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ftw FREIGHT & TRADING WEEKLY

FRIDAY 9 December 2011 NO. 1987

For import/export decision-makers

'Partnership will generate operating synergies'

MSC and CMA CGM sign two-year agreement

BY Alan Peat

The partnership between two of the biggest names in container shipping, Mediterranean Shipping Company (MSC) and CMA CGM, is a means of surviving in the current global crisis that has hit the shipping industry, according to Glenn Delve, SA marketing director of MSC.

It also has to be noted that it is a tie-up between MSC, the world's second largest container shipping group, and CMA CGM, the world's third largest – creating a combined entity with more ships and capacity than Maersk Line/Safmarine, the world's present number one.

The agreement, which starts in March and will initially be for two years, is in line with European competition rules. The meaning of this latter



Partnership involves vessel sharing to gain economies of scale.

condition, according to CMA CGM executive officer, Rodolphe Saadé, is that the combined market shares of CMA CGM and MSC on the routes where

they will be co-operating would be well below the threshold at which Brussels could require antitrust clearance.

At this stage, the

agreement involves the Asia-Northern Europe, Asia-Southern Africa and all South American trades, and is designed to

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Ngqura to get two more gantries

BY Ed Richardson

Two additional gantries will be deployed in the port of Ngqura "with immediate effect", according to Public Enterprises Minister Malusi Gigaba.

He was speaking in Port Elizabeth after a meeting with the automotive industry.

There are plans for another two ship-to-shore gantries, which will bring the total in Ngqura to 10.

FTW understands that the shipping industry has been lobbying hard with government at ministerial level to add more gantries to the Ngqura fleet as the port was starting to suffer from congestion.

The lengthening and dredging of the quayside to accommodate four post Panamax vessels at a time paved the way for the addition of new gantries.



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DUTY CALLS

Display Panels Amendment (December 2011)

In a Government Gazette dated 02 December 2011 the South African Revenue Service (Sars) announced the amendment of tariff subheading 8529.90.75 which relates to display panels.

The rate of customs duty for General is 20% ad valorem, for the European Union (EU) 2.6% ad valorem, for the European Free Trade Area (EFTA) 10% ad valorem, and for the Southern African Development Community (SADC) free.

The amendment took effect on 02 December 2011.

Display Panels – Tariff Amendment (January 2012)

In a Government Gazette dated 02 December 2011 Sars announced the amendment of tariff subheading 8529.90.75 which relates to display panels.

The rate of customs duty for General is 20% ad valorem, for the EU free, for EFTA 7.6% ad valorem, and

for the SADC free.

The amendment is effective from 01 January 2012.

Display Panels Rebate Provision Amendment

In a Government Gazette dated 02 December 2011 Sars announced: (i) the deletion of Rebate Item 316.23/8529.90/01.06 relating to liquid crystal display (LCD) panels; and (ii) the insertion of Rebate Items 316.23/00.00/01.00; 316.23/8529.90/02.06, and 316.23/8529.90/03.06 with respect to certain monitors.

The amendment is effective from 02 December 2012.

Dedicated HS2012 Webpage with Documents

Sars announced on 02 December 2011 the creation of a dedicated section on its website for the Harmonised System 2012 amendments.

All you need to do is to enter the following in your browser <http://www.sars.gov.za/home.asp?pid=73587> and you will be able to download the following, which enters

into force on 01 January 2012: (i) The phase-down of customs duties in terms of the free trade agreement with the EU; (ii) The phase-down of customs duties in terms of the free trade agreement with EFTA; (iii) The phase-down of customs duties in terms of the Motor Industry Development Programme (MIDP); (iv) Reduction in the rate of duty on **paper and paperboard**; (v) Reduction in the rate of duty on **aluminium** products classifiable under tariff headings 76.06 and 76.07; (vi) Reduction in the general rate of duty on **organic surface-active agents and primary plastic polymers**; and (vii) Technical amendments including requests for the creation of additional tariff subheadings for statistical purposes from industry and other government agencies.

Reminder

In an earlier column we reminded you of a Sars letter titled “Reminder to Renew Licences for 2012”. In terms of Section 60(1), the Rules

thereto and Schedule 8 of the Customs and Excise Act, clearing agent and road haulier licences are valid for a period of one year and must be renewed annually by the 31st of December.

Duty Calls’ Watch List

Comment on the proposed increase in the rate of customs duty on **stainless steel sinks** from 20% ad valorem to 30% ad valorem due by 16 December 2011.

Comment on the alleged dumping of **fully threaded screws** with hexagon heads, excluding those of stainless steel originating in or imported from the People’s Republic of China (China) due by 27 December 2011.

The Harmonised Commodity Description and Coding System ie, HS2012 enters into force on 01 January 2012.

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

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CSAV clarifies container business plans



Looking for a strategic partner.

CSAV is looking for a strategic partner for its container business, but has no intentions of finding a buyer for that business unit.

This statement of clarity issued by the line follows recent media reports that it had asked financial adviser Celfin Capital to find a buyer for its container business.

“As mentioned on several occasions, CSAV Group has implemented a profound restructuring plan that will enable the company to tackle the challenges faced by our organisation and the industry,” a spokesman said.

“This plan has not changed, and includes:

- “A capital increase of \$1.2 billion dollars to strengthen its financial

position, where its lead arranger is Celfin Capital;

- “The redesign of our services portfolio, focusing mainly on those markets where the company has clear competitive advantages;

- “Joint ventures with other major shipping companies to enhance the efficiency and quality of CSAV’s services;

- “The separation of the cargo shipping business from the port and terminal operation business (operated by its subsidiary SAAM) in an effort to promote the growth of the latter.

“The CSAV Group is fully committed to strengthening its competitive position in order to remain a relevant player,” the spokesman said.

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Import verification would outlaw customs fraud

'Time for SA to clamp down'

BY Liesl Venter

South Africa's lack of a verification system for its imports is costing the country dearly – not just in terms of money, but also in the quality of goods.

According to Stefan Sakoschek, chairman and CEO of the Global Inspections Group, the importance of the verification of imports cannot be under-estimated.

"We essentially started our business for that exact reason. It is extremely important for a country to verify what it is bringing in."

And this is not just important from a standards point of view but also from a revenue perspective. "An example is that someone can bring in second-hand clothes and declare them to Customs as rags. He therefore pays no import duties and because the shipment is not verified it will in all probability go through. The reality is that that very same shipment of rags is going to make money and the country has not made a cent out of it."

He said because South Africa had no verification of imports system it was easy to systematically under-declare goods.

It is an issue that has been brought up by unions in the country, with the Congress of South African Trade Unions (Cosatu) leading the pack.

The union has maintained its position that cheap imports of low quality and standard threaten South Africa's manufacturing industry and will ultimately result in further unemployment.

In a statement earlier this month, the National Union of Mine Workers (Numsa) said statistics showed South Africa imported more than 80% of what successful economies export.

According to Numsa, South Africa should be following a 'Proudly South African Buy-Local Campaign' while at the same time increasing its tariffs and raising import duties.

Various African countries, including Uganda, Kenya and Tanzania, have implemented a pre-verification of imports



Stefan Sakoschek ... 'Easy to systematically under-declare goods.'

system to ensure that they are receiving quality goods at all times.

"An import verification system can also assist ministries of finance in collecting the right amount of customs duties, which can run into the billions. Perhaps this is a solution for South Africa to counteract our trade deficit?"

Survey reveals rise in fraud by senior managers

BY Ed Richardson

Management has jumped on the crime bandwagon, with a "significant increase" in tax and market fraud, according to a new PwC Global Economic Crime Survey.

"These crimes have previously not been as prevalent in South Africa and the increase could suggest that organisations need to revisit their fraud risk management frameworks to ensure that they are able to deal with the emerging threats," says Louis Strydom, head of PwC's Forensic Services Practice.

For the first time since PwC initiated the survey, economic crime in South Africa is being committed equally by internal and external perpetrators. Globally, the majority of crimes are committed by internal parties.

The emergence of this type of crime reflects a shift in the South African perpetrator profile.

"These economic crimes require access to sensitive information and more sophisticated 'know-how', which senior management usually possess."

In 2011, 36% of internal economic crimes were carried out by senior management, compared to 17% in 2009.

The survey, which is carried out every two years, found that economic crime challenges business worldwide.

Countries that reported high levels of fraud (40% or more) include Kenya, South Africa (60%), Australia and New Zealand. The global average is 34%.

Jurisdictions that reported low levels of fraud (25% or less) include Japan, Indonesia, Italy and Greece.

On the positive side, the survey found that the prevalence of economic crime in South Africa had decreased from 83% in 2005 to the current 60%.

Cybercrime now fourth most common

Cybercrime is now the fourth most common economic crime in South Africa after the misappropriation of assets, bribery and corruption, and financial statement fraud, according to the PwC Global Economic

Crime Survey.

The PwC study, which is carried out globally every two years, found that 60% of local organisations felt that the risk of cybercrime had increased in the past 12 months – compared to only

39% globally.

Some 47% of South African respondents stated that their losses for the 12 months before the survey amounted to more than US\$100 000, with 11% reporting that their losses ranged between

US\$ 5 million and US\$100 million.

"Organisations also noted collateral damage such as impact on reputation/brand, share price, employee morale, business relations, loss of market share, and relations

with regulators," says Louis Strydom, head of PwC's Forensic Services Practice.

He warns that Cybercrime is both an internal and external threat, in that it usually requires access to protected information.

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Concessioning of Ngqura on the table again

BY Ed Richardson

The possibility of South Africa getting its first privately operated container terminal has again been raised after cabinet in November approved a decision to direct the Transnet National Ports Authority (TNPA) to license Transnet Port Terminals (TPT) to operate the Port of Ngqura for an interim period of three years.

According to a statement issued by the Eastern Cape Department of Economic Development and Environmental Affairs, the decision is “subject to Transnet National Ports Authority beginning a competitive process for the licensing of the Port of Ngqura in accordance with the National Ports Act”.

The Act allows TNPA to enter into an agreement with “any person” in order to “design, construct, rehabilitate, develop, finance, maintain or operate a port terminal or port facility”.

