov
Maipo AA656E	CMA/CSC/CSV/MBA	-	-	-	-	-	15-Nov
Manon CX117	WWL	-	-	18-Nov	-	-	20-Nov
Maximilian Schulte 1113	MSK/SAF	18-Nov	-	-	-	-	-
MCC Shanghai 1102	MSK	-	-	-	-	-	19-Nov
MOL Caledon 117A	DAL/MOL/MSK/SAF	-	-	09-Nov	-	-	12-Nov
Mol Grandeur 2302	MOL	-	19-Nov	-	-	-	-
Mol Solution 2203B	MOL	-	12-Nov	-	-	-	-
Msc Agata 725A	MSC	-	11-Nov	-	-	-	-
Msc Busan H1142A	MSC/CMA/CSV	-	-	-	-	-	08-Nov
Msc Chiara 55A	MSC	-	-	-	-	-	15-Nov
Msc Denise 21A	MSC	-	-	-	-	-	16-Nov
Msc Jasmine 51A	MSC	-	-	-	-	-	19-Nov
Msc Methoni 1A	MSC/HLC/HSL/LTI	-	-	-	-	-	07-Nov
Msc Michaela 665A	MSC/HLC/HSL/LTI	-	09-Nov	-	-	-	13-Nov
Msc Natalia 54R	MSC/CSV	-	-	-	-	-	18-Nov
Msc Roberta 40R	MSC/CSV	-	-	-	-	-	07-Nov
Msc Sheila 77A	MSC	-	-	-	-	-	11-Nov
Msc Sierra 006	MSC/MSK/SAF	-	12-Nov	-	-	-	-

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBA
Nagoya Tower 116	HSD/MSK	-	-	-	-	-	-
Nanjing Dragon 005	MSC/MSK/SAF	-	-	14-Nov	-	19-Nov	-
Navios Meridian 001	GRB/UNG	-	-	-	-	09-Nov	-
Nexoe Maersk 1117	MSK/SAF	-	-	18-Nov	-	14-Nov	-
Niledutch Guangzhou 30113A	NDS	-	11-Nov	-	-	-	-
Niledutch Shenzen 30112Z	NDS	-	-	-	-	20-Nov	-
Nora Maersk 1117	MSK/SAF	-	-	-	-	21-Nov	-
Northern Diplomat 1101	MSK/SAF	15-Nov	-	-	-	-	-
Nysted Maersk 1117	MSK/SAF	-	-	11-Nov	-	-	-
Purple Beach 1230	MAC	-	-	09-Nov	13-Nov	11-Nov	17-Nov
R.C.Rickmers 14A	MSC	-	-	-	-	14-Nov	-
Safmarine Bandama 003	MSC/MSK/SAF	-	-	21-Nov	-	-	-
Safmarine Kariba 1112	MSK/SAF	-	-	21-Nov	-	16-Nov	-
Safmarine Mafadi 118A	DAL/MOL/MSK/SAF	-	13-Nov	16-Nov	-	19-Nov	-
Safmarine Onne 1108	MSK/SAF	-	21-Nov	-	-	17-Nov	-
Sagitta 1109	MSK/SAF	15-Nov	-	-	-	-	-
Sargasso Sea 1109	MSK/SAF	08-Nov	-	-	-	-	-
Sicilia VSC023	PIL	-	-	-	-	12-Nov	-
Stadt Cadiz 30110Z	NDS	-	-	-	-	07-Nov	-
Surinam River 1112	MSK/SAF	-	19-Nov	-	-	12-Nov	-
Thai Bright 119	GRB/UNG	-	-	-	-	07-Nov	-
Tomar CX119	WWL	-	-	13-Nov	-	-	-
UAFL Mauritius 525	UAF	-	-	-	-	16-Nov	-
Ulsnis 58A	MSC	-	15-Nov	-	-	-	-
Ulsnis 59A	MSC	19-Nov	-	-	-	-	-
Xin Yan Tian AA654E	CMA/CSC/CSV/MBA	-	-	-	-	08-Nov	-
Yellowstone 1136	GAL	-	14-Nov	-	-	21-Nov	-

## 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	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	Fairseas (Fairseas)	PIL	Pacific International Line - (Foresore 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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