ftw
FREIGHT & TRADING WEEKLY
FRIDAY 18 May 2012 NO. 2007
For import/export decision-makers

TPT achieves ambitious productivity targets

Gross crane hours up from 27 to 30

BY Alan Peat

This blue Liebherr crane off-loading the MSC Rita (a 7 500-TEU capacity vessel) is a machine that can be used as a single-lift or twin-lift, but only with adjustments to the spreader.
However, the seven new ship-to-shore (STS) cranes that will be delivered towards the end of the year are tandem-lift units (which can lift four TEUs), part of the new equipment acquisition in the Durban container terminal (DCT) Pier 2 recovery plan.

Transnet Port Terminals (TPT) has set ambitious productivity goals, and figures just released to FTW indicate that these are being achieved at both Durban container terminal (DCT) Pier 2 and Pier 1.

The figures for gross crane hours (GCH) – which is the common measure of productivity in the container handling business – have improved from an average of 27 in March to 30 in April at the prime Berth 205 at the DCT Pier 2. At prime Berth 108 at Pier 1 the figures are 27-GCH in March and 28 in April. This measurement of crane productivity is considered a crucial factor in container shipping, where the fast and efficient movement of containers by crane operators effectively reduces the overall cost of doing business.

Meantime, ship working hours (SWH) – the number of containers that have been moved by the number of cranes working on the vessel in one hour – have also improved at both prime berths. At Berth 205 they went up from an average of 62-SWH in March to 69 in April. And at Berth 108 it increased from 62-SWH in March to 68 in April.

When TPT introduced the container terminal operations contract (CTOC) – which guaranteed berthing on arrival – reward and penalty clauses were embedded in the contract for higher productivity performances. Using this measure, the TPT performance at the two berths registered CTOC compliance of 67% in March and 76% in April.

TPT is also rather

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D-day for input on proposed citrus levy

BY Alan Peat

With the current citrus levy due to expire at the end of December this year, the Citrus Growers' Association (CGA) is now asking growers across South Africa to approve a new citrus levy for the years 2013 to 2016.

Levies raised under the Marketing of Agricultural Products (MAP) Act are normally gazetted for a four-year period, Robert Miller of the CGA told FTW.

"The present levy administered by CGA was for the period 2008 to 2012 – ending on December 31, 2012," he added. "Growers were informed of the planned new levy by way of a circular sent to them all in December last year, while the subject was covered extensively at

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Printed by JUKA Printing (Pty) Ltd

Annual subscriptions
Combined Print & Internet – (SA Only) R500.00
Southern Africa (Free Internet) R950.00
International Mail (Free Internet) R1 200.00

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ABC CERTIFIED

DUTY CALLS

Textile Fabric Inter-Layered Application

On 04 May the International Trade Administration Commission of South Africa (Itac) published a notice in the Government Gazette in respect of the proposed increase in the rate of customs duty on textile fabric inter-layered or otherwise combined with bentonite clay, classifiable under tariff subheading 5911.10.90, from free of customs duty ("General" rate of customs duty) to 25% ad valorem.

The application was lodged by Kaymac (Pty) Ltd who provided the following reasoning for the application (i) Protect capital investment and improve potential for further investment and expansion; (ii) Retain local jobs and create further job opportunities; and (iii) Protect local industry and prevent potential cheap and inferior products.

Comment is due by 01 June 2012.

Leather Customs Duty Rebate Application

On 04 May Itac published a notice in the Government Gazette in respect of the proposed rebate of the full rate of customs duty on leather prepared after tanning or crusting, including parchment dressed leather of buffalo animals, without hair on, being grain split, side leather, classifiable under tariff subheading 4107.9, for use in the manufacture of safety footwear.

The application was lodged by Bagshaw Footwear, a division of Bolton Footwear (Pty) Ltd who provided the following reasoning for the application: (i) The product in question is not manufactured in the Southern African Customs Union (Sacu); and (ii) The import duty paid on the raw material renders the applicant uncompetitive against the imported finished product.

Comment is due by 01 June 2012.

Textile Rebates – Guidelines & Rules

On 04 May Itac published "Guidelines, Rules and Conditions Pertaining to Rebate Items 311.42/5208/01.04 – 311.42/5209/01.04 – 311.42/5210/01.04 – 311.42/5407/01.04 – 311.42/5513/01.04 – 311.42/5514/01.04 – 320.02/5208/01.04 – 320.02/5208/01.04 – 320.02/5209 /01.04 – 320.02/5210/01.04 – 320.02/5407/01.04 – 320.02 5513/01.01 and 320.02/5514/01.04".