Opening the door for alternative operators is the proviso that the process of appointing operators

“may only be entered into by the Authority in accordance with a procedure that is fair, equitable, transparent, competitive and cost-effective”.

Ngqura was originally conceived as South Africa’s first privately operated container terminal, with government splitting the functions of the regulator and operator in order to facilitate competition.

And, although the port has been operated by TPT since the first vessel docked in October 2009, it appears that there has not yet been an official launch party.

“The decision means that the way is now clear for the official launch of the Ngqura Port that is expected to take place before the end of this year.

“The Port of Ngqura has been designated as the country’s premier transshipment hub,” adds the statement by the Department.

Cabinet’s decision comes just weeks after Transnet chief executive officer Brian Molefe made a strong case for TPT to remain the “government monopoly” operator of all ports in South Africa.



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AIRFREIGHT EXPRESS

Airfreight continues downward spiral

Squeezed shippers turn to slower and cheaper sea options

The airfreight industry is feeling the squeeze as shippers switch to slower and cheaper sea options in the wake of the global economic crisis.

The confidence of purchasing managers in the manufacturing sector has fallen to its lowest level since 2009, according to information released by the International Air Transport Association. "This loss of confidence appears to have caused shippers to switch some transport needs to the detriment of air freight which showed a 4.7% decline in October compared to the previous year," said Iata director general and CEO Tony Tyler.

Passenger traffic on the other hand rose 3.6% over previous year levels.

"Cargo is the story of the month. Since mid-year the market has shrunk by almost 5% and this is far greater than the 1% fall in world trade. Air freight is among the first sectors to suffer when businesses confidence declines," said Tyler.

"While business confidence has declined considerably in recent months, industrial output has not. But in anticipation of weaker economic activity, there is a shift to cheaper and slower modes of transport."

In stark contrast to the



Airfreight showed a 4.7% decline in October compared to the previous year.

decline in air freight, the trend for air travel remains upwards, but with very strong regional differences. Despite the deepening euro-zone crisis, European carriers have showed above trend demand growth of 6.4%. "With Europe accounting for 29.2% of global air travel, this suggests that the current overall strength in air travel is based on fragile foundations," said Tyler.

Airlines have responded to weaker demand by cutting their freighter fleet. But this has not stopped a steady and substantial five percentage point fall in freight load factors compared to their early 2010 peak owing to capacity

entering the market via wide-bodied passenger aircraft, he added.

Asia-Pacific carriers account for about 40% of global freight markets and while they are the most exposed to the volatility of freight volumes, they are still benefiting from the dominance of trade flows to Asia.

In October they posted the highest freight load factor (58.8%), a full 12.3 percentage points above the global average of 46.5%. This is a result of strong outward flows of freight from Asia which dominates the air cargo business.

"The economic prospects for 2012 are uncertain," said

Tyler, "but the track record of aviation's ability to act as a catalyst for economic activity is rock-solid. Now is the time for governments to use aviation strategically in their efforts to put economies back on track. Implementing a Single European Sky, delivering NextGen air traffic management in the US and supporting the commercialisation of sustainable biofuels for aviation are examples of government action that would generate jobs, improve environmental performance and help secure the industry's long-term success and economic benefits," said Tyler.

SAA flies to Beijing next year

South African Airways will launch a direct service to Beijing, China on January 31.

The service will operate three times a week using an A340-600.

Flights will depart Johannesburg at 08:00 on Tuesdays, Fridays and Sundays, arriving in Beijing at 04:40 the following day. The return service will depart Beijing on Mondays, Wednesdays and Saturdays at 06:40, arriving in Johannesburg at 15:40 the following day.

Dig-out port time lines still uncertain

BY Alan Peat

There is still no definite timeline for the dig-out of the old Durban International Airport (DIA) for a new port, according to Transnet executive and former port engineer, Chris Matchett.

With the purchase agreement having been reached between airport owner Airports Company of SA (Acsa) and Transnet, the big question remains, what's the next step for the dig-out port?

But, Matchett told FTW: "I don't think this is clear at this stage."



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AIRFREIGHT EXPRESS

Airfreight industry works on systems with Sars

Looking at implementation at all air cargo terminals

BY Alan Peat

The air cargo industry is currently working with the SA Revenue Service (Sars) customs on the air cargo management (ACM) system, according to Alwyn Rautenbach, MD of Airlink Cargo and chairman of the Air Cargo Operators' Committee (Acoc).

These consultations with Sars are being conducted in conjunction with the SA Association of Freight Forwarders (Saaff).

"It's an integrated system," Rautenbach told FTW, "and we are busy enhancing it."

"Basically, the idea of the system is for manifest acquittal and removal in bond (RIB) to be submitted electronically. But there are a lot of additions

that can be made because we think the system is brilliant. It can work with the airlines and benefit cargo movement."

A primary enhancement to the operation is to link it to the identification verification system (IVS). "Companies like Swissport and SAA have implemented IVS for access to their cargo terminals," Rautenbach said. "It's a method of vetting people so that they can be identified easily and accurately and can control access without any delays."

Acoc is aiming to enhance the flow of traffic, but with increased security, and intends to implement the ACM system countrywide through its member companies.

"We also want to have it implemented for access to the



Alwyn Rautenbach ... 'We think the system is brilliant.'

Photo: Shannon Hill

common areas at the Airports Company of SA (Acsa), and we are working with them to implement it at all the airport cargo terminals around the country.

Boeing helps train African pilots

BY Ed Richardson

Boeing has teamed up with Port Alfred-based 43 Air School to offer "right off the street" training to African pilots.

Upon completion of training, graduates will have qualified for a private pilot licence.

"Over the next 20 years there is a global need for hundreds of thousands of new airline pilots.

"Through partnerships like this we're working to expand the pool of pilots from which airlines can select," says Roei Ganzarski, chief customer officer, Boeing Flight Services.

SA and Brazil push for closer ties

Increasing trade between South Africa and Brazil is top of the agenda for both countries, said Riaan le Roux of the Department of Trade and Industry.

"At present Brazil does not feature in our top ten trading partners from an import or export perspective. This is a matter that we must address and change."

He said while trade between South Africa and Brazil started from a low base, already there had been a notable increase.

"We have learnt more from and about each other in the past ten years than in the preceding 200. The learning curve has been very steep but I think we are moving rapidly forward," said Le Roux.

Brazilian exports include mainly frozen poultry, while imports from South Africa comprise largely anthracite coal.

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ftw FRIDAY TRADING WEEKLY
SPECIAL FEATURE

Decision on TNPA tariff by December 20

BY Alan Peat

The Ports Regulator in Durban has just received the Transnet National Ports Authority (TNPA) reply to the port users' comments on the proposed 18.06% tariff increase for the financial year 2012/13.

"It was somewhat later than we expected," said Riad Khan, CEO of the PR, "but we are confident we will be able to make our decision by December 20."

There were 22 private sector submissions received by the PR, of which seven were classified as confidential, Khan told FTW.

Those made public on the PR website (www.portsregulator.org) were: Anglo American; Busa; Cape Chamber of Commerce; Diving School; Forestry SA; FPEF; JA Bremner cc; Maersk Line & Safmarine; National Association of Automobile Manufacturers of SA (Naamsa); Saaff; SA Association of Ships Operators and Agents (Saaso); SA Petroleum Industries Association (Sapia); SA Shippers

Council (SASC); Shell; and Xpanse.

But all of them had a common trend – that the application by TNPA for an 18.06% tariff increase was far and away above the current inflation rate of about 5.5%; that it would have a negative impact on the cost of doing business for the already hard-pressed export/import,

'There were 22 private sector submissions received by the PR, of which seven were classified as confidential.'

freight and transport industry sectors; that it would render SA's global exporter industries uncompetitive; that it was unfair to allow what was claimed to be an inefficient parastatal to charge that much more for poor service; and that allowing the TNPA to build in guaranteed profit to its costing model for the new tariff was unacceptable.



Wishing you a safe and relaxed festive season

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FTW5394c

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FTW4573

UCD streamlines City Deep operations

BY Liesl Venter

In an effort to address bottlenecks often experienced at ports and terminals, United Container Depot (UCD) has taken several steps to streamline its own operations at City Deep in Johannesburg.

According to Miguel Angel Tordesillas, group chief executive officer of Novagroup South Africa, of which UCD is a division, the container industry is renowned for its bottlenecks and hold-ups in the supply chain.

“Ports and terminals are possibly the area where the biggest problems occur. We see depots as our mini-terminals and they play an important part in the supply chain,” he said. “It is for this reason that we have put much effort into improving our efficiency by upgrading our infrastructure to ensure a faster and more cost-effective service to clients.”

UCD has contracted an additional seven-high empty container handlers from Linde to be delivered in January 2012 to assist with the demand.

The company has also added an entrance gate to speed up the turnaround time of trucks at the depot and increased its range of services by adding a 45-ton reach stacker.

Tordesillas said the company aptly named this reach stacker Nkunz Malanga (meaning the big one in Zulu). It will allow them to stack containers five high in the depot. “This will expedite truck entries and exits,” he told FTW.

Operating hours have also been



Miguel Tordesillas ... ‘We see depots as our mini-terminals.’

extended by four hours a day on weekdays and the depot will now also be open on Saturday mornings, allowing UCD to add an extra shift. More lighting and extra security will support this move.

According to Tordesillas the company, with specialist expertise in reefer containers, is also extending this experience to the Gauteng region where an approved warranty service centre will be established.

“It really comes down to improving efficiency and being able to offer a more cost-effective service,” he said.

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Brazilian mission urges stronger ties between emerging economies

Global crisis forces a rethink

BY Liesl Venter

Emerging economies must increase trade and investment among themselves in the wake of the current global economic crisis.

And a visiting Brazilian trade mission is clearly acting on this advice with an estimated \$60 million in successful deals concluded during a two week visit to Mozambique, Angola and South Africa at the end of November.

Organised by the Brazilian ministry of development, industry and foreign trade (MDIC) and the Brazilian trade and investment promotion agency (Apex-Brazil), the mission included representatives from 53 Brazilian companies.

“We have come a long way in the past few years in terms of bilateral agreements and trade,” said the MDIC’s Peter Stossel at the opening of the South African leg of the trade mission in Sandton last week. “Obviously the choice of Angola and Mozambique is due to the language and culture bond that we have, but South Africa is just as important in that we want to create partnerships that benefit both our countries.”

Riaan le Roux of South Africa’s Department of Trade and Industry said as the world’s economic woes – especially in North America and Europe – continued, partnerships and trade development between emerging economies such as South Africa and Brazil

became increasingly important.

Africa’s total share of Brazil’s trade remains small at present at just over 5%. But Stossel says this is set to change as the country launches a drive to expand its economic ties.

“We are committed to growing our footprint in Africa and we are taking a different path as it is important for us to build capacity, hire local people, and transfer technology and skills, because we want to leave a legacy,” said Stossel.

According to Le Roux South Africa and Brazil have a common destiny and it therefore makes sense to increase trade.

“Trade missions such as these are extremely important in this regard,”



Peter Stossel ... ‘We are committed to growing our footprint in Africa.’

he said.

Industries represented by the delegates included housing and civil construction, machinery, equipment, food and beverage as well as agribusiness.

New relationship blossoming

BY Liesl Venter

South Africa and Brazil are like a newly married couple that still need to find themselves in their commitment to each other, said Riaan le Roux of the Department of Trade and Industry.

Speaking at the opening of a Brazilian trade mission to South Africa recently, he said while Brazilian exports were much higher than exports from South Africa this would all change as the relationship developed.

“Until very recently we did not know how to do business with Brazil. We are now in the process of finding each other in terms of quality of products, learning what the other’s needs are and taking those first tentative steps,” he said.



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GMSA focuses on African markets

'Looking at road, sea and even air'

BY Ed Richardson

South Africa needs to ensure that its automotive logistics chain is competitive, says department of trade and industry automotive chief director Mkhululi Mlota.

He was speaking in Port Elizabeth at the launch of the Chevrolet Utility, a sub one-ton bakkie that replaces the Corsa bakkie of General Motors, which was market leader in its segment for 79 months in a row.

Mlota, who was instrumental in the drawing up of the new Automotive Production and Development Programme (APDP), which comes into effect in 2013, said the South African automotive industry was reliant on components imported from around the world, and was also looking at global export markets.

The vision of the APDP is that the South African motor industry will produce 1.2 million vehicles in 2020, of which

a large percentage will be exported.

For that to happen, there also had to be a focus on productivity in order to compete against China and India, according to Mlota.

General Motors South Africa (GMSA) has its eyes firmly on the sub-Saharan region, according to Edgar Lourencon, managing director of GMSA and president of GM operations in Sub-Saharan Africa.

While exports of the Chevrolet Utility are expected to be limited to right-hand drive markets in Zimbabwe, Zambia, Mozambique, Malawi and Mauritius, the focus is on a new Isuzu one-ton bakkie, which is scheduled to be launched in "early 2013".

The company is at present evaluating options for the transport of the vehicle into African markets, according to GMSA logistics manager Sean Bricknell.

At present vehicles are taken by road into neighbouring states.



Government officials joined GMSA's head of public policy, Shibise Maruatona (left) on a plant tour to view the production of the Chevrolet Utility. Watching an operator on the production line are Collins Letsoalo (second from left), acting CEO of the Road Traffic Management Corporation, MK Putu, office manager for the provincial office of the ANC and Mkhululi Mlota, chief director, automotives of the Department of Trade and Industry.

For the rest of the continent, "it is a whole new ball game. We are looking at road, sea and even air," he says.

South Africa's vehicle manufacturers (OEMs) are working together to find ways to cut the logistics cost of exporting into African markets.

"If we can combine

volumes, we will be able to get more economic shipping rates and more frequent sailings", says Evan Dold, GMSA vice president of global purchasing and supply chain.

GMSA will also start assembly of the Spark in 2012, with Africa and the Middle East as potential export markets.

Second manganese smelter for Coega

BY Ed Richardson

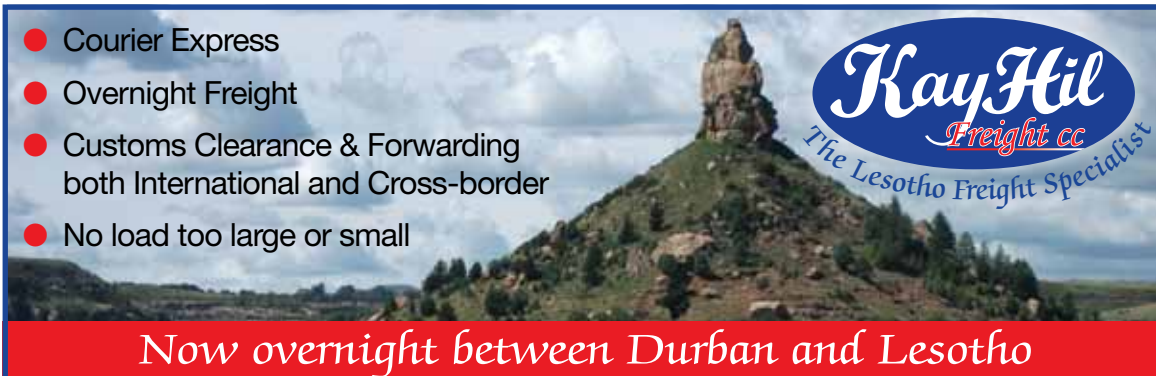
According to the Coega Development Corporation, an unnamed Chinese ferromanganese producer will be building a second manganese smelter in the Coega IDZ.

The announcement was made through the Department of Trade and Industry at the launch of the South African Expo in China 2011, according to a report in Business Day.

In May this year, Kgalagadi Manganese announced it was investing R4.2 bn in a 320 000-ton-a-year ferromanganese smelter at Coega.

The second smelter – to be built at a cost of R3.8bn – will be owned and run by a privately owned Chinese company, which will export the beneficiated product for use by itself and its customers.

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FTW2795D

Private sector happy to match TFR's 24/7 schedule

BY Alan Peat

When it launched its scheduled railway programme, Transnet Freight Rail (TFR) highlighted the problem of the private sector closing at 17:00.

This, they added, impacted on their ability to provide a round-the-clock service.

But that would not be the case, according to private sector container depot executives who talked to FTW.

Graham Peinke, MD of SACD Freight, said that his chain of depots generally stayed open till 22:00. "But," he added, "if customers request it, we would stay open after hours."

He felt that matching TFR's timing would not be a problem.

Ash Boodram, MD of Bidfreight Intermodal, agreed.

"Our closing time varies from depot to depot – depending on the delivery/collection times in that area," he told FTW. "We would certainly remain open on request, and would accommodate TFR."



Graham Peinke ... 'Happy to open after hours.'

Sayed Mohamed, MD of CHC Container Depots, expressed similar thoughts.

"We do normally close at 17:00," he said, "but will go onto night shift if needed."

TFR last month announced the launch of a scheduled service that would guarantee departure times of each train on every node of the rail route. CEO Siyabonga Gama said it was the first step towards a truly 24/7 service, 364 days a year.

Ferraz quits as Maputo port CEO

BY Ed Richardson

Jorge Ferraz, chief executive officer of the Maputo Port Development Company (MPDC), will be leaving the company at the end of December "to pursue other opportunities", according to a statement from the company.

"The board of MPDC

acknowledges and thanks Jorge for his contribution to the accomplishment of key operational and financial objectives including traffic and cargo volumes which have increased significantly during his tenure as CEO," says the statement.

Ferraz succeeded Ron Herman as MPDC CEO in February 2008.



Jorge Ferraz ... pursuing other opportunities.

Another truck wellness centre set up

It has been estimated that 56% of South Africa's truck drivers are HIV positive, and this alarming statistic has seen fuel company Caltex launch an initiative designed to help put the brakes on HIV/Aids in the trucking industry.

In SA, the road freight industry employs 70 000 people, of which truck drivers constitute roughly 35 000. It forms a vital part of the economy, responsible for transporting 80% of goods, and, although HIV/Aids prevalence studies vary, the impact of the

disease on the industry's mobile workforce is indisputable.

That is why Chevron, the Caltex parent company, teamed up with the Dutch non-government organisation (NGO) North Star Alliance in an attempt to curb the spread of the disease in truck drivers on SA's North-South Corridor, one of the busiest transportation routes in Africa. North Star Alliance is an international non-profit organisation based in Utrecht, with a regional office for Africa based in Durban, and a sub-regional

office for East Africa in Nairobi, Kenya.

The Caltex initiative is a Roadside Wellness Centre located at the Caltex Truck Stop in Cato Ridge – and the centre also provides much-needed primary healthcare to the immediate community.

According to Paul Matthew, director (Africa) for North Star, it is to establish a network of these "Wellness Centres", providing front-line prevention and treatment services to transporters, sex workers and women at risk, and mobile communities.



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Anti-dumping dispute addresses crucial issues

BY Joy Orlek

A recent Supreme Court of Appeal ruling over an anti-dumping dispute brought by the SA Tyre Manufacturers' Conference (Pty) Ltd (SATMC) against the International Trade Administration Commission (Itac) provides some valuable lessons for local importers.

The case addresses a number of important issues, says Freek Van Rooyen of Customs @ Wylie. "It deals firstly with when dumping occurs, secondly with the calculation of the normal value and thirdly with when international treaties to which SA is a party can result in rights flowing from such treaties to SA citizens."

Importantly for current purposes, he says, it demonstrates that any litigant who wants to challenge a government body and rely on international treaties must, before embarking on any such action, ensure that those treaties are part of the local legislation. "Unless this is the

case, relying on such treaties is futile," says Van Rooyen

During 2005 the SATMC submitted an application to Itac requesting the initiation of an anti-dumping investigation into certain tyres imported from China and allegedly being dumped in South Africa.

"Generally dumping occurs when imported goods – in this case certain types of tyres – imported from China are imported at a price less than the normal value ie, generally the selling price in the country of export, or the country where the tyres originated, in this case China," Van Rooyen explained.