Itac also published "Application for a Permit in terms of Rebate Items 311.42/5208/01.04 – 311.42/5209/01.04 – 311.42/5210/01.04 – 311.42 /5407/01.04 – 311.42/5513/01.04 – 311.42/5514/01.04 – 320.02/5208/01.04 – 320.02/5208/01.04 – 320.02/5209/01.04 – 320.02/5210/01.04 – 320.02/5407/01.04 – 320.02 5513/01.01 and 320.02/5514/01.04 for Rebate of Duty – Textile Bed, Toilet and Kitchen Linen; Curtains, Interior Blinds, Curtain or Bed Valances, other Furnishing Articles and Articles of Bedding and Similar Furnishing fitted with Springs or Stuffed or Internally fitted with any Material or of Cellular Rubber or Plastics, whether or not Covered".

Customs Rules for Travellers

In an earlier issue we advised of a South African Revenue Service (Sars) notice to amend the Rules to the Customs and Excise Act (Sections 15 and 120), and forms relating to the Traveller Card (TC-01) and the Traveller Declaration (TRD1).

It is important to take into account Rule 15.01(a)(ii) which stipulates that a traveller may only use the forms TC-01 and/or TRD1 for declaring goods or vehicles required to be declared on these forms and places and from the date specified for each place.

Implementation dates: Vioolsdrift (19 May), Nakop (19 May), Quachasneck (26 May), and Caledonspoort (26 May).

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

Swazi strike will bring transport to a standstill

BY James Hall

Swaziland transport workers will block all imports from SA for 11 days commencing May 29.

"Our intention is to shut down Swaziland until our demands are met," said the Swaziland Transport and Allied Workers Unions (STAWU) in a statement.

Essentially a public transport workers' union, STAWU is nonetheless allied with other unions representing transport workers at Unitrans, Cargo Carriers and local firms like Chrisilda Transport and Fuel Logic. Strike organisers said they were seeking a blockage of fuel imports in particular as a way to stop commercial and transportation activity in the country.

All Swaziland's petroleum products are imported from SA. About 90% of consumer goods and supermarket food products are also brought in by road from SA.

Strike demands include a rollback of VAT, which was introduced in Swaziland last month. However, the office of the government spokesman told FTW that VAT was not open for discussion.

Business interests contacted by FTW said they anticipated government granting concessions on other strike issues – matters like road fines and the issuance of transport licences – as a way to avoid chaos.

SAA ups capacity to Mumbai

South African Airways (SAA) is adding flights on the Johannesburg-Mumbai route.

From June 16 the airline will operate five flights a week between the two cities, one more than is currently on offer. The additional flight is subject to government approval.

In addition, SAA will introduce a bigger aircraft on selected days and plans are in place to add further frequencies in the future.

Government red tape delays launch of Airlink's Namibia service

Route rights granted – but no foreign operator's permit

BY **Liesl Venter**

Moving cargo to and from Namibia is high on the agenda for Airlink Cargo, but as the airline has yet to be issued with a foreign operator's permit its planes remain grounded.

Airlink Cargo was allocated route rights from Johannesburg to Windhoek for seven flights a week at the end of October, but as the permit has not been issued the airline has not been able to launch its new service.

According to Airlink Cargo CEO, Alwyn Rautenbach, a dedicated freighter aircraft concentrating on the express market and connecting interline freight will service the route.

"As an airline we have no influence on the process around the issuing of permits. This is handled at governmental level. There is no time line as to when we will have a permit or when we can institute the service between South Africa and Namibia," he said.

Airlink Cargo successfully services SA domestic routes as well as several southern African countries including Swaziland, Lesotho, Zambia, Zimbabwe, Madagascar and Mozambique. The airline is set to introduce its daily service to Botswana in June this year.

"Namibia is the most obvious country we want to expand our service to," said Rautenbach. "We believe there are major possibilities and it is high on our agenda."

New airfreight branch manager for CFR

BY **Joy Orlek**

Ongoing growth of its airfreight consolidation product has motivated the appointment by independent consolidator CFR Freight of a new key staff member.

Effective this month, Stephen Bishop takes over as Johannesburg airfreight branch manager from Dave Gurney who will move into a sales and servicing role on June 1.

"With the growth of this division and this branch in particular we felt the need for another dedicated airfreight sales person," airfreight director Dave Graham told FTW.

Bishop, who brings 11 years of experience to the position, has worked across the entire logistics spectrum, most recently in a sales and key account management role at Savino del Bene, and previous to that at UTi where he spent seven and a half years.

Stephen Bishop ... 'Aggressive marketing strategy for the year ahead.' Photo: Shannon Hill

Graham, who worked with Bishop at UTi, says his mandate will be to continue to grow the business, but also to focus on customer retention through strong service levels and a personal relationship with the clients.

"We're looking at an aggressive marketing strategy for the year ahead, at the same time ensuring that operations and service levels are maintained," said Bishop.