Itac initiated an investigation, and in February 2007 released a final report recommending to the Minister of Trade & Industry that the investigation into the alleged dumping of the tyres be terminated.

The SATMC in October 2007 launched a review application to have the termination set aside.

They succeeded in the High Court in Pretoria but on

appeal to the Supreme Court of Appeal, Itac's appeal was successful.

"Although the requirements of dumping are addressed, in our view what is very important flowing from this judgement is when international treaties become binding in SA," said Van Rooyen. "For that to happen they must be enacted into law in SA," he said. "The relevance is that in this application SATMC presented its case on the basis that certain rights and obligations were infringed – in particular the General Agreement on Tariffs and Trade of 1947 (GATT) and the China Protocol, agreed when the People's Republic of China joined the World Trade Organisation. "By enacting the International Trade Administration Act and regulations promulgated in terms of the Act, certain aspects of the GATT were legislated in SA. However, the government did not for example enact the China Protocol as part of the SA



Dumped .. 'Critical factor is when international treaties become binding in SA.'

domestic laws.

"In this case it was made clear," said Van Rooyen, "that unless international treaties are enacted into law in SA, no rights and obligations will flow from such treaties even though the government may have certain commitments in terms of those treaties.

"In the review application, the status of China as a market economy country was relevant for purposes of calculating the normal value. The review was based on the premise that the Chinese exporters had to prove it had a market

economy. In the absence of the China Protocol being enacted into SA law, there was no such onus on the exporters to prove that China had a market economy.

"Itac's approach in ascertaining the normal value ie, the local price in China, by determining the selling prices in China in the ordinary course of trade for like goods, was endorsed. This was an important factor in overturning the High Court's initial judgment in setting aside Itac's decision to terminate the investigation."

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Logistics major buys pharmaceutical specialist

UPS yesterday announced an agreement to purchase Italy-based Piefte Group. "This acquisition supports UPS's on-going global healthcare strategy, which has seen the company make investments to better serve its growing customer base in the pharmaceutical, biotech and medical device industries," said UPS Europe president Jim Barber.

SA moves from surplus to deficit

South Africa registered a hefty trade deficit for October 2011 of R9.6 billion

compared to a deficit of R3.1 billion in the same month last year.

This compares with a surplus of R2.5 billion in September.

Ford hands seafreight carrier three service excellence awards

Safmarine took home three awards at Ford Motor Company of South Africa's (FMCSA) Customer Services Operations Division Award ceremony held in Johannesburg last week.

Logistics major gets empowerment rating

Barloworld Logistics, the

supply chain management company in the Barloworld stable, has been awarded a Level 2 empowerment rating by the Empowerdex agency.

Massive gas find in Mozambique

Confirmation of massive Mozambican gas reserves that are bigger than those in the North Sea are a game changer for economic development and energy supply in southern Africa.

US company Anadarko Petroleum announced in November that test drilling showed usable reserves of 15 to 30 trillion cubic feet (Tcf).

New COO for Port of Maputo

BY Ed Richardson

Gerhard Botha has been appointed chief operating officer (COO) of the Port of Maputo, and started in the post at the beginning of December.

Born and raised in Durban, Botha worked for SA Port Operations for more than 15 years. He started as industrial relations manager (1989), then human resources manager (1993), and special projects manager (1997). He was operations

manager (waterside) when he left in 2006 to join DP World in Djibouti as container terminal manager and project manager for the greenfield Doraleh Container Terminal.

When the project was completed, he was invited to go to DP World Dakar as container terminal manager.

He was then asked by DP World to take over as COO of the Port of Maputo.

Botha says he pays a great deal of attention to housekeeping and safety.



Gerhard Botha.



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FTW0281

Port users oppose ban on private cars

BY Alan Peat

A regulation that requires port users to park their cars and use shuttle buses to access the quays at the Port of Durban has now extended its wings, and its worries, to Richards Bay.

It has been a loud complaint in Durban all of this year. And, said Carl Webb, MD of Project Logistics Management, the freight industry and the SA Association of Freight Forwarders (Saaff) has informed Transnet Port Terminals (TPT) that the system may well be suitable for personnel who do not have to access the harbour on a regular basis. "But it is totally impractical and counter-productive for regular port users and customers of TPT."

In a meeting with TPT, the complainants asked about the basis of the investigation into the risk factors – which was TPT's stated reason for implementing the bus service. Said Webb: "It transpired that their entire basis for the implementation of the system, which adversely affects all port users, was an incident involving one of their staff members.

"They had no record of incidents involving private sector vehicles or incidents involving personnel on foot. There has since been another incident involving one of their staff members. An empty bus ran into a terminal wall at the port and ended up burning out, with the only fatality



Port users must park their cars and use shuttle buses to access the quays at the Port of Durban and now Richards Bay.

being the driver."

But now the shuttle bus idea has moved on to Richards Bay, and is proving to be even a bigger problem there with the massive spread of quays at this huge port.

According to Dave Gardner, RB branch manager of Macs Shipping, the system was implemented on December 5, but port users have already called on TPT to discuss their concerns.

He had already discussed the issue with Christina Reddy, Reggie Mthembu (assistant terminal executive) and Tracy Neat of TPT – and had requested that a detailed investigation be done into the viability of this proposed implementation.

But Mthembu informed him that a directive had come from Brian Molefe, group CEO of Transnet, that the shuttle bus system had to be implemented.

"In turn, I requested that TPT Richards Bay management should inform Molefe that this system was

not workable in Richards Bay, due to the size of the terminal and the diversity of business," Gardner told FTW. "Also that TPT should provide safe and adequate parking areas adjacent to each berth, and thereby eliminate private vehicles on the quayside, and thus correctly deal with the concern of private vehicles driving on the quayside."

And, Gardner said, on behalf of the port users, this new shuttle bus service will directly and negatively impact on the cost of moving cargo through Richards Bay.

His calculations estimate that a conservative impact of two hours per ship per day in the port is lost by the denial of free public access to cargo and vessels (and he has detailed calculations on the time delays using the bus to back up this statement). Calculated over the year that equates to 28hrs x 365days = 10 220hrs lost per year to ships' time alongside.

"This will directly delay the ship accordingly."

'Partnership will generate operating synergies'

From page 1

substantially improve the group's performance and generate major operating synergies.

It is not a full-scale shareholding merger, but an operational one, Delve stressed, satisfying the rationalisation that is currently required in fighting off the pressures of what is a very bad year for shipping generally.

This was confirmed by MSC vice president, Diego Aponte, who said that if all went well the collaboration could be extended to other routes, but stressed that this was absolutely not the forerunner of a merger.

Indeed, both sides insisted that the partnership encompassed vessel-sharing or slot-swap agreements, with neither joint sales and marketing, nor collective pricing a part of the agreement.

"The idea is very simple, to put volumes together in order to gain economies of

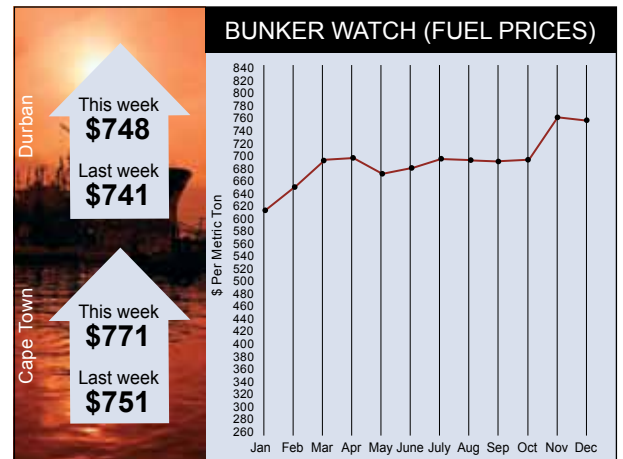
scale and fill up our larger ships," said Aponte.

"The market's current overcapacity, combined with slower demand, is impacting our financial performance," said Michel Sirat, chief financial officer of the CMA CGM Group.

An answer to the crisis, as Delve said, is the market-driven move to rationalise current shipping trades.

This, according to CMA CGM, will involve rationalising lines and capacity; renegotiating vessel charter rates; implementing innovative technical solutions to improve vessel efficiency and continuing to implement the ship and container asset disposal programme.

The goal, according to MSC's Aponte, is simple. To deploy the largest ships suitable for each trade lane in order to obtain the maximum efficiencies.



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Empress Phoenix 126E	COS/EMC/MBA	-	12/12	-	-	-	-	SIN 27/12,PGU 29/12,PKG 29/12,LCH 30/12,JKT 30/12,SUB 30/12,PEN 30/12,SGN 30/12,DLC 31/12,BLW 31/12,BKK 31/12,SRG 01/01 MNL 01/01,KHH 02/01,UKB 03/01,TYO 03/01,XMN 03/01,SHA 04/01,NGO 04/01,OSA 04/01,NGB 06/01,BUS 06/01,TAO 08/01, HKG 10/01,TXG 10/01,YOK 10/01,VTN 11/01,KEL 13/01,TXG 14/01
Alvsborg Bridge 011	KL/MIS/PIL	-	12/12	-	-	-	-	PKG 25/12,SIN 27/12,HKG 31/12,SHA 02/01,BUS 08/01,INC 08/01,KEL 08/01,KHH 08/01,YOK 11/01,NGO 11/01,UKB 11/01
Maersk Kokura 1201	MSK/SAF	-	15/12	13/12	-	-	-	SIN 09/01,KEL 10/01,PKG 12/01,YOK 14/01,UKB 14/01,BUS 15/01,HKG 16/01,INC 18/01,SHA 19/01,NGB 21/01,TAO 21/01,OSA 21/01,NGO 21/01
Mataquito AA662E	CMA/CSC/CSV/MBA	-	-	-	12/12	-	-	PKG 22/12,HKG 26/12,BUS 29/12,SHA 30/12,NGB 01/01,CWN 04/01
Maersk Congo 1201	MSK	12/12	-	-	-	-	-	TPP 30/12,XMN 04/01,FOC 06/01,BUS 09/01
EM Hydra YEH001	PIL	-	-	-	12/12	-	-	SIN 23/01
Kota Lawa 017	KL/MIS/PIL	-	15/12	-	13/12	-	-	PKG 31/12,SIN 01/01,HKG 05/01,SHA 07/01,BUS 13/01,INC 13/01,KEL 13/01,KHH 13/01,YOK 16/01,NGO 16/01,UKB 16/01
Msc Barbara H1150R	MSC/CMA/CSV/STS	-	-	-	14/12	-	-	SIN 03/01,CNFUG 07/01,XMN 08/01,KHH 09/01,HKG 10/01,CWN 11/01
Greet 0330-024E	COS/EMC/MBA	-	19/12	-	-	15/12	-	SIN 03/01,PGU 05/01,PKG 05/01,LCH 06/01,JKT 06/01,SUB 06/01,PEN 06/01,SGN 06/01,DLC 07/01,BLW 07/01,BKK 07/01,SRG 08/01, MNL 08/01,KHH 09/01,UKB 10/01,TYO 10/01,XMN 10/01,HPH 10/01,SHA 11/01,NGO 11/01,OSA 11/01,NGB 13/01,BUS 13/01,TAO 15/01, HKG 17/01,TXG 17/01,YOK 17/01,VTN 18/01,KEL 20/01,TXG 21/01
Los Andes Bridge 0014E	CSC/HLC/CLINDS/NYK/STS	-	-	-	-	16/12	-	PKG 27/12,SIN 29/12,SHA 10/01,CNZOS 10/01,NGB 11/01,XMN 13/01,SHK 15/01
Mol Ultimate 8601	EMC/MOL	-	-	-	-	17/12	-	TPP 05/01,SIN 06/01
Maersk Sentosa 1201	MSK/SAF	-	22/12	20/12	-	18/12	-	SIN 15/01,KEL 16/01,PKG 18/01,YOK 20/01,UKB 20/01,BUS 21/01,HKG 22/01,INC 24/01,SHA 25/01,NGB 27/01,TAO 27/01,OSA 27/01,NGO 27/01
Xin Tian Jin AA664E	CMA/CSC/CSV/MBA	-	-	-	-	18/12	-	PKG 29/12,HKG 02/01,BUS 05/01,SHA 06/01,NGB 08/01,CWN 11/01
Cap Isabel 121	HSD/MSK	-	-	-	-	-	-	HKG 07/02,SHA 10/02,NSA 13/02,SIN 18/02
Mol Infinity 2702	MOL	-	18/12	-	-	-	-	SIN 05/01,HKG 11/01,TXG 18/01,DLC 19/01,TAO 21/01,BUS 23/01,SHA 27/01
Kota Megah VKM008	PIL	-	-	-	-	18/12	-	SIN 02/02
Northern Endurance YNE007	PIL	-	19/12	-	-	-	-	SIN 25/01
Maersk Conakry 1202	MSK	19/12	-	-	-	-	-	TPP 06/01,XMN 11/01,FOC 13/01,BUS 16/01
Kota Berani BEN006	PIL	-	-	-	-	20/12	-	ZJG 15/01
Kota Berkah BEK004	PIL	-	-	-	-	20/12	-	ZJG 15/01
Bunga Seroja Dua H1151R	MSC/CMA/CSV/STS	-	-	-	-	20/12	-	SIN 07/01,CNFUG 11/01,XMN 12/01,KHH 13/01,HKG 14/01,CWN 15/01
Alexandria Bridge 021	KL/MIS/PIL	-	22/12	-	-	20/12	-	PKG 06/01,SIN 08/01,HKG 12/01,SHA 14/01,BUS 20/01,INC 20/01,KEL 20/01,KHH 20/01,YOK 23/01,NGO 23/01,UKB 23/01
Gather 0331-034E	COS/EMC/MBA	-	26/12	-	-	22/12	-	SIN 10/01,PGU 12/01,PKG 12/01,LCH 13/01,JKT 13/01,SUB 13/01,PEN 13/01,SGN 13/01,DLC 14/01,BLW 14/01,BKK 14/01,SRG 15/01, MNL 15/01,KHH 16/01,UKB 17/01,TYO 17/01,XMN 17/01,HPH 17/01,SHA 18/01,NGO 18/01,OSA 18/01,NGB 20/01,BUS 20/01,TAO 22/01, HKG 24/01,TXG 24/01,YOK 24/01,VTN 25/01,KEL 27/01,TXG 28/01
CSC/Lima 0054E	CSC/HLC/CLINDS/NYK/STS	-	-	-	-	25/12	-	NGB 04/01,PKG 05/01,SIN 06/01,XMN 06/01,SHK 08/01,SHA 12/01,CNZOS 12/01
Mol Globe 2803B	MOL	-	25/12	-	-	-	-	SIN 12/01,HKG 18/01,TXG 25/01,DLC 26/01,TAO 28/01,BUS 30/01,SHA 03/02
Maersk Kobe 1203	MSK/SAF	-	-	-	-	25/12	-	SIN 23/01,KEL 24/01,PKG 26/01,YOK 28/01,UKB 28/01,BUS 29/01,HKG 30/01,INC 01/02,SHA 02/02,NGB 04/02,TAO 04/02,OSA 04/02,NGO 04/02
CMA-CGM Bizet AA666E	CMA/CSC/CSV/MBA	-	-	-	-	25/12	-	NGB 15/11,PKG 05/01,HKG 09/01,BUS 12/01,SHA 13/01,CWN 18/01
CSAV Lirquen 122	HSD/MSK	-	-	-	-	-	-	HKG 14/02,SHA 17/02,NSA 20/02,SIN 25/02
Maersk Cape Coast 1106	MSK	26/12	-	-	-	-	-	TPP 13/01,XMN 18/01,FOC 20/01,BUS 23/01
To: Mediterranean and Black Sea Updated daily on http://www.ftwonline.co.za								
Concord 325	LNL/PIL	-	-	-	-	14/12	-	ASH 03/01,HFA 03/01
Buxmaster 326	LNL/PIL	-	-	-	-	21/12	-	ASH 10/01,HFA 10/01
MOL Cullinan 118B	DAL/MOL/MSK/SAF	-	17/12	-	-	12/12	-	ALG 30/12,CAS 30/12,CAZ 02/01,LIV 02/01,ORN 02/01,BLA 03/01,VEC 04/01,FOS 06/01,NPK 06/01,AXA 07/01,GIT 07/01,PSD 07/01,UAY 08/01, ASH 08/01,ASH 10/01,TUN 11/01,GOI 11/01,KOP 11/01,MAR 11/01,SAL 11/01,BEY 12/01,GEM 12/01,SKG 12/01,PIR 13/01,IST 13/01,TRS 13/01, IZM 15/01,HFA 16/01,MER 16/01
Agios Dimitrios 4R	MSC/HSL/LTI	-	13/12	-	-	-	-	VEC 29/12,SPE 03/01,LIV 03/01,GOI 04/01,NPK 04/01,HFA 04/01,FOS 05/01,BLA 08/01,AXA 10/01
Thies Maersk 1116	SAF	12/12	-	-	-	-	-	ALG 02/01
Msc Barbara 19R	MSC/HSL/LTI	-	18/12	15/12	-	14/12	-	VEC 03/01,SPE 08/01,LIV 08/01,GOI 09/01,NPK 09/01,HFA 09/01,FOS 10/01,BLA 13/01,AXA 15/01
Jolly Marrone 223	LMC	-	15/12	-	-	25/12	-	GOI 20/01,BLA 25/01,NPK 27/01,TUN 17/02,MLA 17/02,UAY 19/02,BEY 19/02,BEN 19/02,AXA 21/02,TIP 21/02
Shanti 1107	MSK/SAF	-	19/12	-	-	15/12	-	ALG 03/01
Dal Kalahari 118B	DAL/MOL/MSK/SAF	-	24/12	16/12	-	19/12	-	ALG 06/01,CAS 06/01,CAZ 09/01,LIV 09/01,ORN 09/01,BLA 10/01,VEC 11/01,FOS 13/01,NPK 13/01,AXA 14/01,GIT 14/01,PSD 14/01,UAY 15/01, ASH 15/01,ASH 17/01,TUN 18/01,GOI 18/01,KOP 18/01,MAR 18/01,SAL 18/01,BEY 19/01,GEM 19/01,SKG 19/01,PIR 20/01,IST 20/01,TRS 20/01, IZM 22/01,HFA 23/01,MER 23/01
Kota Hakim 328	LNL/PIL	-	-	-	-	-	-	ASH 11/02,HFA 11/02
Clara Maersk 1116	SAF	19/12	-	-	-	-	-	ALG 09/01
Astor 1201	MSK/SAF	-	26/12	-	-	22/12	-	ALG 10/01
Jolly Rosso 260	LMC	-	22/12	-	-	-	-	GOI 02/02,BLA 07/02,NPK 09/02,TUN 01/03,MLA 01/03,UAY 03/03,BEY 03/03,BEN 03/03,AXA 05/03,TIP 05/03
Lars Maersk 121B	DAL/MOL/MSK/SAF	-	-	22/12	-	26/12	-	ALG 13/01,CAS 13/01,CAZ 16/01,LIV 16/01,ORN 16/01,BLA 17/01,VEC 18/01,FOS 20/01,NPK 20/01,AXA 21/01,GIT 21/01,PSD 21/01,UAY 22/01, ASH 22/01,ASH 24/01,TUN 25/01,GOI 25/01,KOP 25/01,MAR 25/01,SAL 25/01,BEY 26/01,GEM 26/01,SKG 26/01,PIR 27/01,IST 27/01,TRS 27/01, IZM 29/01,HFA 30/01,MER 30/01
Hanjin Budapest 1R	MSC/HSL/LTI	-	-	24/12	-	22/12	-	VEC 12/01,SPE 17/01,LIV 17/01,GOI 18/01,NPK 18/01,HFA 18/01,FOS 19/01,BLA 22/01,AXA 24/01
Thomas Maersk 1116	SAF	26/12	-	-	-	-	-	ALG 16/01
To: UK, North West Continent & Scandinavia Updated daily on http://www.ftwonline.co.za								
Amber Lagoon 2104	MAC	17/12	14/12	-	-	-	-	VGO 29/12,LZI 31/12,RTM 02/01,HMQ 04/01,PFT 05/01,IMM 05/01,HUL 05/01,BXE 06/01,KRS 06/01,LAR 06/01,ANR 07/01,OSL 07/01, OFQ 08/01,CPH 08/01,ORK 08/01,DUO 08/01,GOT 08/01,GOO 08/01,GRG 08/01,HEL 08/01,HEL 10/01,KTK 10/01,STO 10/01,BIO 11/01
Agios Dimitrios 4R	MSC/HSL/LTI	-	13/12	-	-	-	-	RTM 27/12,LZI 27/12,FXT 29/12,HRV 02/01,ANR 03/01,BIO 03/01,LEH 04/01,LIV 06/01,VGO 09/01,HEL 09/01,LEI 10/01, KTK 10/01,STO 12/01,KLJ 14/01,LED 17/01
MOL Cullinan 118B	DAL/MOL/MSK/SAF	-	17/12	-	-	12/12	-	RTM 01/01,TIL 02/01,BIO 02/01,LEI 04/01,BRV 05/01,CPH 06/01,GOT 06/01,HMQ 06/01,OFQ 07/01,HEL 09/01,OSL 12/01
Red Cedar 2105	MAC	21/12	18/12	-	-	14/12	12/12	VGO 04/01,LZI 06/01,RTM 07/01,HMQ 09/01,PFT 10/01,IMM 10/01,HUL 10/01,BXE 11/01,KRS 11/01,LAR 11/01,OSL 12/01,ANR 13/01, OFQ 13/01,CPH 13/01,ORK 13/01,DUO 13/01,GOT 13/01,GOO 13/01,GRG 13/01,HEL 13/01,HEL 15/01,KTK 15/01,STO 15/01,BIO 17/01
Thies Maersk 1116	SAF	12/12	-	-	-	-	-	LEI 07/01,LZI 10/01
Msc Barbara 19R	MSC/HSL/LTI	-	18/12	15/12	-	14/12	-	RTM 01/01,LZI 01/01,FXT 03/01,HMQ 04/01,BRV 07/01,ANR 08/01,BIO 08/01,LEH 09/01,LIV 11/01,VGO 14/01,HEL 14/01,LEI 15/01,KTK 15/01,STO 17/01,KLJ 19/01,LED 22/01
Atacama 2106	MAC	-	25/12	-	16/12	21/12	19/12	VGO 13/01,LZI 15/01,RTM 18/01,HMQ 20/01,PFT 21/01,IMM 21/01,HUL 21/01,BXE 22/01,KRS 22/01,LAR 22/01,OSL 23/01,ANR 24/01,OFQ 24/01,CPH 24/01,ORK 24/01,DUO 24/01,GOT 24/01,GOO 24/01,GRG 24/01,HEL 24/01,BIO 26/01,HEL 26/01,KTK 26/01,STO 26/01
Dal Kalahari 118B	DAL/MOL/MSK/SAF	-	24/12	16/12	-	19/12	-	RTM 08/01,TIL 09/01,BIO 09/01,LEI 11/01,BRV 12/01,CPH 13/01,GOT 13/01,HMQ 13/01,OFQ 14/01,HEL 16/01,OSL 19/01
Clara Maersk 1116	SAF	19/12	-	-	-	-	-	VGO 12/01,LEI 14/01,LZI 17/01
Lars Maersk 121B	DAL/MOL/MSK/SAF	-	-	22/12	-	26/12	-	RTM 15/01,TIL 16/01,BIO 16/01,LEI 18/01,BRV 19/01,CPH 20/01,GOT 20/01,HMQ 20/01,OFQ 21/01,HEL 23/01,OSL 26/01
Serenity Ace 27A	MOL	-	-	25/12	23/12	22/12	-	VGO 07/01,ZEE 10/01,BRV 13/01
Hanjin Budapest 1R	MSC/HSL/LTI	-	-	24/12	-	22/12	-	RTM 10/01,LZI 10/01,FXT 12/01,HMQ 13/01,BRV 16/01,ANR 17/01,BIO 17/01,LEH 18/01,LIV 20/01,VGO 23/01,HEL 23/01,LEI 24/01, KTK 24/01,STO 26/01,KLJ 28/01,LED 31/01
Thomas Maersk 1116	SAF	26/12	-	-	-	-	-	LEI 21/01,LZI 24/01

OUTBOUND BY DATE - Dates for sailing: 12/12/2011 - 26/12/2011

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
To: East Africa							
							Updated daily on http://www.ftwonline.co.za
Hoegh St Petersburg 14	HOE/HUA	-	-	-	12/12	-	MPM 13/12
Team Bremen 02	FAI	-	-	-	14/12	-	MNC 18/12,PMA 21/12,MTW 22/12,DAR 24/12,MBA 26/12
Opal Ace 1A	MOL	-	-	-	12/12	-	MPM 13/12,DAR 16/12,MBA 18/12
Msc Jasmine 52A	MSC	-	-	-	12/12	-	MBA 20/12,DAR 28/12
Msc Barbara H1150R	MSC/CMA/CSV/STS	-	-	-	14/12	-	FTU 11/01
Msc Chaneca 69A	MSC	-	-	-	15/12	-	BEW 18/12
Jolly Marrone 223	LMC	-	15/12	-	25/12	-	MPM 26/12,DAR 31/12,MBA 02/01
Mol Ultimate 8601	EMC/MOL	-	-	-	17/12	-	MPM 18/12
R.C.Rickmers 18A	MSC	-	-	-	18/12	-	MPM 19/12,MNC 23/12
Bunga Seroja Dua H1151R	MSC/CMA/CSV/STS	-	-	-	20/12	-	FTU 11/01
Msc Reunion 12A	MSC	-	-	-	20/12	-	MBA 28/12,DAR 04/01
Jolly Rosso 260	LMC	-	22/12	-	-	-	MPM 07/01,DAR 13/01,MBA 15/01

To: West Africa							
							Updated daily on http://www.ftwonline.co.za
Concord 325	LNL/PIL	-	-	-	14/12	-	TEM 21/11,LOS 27/11
Buxmaster 326	LNL/PIL	-	-	-	21/12	-	TEM 28/11,COO 02/12,LOS 05/12
Safmarine Houston 1201	MSK/SAF	16/12	-	-	-	-	MSZ 19/12,LOB 21/12,SON 23/12,PNR 25/12,MAT 29/12,LBV 07/01
MOL Cullinan 118B	DAL/MOL/MSK/SAF	-	17/12	-	12/12	-	LPA 27/12
Agios Dimitrios 4R	MSC/HSL/LTI	-	13/12	-	-	-	LPA 22/12,DKR 24/12,ABJ 25/12,TEM 27/12,APP 02/01,TIN 03/01
Atlantic Cruiser 511125	UAL	-	13/12	-	-	-	LAD 19/12,PNR 21/12,ONN 24/12,SSG 26/12,TEM 29/12,DKR 05/01
Jamila 3307	MOL	24/12	-	-	-	-	LAD 16/12,LOB 20/12
EM Hydra YEH001	PIL	-	-	-	12/12	-	LAD 18/12,LOS 26/12,DLA 30/12,LBV 31/12
Thies Maersk 1116	SAF	12/12	-	-	-	-	LAD 15/12,ABJ 22/12
Msc Barbara 19R	MSC/HSL/LTI	-	18/12	15/12	-	14/12	LPA 27/12,DKR 29/12,ABJ 30/12,TEM 01/01,APP 07/01,TIN 08/01
Maersk Calabar 1109	MSK/SAF	14/12	-	-	-	-	APP 19/12,TEM 24/12
Shanti 1107	MSK/SAF	-	19/12	-	15/12	-	DKR 28/12
Jolly Marrone 223	LMC	-	15/12	-	25/12	-	DKR 28/01
Dal Kalahari 118B	DAL/MOL/MSK/SAF	-	24/12	16/12	-	19/12	LPA 03/01
Jandavid S 1104W	CSC/HLC/KLINDS/NYK/SMU/STS	-	-	-	17/12	-	TEM 27/12,LFW 30/12,COO 01/01,TIN 03/01
Niledutch Beijing 30116A	NDS	-	19/12	-	17/12	-	PNR 25/12,LAD 29/12,BOA 01/01,MSZ 02/01,MAT 02/01,LOB 03/01,SZA 04/01,LBV 04/01,CAB 05/01,DLA 05/01
Ulsnis 60A	MSC	-	18/12	-	-	-	LAD 24/12,LOB 27/12
Kota Hakim 328	LNL/PIL	-	-	-	-	-	TEM 28/12,COO 01/01,LOS 06/01
Mai Rickmers 3A	MSC	-	18/12	-	-	-	LAD 24/12
Kota Megah VKM008	PIL	-	-	-	18/12	-	LAD 25/12,PNR 28/12,LOS 01/01,DLA 08/01
Msc Agata 727A	MSC	24/12	19/12	-	-	-	LAD 25/12,LOB 29/12
Northern Endurance YNE007	PIL	-	19/12	-	-	-	LOS 24/12,TEM 28/12,COO 30/12
Clara Maersk 1116	SAF	19/12	-	-	-	-	LAD 22/12,ABJ 29/12
Karin Rambow 3415	MOL	-	20/12	-	-	-	LAD 26/12,LOB 29/12
Christian D 8/11	ASL	-	20/12	-	-	-	LAD 27/12,SZA 31/12,CAB 02/01,MAL 02/01
Maersk Cameroun 1105	MSK/SAF	21/12	-	-	-	-	APP 26/12,TEM 31/12
Hanjin Budapest 1R	MSC/HSL/LTI	-	-	24/12	-	22/12	LPA 05/01,DKR 07/01,ABJ 08/01,TEM 10/01,APP 16/01,TIN 17/01
Astor 1201	MSK/SAF	-	26/12	-	-	22/12	DKR 04/01
Jolly Rosso 260	LMC	-	22/12	-	-	-	DKR 10/02
Lars Maersk 121B	DAL/MOL/MSK/SAF	-	-	22/12	-	26/12	LPA 10/01
Nyk Daniella 0342W	CSC/HLC/KLINDS/NYK/SMU/STS	-	-	-	24/12	-	TEM 03/01,LFW 06/01,COO 08/01,TIN 10/01
Thomas Maersk 1116	SAF	26/12	-	-	-	-	LAD 29/12,ABJ 05/01

To: Indian Ocean Islands							
							Updated daily on http://www.ftwonline.co.za
Bess CO132	WWL	-	-	-	12/12	-	RUN 15/12
Maersk Kokura 1201	MSK/SAF	-	15/12	13/12	-	-	PLU 29/12
Msc Barbara H1150R	MSC/CMA/CSV/STS	-	-	-	14/12	-	PLU 18/12,PDG 21/12,LON 25/12,TMM 26/12,TLE 26/12,MJN 27/12,DIE 29/12
Maersk Sentosa 1201	MSK/SAF	-	22/12	20/12	-	18/12	PLU 04/01
UAFL Mauritius 527	UAF	-	-	-	20/12	-	TLE 25/12,EHL 27/12,TMM 30/12,PLU 02/01,RUN 04/01,LON 09/01,MUT 10/01,MAW 19/01
Bunga Seroja Dua H1151R	MSC/CMA/CSV/STS	-	-	-	20/12	-	PLU 26/12,PDG 29/12,TMM 30/12,LON 05/01,MJN 07/01,DIE 09/01
Maersk Kobe 1203	MSK/SAF	-	-	-	25/12	-	PLU 12/01

To: North America							
							Updated daily on http://www.ftwonline.co.za
Atlantic Nyala 110	CSA/HLC	15/12	12/12	-	-	-	MTR 05/01,BAL 13/01,SAV 16/01
Maersk Varna 007	MSC/MSK/SAF	-	16/12	-	-	-	NYC 04/01,BAL 06/01,ORF 07/01,CHU 09/01,FEP 10/01,NAS 11/01,MIA 12/01,POP 12/01,MIH 12/01,GEC 13/01,SDQ 13/01,TOV 13/01,SLU 14/01,PHI 14/01,GDT 14/01,SJO 15/01,BAS 15/01,VJ 15/01,RSU 16/01,PAP 16/01,KTN 16/01,HQN 17/01,BGI 17/01,STG 17/01,MSY 19/01
Empress Phoenix 126E	COS/EMC/MBA	-	12/12	-	-	-	LAX 08/01,OAK 11/01,TIW 13/01,BCC 15/01
Yellowstone 1207	GAL	-	-	-	13/12	12/12	MSY 10/01,HQN 20/01,JKV 01/02
Msc Jenny 020	MSC/MSK/SAF	-	25/12	13/12	-	20/12	NYC 11/01,BAL 13/01,ORF 14/01,CHU 16/01,FEP 17/01,NAS 18/01,MIA 19/01,POP 19/01,MIH 19/01,GEC 20/01,SDQ 20/01,TOV 20/01,SLU 21/01,PHI 21/01,GDT 21/01,SJO 22/01,BAS 22/01,VJ 22/01,RSU 23/01,PAP 23/01,KTN 23/01,HQN 24/01,BGI 24/01,STG 24/01,MSY 26/01
Greet 0330-024E	COS/EMC/MBA	-	19/12	-	-	15/12	LAX 15/01,OAK 18/01,TIW 20/01,BCC 22/01
Maersk Vilnius 010	MSC/MSK/SAF	-	-	20/12	-	-	NYC 18/01,BAL 20/01,ORF 21/01,CHU 23/01,FEP 24/01,NAS 25/01,MIA 26/01,POP 26/01,MIH 26/01,GEC 27/01,SDQ 27/01,TOV 27/01,SLU 28/01,PHI 28/01,GDT 28/01,SJO 29/01,BAS 29/01,VJ 29/01,RSU 30/01,PAP 30/01,KTN 30/01,HQN 31/01,BGI 31/01,STG 31/01,MSY 02/02
Gather 0331-034E	COS/EMC/MBA	-	26/12	-	-	22/12	LAX 22/01,OAK 25/01,TIW 27/01,BCC 29/01

To: Australasia							
							Updated daily on http://www.ftwonline.co.za
Empress Phoenix 126E	COS/EMC/MBA	-	12/12	-	-	-	BSA 07/01,SYD 09/01,MLB 12/01
Hoegh St Petersburg 14	HOE/HUA	-	-	-	12/12	-	FRE 26/12,MLB 31/12,PKL 02/01,BSA 04/01,NOU 07/01,TRG 08/01,NPE 09/01,WLG 11/01,LYT 12/01
Bess CO132	WWL	-	-	-	12/12	-	BSA 04/12,FRE 25/12,MLB 31/12,PKL 02/01
Maersk Kokura 1201	MSK/SAF	-	15/12	13/12	-	-	AKL 19/01,LYT 19/01,TRG 20/01,NPE 21/01,TRG 21/01,LYT 22/01,TIU 23/01,POE 23/01,NSN 25/01,NPL 25/01,SYD 26/01,MLB 27/01,BSA 31/01,ADL 31/01
Msc Barbara H1150R	MSC/CMA/CSV/STS	-	-	-	14/12	-	FRE 29/12,ADL 30/12,MLB 03/01,SYD 06/01,TRG 10/01,LYT 12/01
Greet 0330-024E	COS/EMC/MBA	-	19/12	-	-	15/12	BSA 14/01,SYD 16/01,MLB 19/01
Maersk Sentosa 1201	MSK/SAF	-	22/12	20/12	-	18/12	AKL 25/01,LYT 25/01,TRG 26/01,NPE 27/01,TRG 27/01,LYT 28/01,TIU 29/01,POE 29/01,NSN 31/01,NPL 31/01,SYD 01/02,MLB 02/02,BSA 06/02,ADL 06/02
Hoegh Africa 64	HOE/HUA	-	-	-	19/12	-	FRE 31/12,MLB 05/01,PKL 08/01,BSA 10/01,TRG 14/01,NPE 15/01,WLG 17/01,LYT 18/01
Bunga Seroja Dua H1151R	MSC/CMA/CSV/STS	-	-	-	20/12	-	FRE 06/01,ADL 07/01,MLB 11/01,SYD 14/01,TRG 18/01,LYT 20/01
Toscana CX120	WWL	-	-	21/12	-	23/12	FRE 02/01,MLB 08/01,BSA 12/01
Gather 0331-034E	COS/EMC/MBA	-	26/12	-	-	22/12	BSA 21/01,SYD 23/01,MLB 26/01
Maersk Kobe 1203	MSK/SAF	-	-	-	25/12	-	AKL 02/02,LYT 02/02,TRG 03/02,NPE 04/02,TRG 04/02,LYT 05/02,TIU 06/02,POE 06/02,NSN 08/02,NPL 08/02,SYD 09/02,MLB 10/02,BSA 14/02,ADL 14/02

OUTBOUND BY DATE - Dates for sailing: 12/12/2011 - 26/12/2011

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 325	LNL/PIL	-	-	-	14/12	-	NSA 24/12
Buxmaster 326	LNL/PIL	-	-	-	21/12	-	NSA 31/12
Empress Phoenix 126E	COS/EMC/MBA	-	12/12	-	-	-	CMB 01/01,NSA 03/01
Alexander 4A	MSC/CSV	-	-	-	12/12	-	CMB 22/12, JEA 29/12, SHJ 01/01, AUH 01/01, MCT 01/01, BAH 01/01, DMN 01/01, KWI 01/01, BND 01/01, BQM 03/01, DOH 03/01, IXY 05/01, NSA 07/01, RUH 08/01
Nicolai Maersk 1202	MSK/SAF	-	-	18/12	-	13/12	JEA 01/01, BQM 05/01, NSA 09/01
Maersk Neustadt 1112	MSK/SAF	-	14/12	-	-	-	JEA 31/12
Greet 0330-024E	COS/EMC/MBA	-	19/12	-	-	15/12	CMB 08/01, NSA 10/01
Jolly Marrone 223	LMC	-	15/12	-	-	25/12	JED 12/01, RUH 01/02, AQJ 06/02, MSW 06/02, PZU 06/02, HOD 07/02, AUH 11/02, DXB 13/02, KWI 13/02, NSA 13/02, BAH 16/02, BND 16/02, DMN 16/02, DOH 16/02, MCT 16/02, BQM 18/02
Kota Hakim 328	LNL/PIL	-	-	-	-	-	NSA 01/02
Msc Roberta 42A	MSC/CSV	-	-	-	20/12	-	CMB 30/12, JEA 06/01, SHJ 09/01, AUH 09/01, MCT 09/01, BAH 09/01, DMN 09/01, KWI 09/01, BND 09/01, BQM 11/01, DOH 11/01, IXY 12/01, NSA 15/01, RUH 16/01
Julia Schulte 1202	MSK/SAF	-	21/12	-	-	-	JEA 07/01
Gather 0331-034E	COS/EMC/MBA	-	26/12	-	-	22/12	JEA 08/01, NSA 17/01
Msc Jade 89A	MSC/CSV	-	-	-	-	22/12	CMB 01/01, JEA 08/01, SHJ 11/01, AUH 11/01, MCT 11/01, BAH 11/01, DMN 11/01, KWI 11/01, BND 11/01, BQM 13/01, DOH 13/01, IXY 15/01, NSA 17/01, RUH 18/01
Nysted Maersk 1202	MSK/SAF	-	-	25/12	-	22/12	JEA 08/01, BQM 12/01, NSA 16/01
Jolly Rosso 260	LMC	-	22/12	-	-	-	JED 25/01, RUH 14/02, AQJ 19/02, MSW 19/02, PZU 19/02, HOD 20/02, AUH 24/02, DXB 26/02, KWI 26/02, NSA 26/02, BAH 29/02, BND 29/02, DMN 29/02, DOH 29/02, MCT 29/02, BQM 02/03

To: South America							
Updated daily on http://www.ftwonline.co.za							
Nagoya Tower 116	HSD/MSK	-	-	14/12	-	17/12	SUA 25/11, SPB 30/11, ITJ 02/12, SSZ 05/12
Cap Gilbert 117	HSD/MSK	-	-	21/12	-	24/12	SUA 01/12, SPB 05/12, ITJ 07/12, SSZ 09/12
Cap Isabel 121	HSD/MSK	-	-	-	-	-	SUA 29/12, SPB 02/01, ITJ 04/01, SSZ 06/01
Mol Gateway 3203	HSD/MOL	-	-	-	21/12	-	SSZ 30/12, BUE 03/01, MVD 05/01, PNG 08/01, SFS 09/01, RIO 12/01
CSAV Lirquen 122	HSD/MSK	-	-	-	-	-	SUA 05/01, SPB 09/01, ITJ 11/01, SSZ 13/01

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	365-8800	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
Lloydfraica	455-2728	480-8600	402-1720	581-7023	-	-	-	-	-
Macs	340-0499	365-8800	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	-	-	-	-	-	-	-
Portoo (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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5 December 2011

INBOUND BY DATE - Dates for sailing: 12/12/2011 - 26/12/2011

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBA
Alexandria Bridge 021	KLI/MIS/PIL	-	22-Dec	-	-	18-Dec	-
Algoa Bay 1202	GAL	-	16-Dec	-	-	19-Dec	22-Dec
Alvsborg Bridge 011	KLI/MIS/PIL	-	12-Dec	-	-	-	-
Astor 1120	MSK/SAF	-	24-Dec	-	-	17-Dec	-
Atacama 1233	MAC	-	-	-	14-Dec	12-Dec	15-Dec
Atlantic Nyala 110	CSA/HLC	-	12-Dec	-	-	-	-
Bess CO132	WWL	-	-	-	-	12-Dec	-
Bunga Seroja Dua H1147A	MSC/CMA/CSV	-	-	-	-	17-Dec	-
Bunga Seroja Satu H1148A	MSC/CMA/CSV	-	-	-	-	24-Dec	-
Buxmaster 326	LNL/PIL	-	-	-	-	19-Dec	-
Cap Gilbert 117	HSD/MSK	-	-	20-Dec	-	22-Dec	-
Cap Isabel 121	HSD/MSK	-	-	-	-	-	-
Christian D 7/11	ASL	-	16-Dec	-	-	-	-
Clara Maersk 1115	MSK/SAF	16-Dec	-	-	-	-	-
CMA-CGM Bizet AA666E	CMA/CSC/CSV/MBA	-	-	-	-	24-Dec	-
Concord 325	LNL/PIL	-	-	-	-	12-Dec	-
CSAV Lirquen 122	HSD/MSK	-	-	-	-	-	-
CSCL Lima 0054E	CSC/HLC/KLI/NDS/NYK/STS	-	-	-	-	21-Dec	-
Dal Kalahari 118A	DAL/MOL/MSK/SAF	-	-	14-Dec	-	17-Dec	-
Gather 0331-034W	COS/EMC/MBA	-	25-Dec	-	-	19-Dec	-
Golden Isle 2201	MAC	18-Dec	21-Dec	-	26-Dec	24-Dec	-
Greet 0330-024W	COS/EMC/MBA	-	18-Dec	-	-	12-Dec	-
Grey Fox 1234	MAC	-	14-Dec	17-Dec	21-Dec	19-Dec	25-Dec
Hanjin Budapest 1A	MSC/HLC/HSL/LTI	-	15-Dec	-	-	19-Dec	-
Henry 3R	MSC/CSV	-	-	-	-	26-Dec	-
Hoegh Africa 64	HOE/HUA	-	-	-	-	18-Dec	-
Hoegh Transit 174	HOE	-	-	-	-	19-Dec	-
Horizon 41N	MSC/MOL/MSK/OAC/SAF	-	16-Dec	-	-	19-Dec	-
Jandavid S 1104W	CSC/HLC/KLI/NDS/NYK/SMU/STS	-	-	-	-	15-Dec	-
Jolly Marrone 223	LMC	-	-	-	-	22-Dec	-
Jolly Verde 204	LMC	-	17-Dec	-	-	-	-
Julia Schulte 1202	MSK/SAF	-	20-Dec	-	-	-	-
Karin Rambow 3214	MOL	-	19-Dec	-	-	-	-
Karin Rambow 3415	MOL	22-Dec	-	-	-	-	-
Kota Berani BEN006	PIL	-	-	-	-	19-Dec	-
Kota Berkat BEK004	PIL	-	-	-	-	19-Dec	-
Kota Hakim 328	LNL/PIL	-	-	-	-	-	-
Kota Lawa 017	KLI/MIS/PIL	-	15-Dec	-	-	-	-
Kota Megah VKM008	PIL	-	-	-	-	17-Dec	-
Lars Maersk 118A	DAL/MOL/MSK/SAF	-	18-Dec	21-Dec	-	23-Dec	-
Los Andes Bridge 0014E	CSC/HLC/KLI/NDS/NYK/STS	-	-	-	-	14-Dec	-
Maersk Calabar 1109	MSK/SAF	13-Dec	-	-	-	-	-
Maersk Cameroun 1105	MSK/SAF	20-Dec	-	-	-	-	-
Maersk Cape Coast 1106	MSK	25-Dec	-	-	-	-	-
Maersk Conakry 1202	MSK	18-Dec	-	-	-	-	-
Maersk Kobe 1116	MSK/SAF	-	-	26-Dec	-	21-Dec	-
Maersk Kokura 1112	MSK/SAF	-	14-Dec	12-Dec	-	-	-
Maersk Neustadt 1112	MSK/SAF	-	13-Dec	-	-	-	-
Maersk Sentosa 1112	MSK/SAF	-	21-Dec	19-Dec	-	14-Dec	-
Maersk Varna 007	MSC/MSK/SAF	-	15-Dec	-	-	-	-
Maersk Vilnius 010	MSC/MSK/SAF	-	-	19-Dec	-	24-Dec	-
Mai Rickmers 2A	MSC	-	16-Dec	-	-	-	-
Mai Rickmers 3A	MSC	-	-	-	-	-	-
Maria Rickmers 9A	MSC	-	24-Dec	-	-	-	-
Marie 1138	GAL	18-Dec	-	-	-	-	24-Dec
MOL Caledon 121A	DAL/MOL/MSK/SAF	-	25-Dec	-	-	-	-
Mol Gateway 3203	HSD/MOL	-	-	-	-	20-Dec	-
Mol Globe 2803B	MOL	-	24-Dec	-	-	-	-
Mol Infinity 2702	MOL	-	17-Dec	-	-	-	-
Mol Ultimate 8601	EMC/MOL	-	-	-	-	15-Dec	-
Msc Agata 726A	MSC	-	16-Dec	-	-	-	-
Msc Agata 727A	MSC	21-Dec	-	-	-	-	-
Msc Chaneca 68A	MSC	-	-	-	-	13-Dec	-
Msc Chaneca 69A	MSC	-	-	-	-	26-Dec	-
Msc Denisse 22A	MSC	-	-	-	-	26-Dec	-
Msc Denisse 23A	MSC	-	-	-	-	-	-
Msc Jade 88R	MSC/CSV	-	-	-	-	17-Dec	-
Msc Jenny 020	MSC/MSK/SAF	-	24-Dec	12-Dec	-	17-Dec	-
Msc Leila 122A	MSC	-	20-Dec	-	-	-	-
Msc Leila 133A	MSC	-	-	-	-	17-Dec	-

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBA
Msc Reunion 11A	MSC	-	-	-	-	18-Dec	-
Msc Reunion 12A	MSC	-	-	-	-	-	-
Msc Roberta 41R	MSC/CSV	-	-	-	-	17-Dec	-
Msc Sheila 78A	MSC	-	-	-	-	-	-
Msc Sheila 79A	MSC	-	-	-	-	25-Dec	-
Msc Sierra 007	MSC/MSK/SAF	-	-	26-Dec	-	-	-
Nagoya Tower 116	HSD/MSK	-	-	13-Dec	-	15-Dec	-
Nicolai Maersk 1119	MSK/SAF	-	-	16-Dec	-	-	-
Niledutch Beijing 30116A	NDS	-	19-Dec	-	-	14-Dec	-
Niledutch Luanda 30114Z	NDS	-	-	-	-	26-Dec	-
Northern Endurance YNE007	PIL	-	17-Dec	-	-	-	-
Nyk Daniella 0342W	CSC/HLC/KLI/NDS/NYK/SMU/STS	-	-	-	-	22-Dec	-
Nyk Veronica 0355E	CSC/HLC/KLI/NDS/NYK/STS	-	-	-	-	24-Dec	-
Nysted Maersk 1119	MSK/SAF	-	-	23-Dec	-	19-Dec	-
Porgy CX124	WWL	-	-	-	16-Dec	-	-
R.C.Rickmers 16A	MSC	-	-	-	-	15-Dec	-
R.C.Rickmers 18A	MSC	-	-	-	-	-	-
Shantli 1106	MSK/SAF	-	17-Dec	-	-	-	-
Surinam River 1202	MSK/SAF	-	-	-	-	24-Dec	-
TBN 01	FAI	20-Dec	-	-	-	17-Dec	-
Thai Dawn 119	GRB/UNG	-	-	-	-	19-Dec	-
Thomas Maersk 1115	MSK/SAF	23-Dec	-	-	-	-	-
Tiwai Maru 100	GRB/UNG	-	-	-	-	24-Dec	-
Toscana CX120	WWL	-	-	21-Dec	-	23-Dec	-
UAFL Mauritius 526	UAF	-	-	-	-	20-Dec	-
Ulsnis 59A	MSC	-	16-Dec	-	-	-	-
Ulsnis 60A	MSC	-	-	-	-	-	-
Xi Bo He 127W	COS/EMC/MBA	-	-	-	-	26-Dec	-
Xin Tian Jin AA664E	CMA/CSC/CSV/MBA	-	-	-	-	17-Dec	-

ABBREVIATIONS

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

Notice any errors?
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