Expect increases rather than decreases in fuel price

South Africans have a slim chance of any sustained period of lower fuel prices. In fact, according to an assessment by Absa Asset Management Private Clients, further increases rather than decreases are still possible.

According to Absa advisers, the driver of any drop in pump prices has to be the basic fuel price (BFP) element in the calculation carried out every month by the Central Energy Fund.

The BFP is the underlying cost of fuel and can be thought of as the cost of importing a litre of petrol from international refineries.

The trend in the BFP is monitored by consumers through global benchmark prices such as Brent crude (the price from this North Sea oilfield), West Texas Intermediate or WTI, Dubai crude and the OPEC reference price from its basket of crude prices.

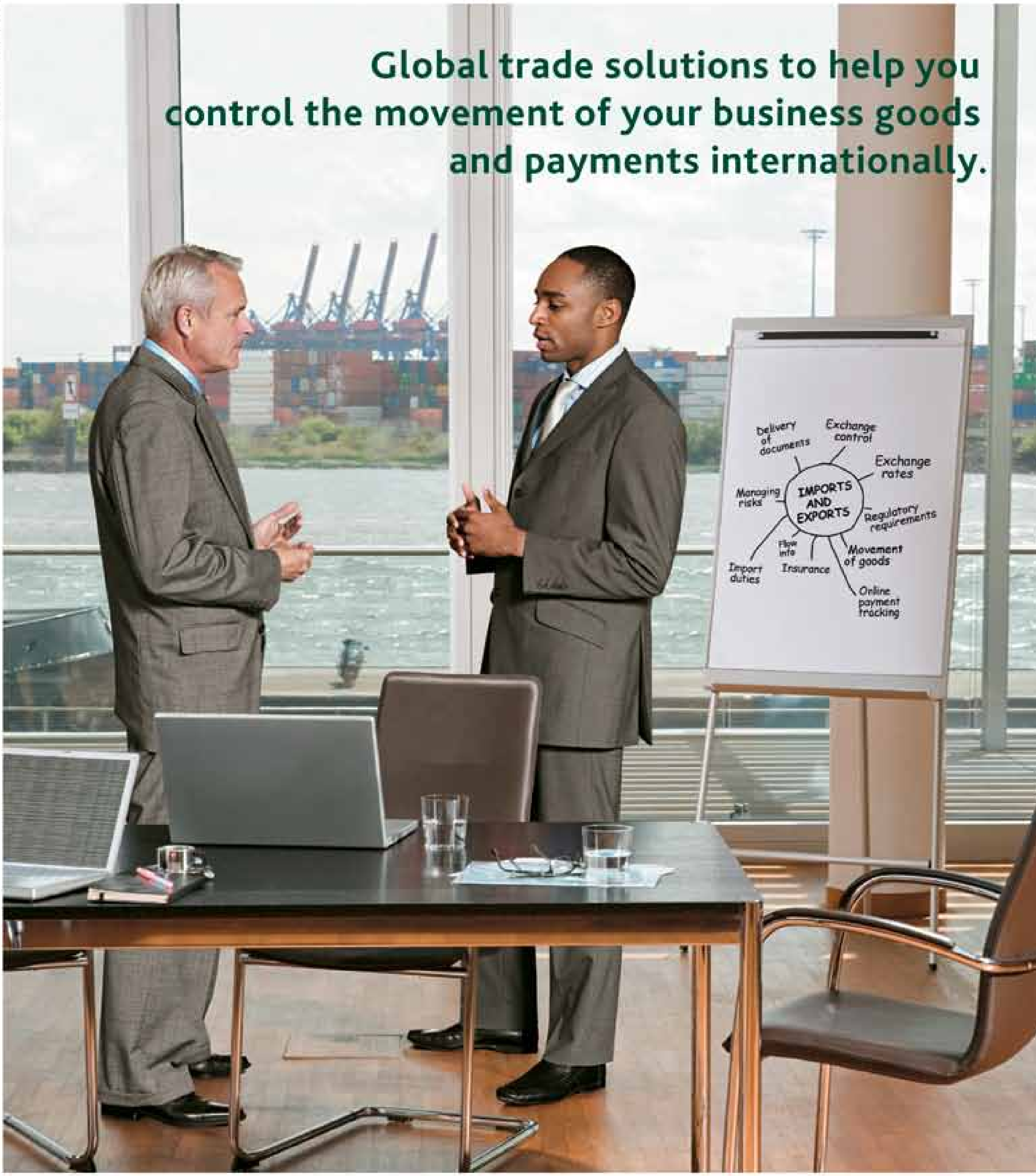
Craig Pheiffer, general manager investments at Absa Asset Management Private Clients, suggests local motorists will look in vain for relief from the non-BFP components of our pump prices – items such as transport and delivery costs, wholesale and retail margins and taxes, including the general fuel levy, the Road Accident Fund levy and customs and excise duties.

"It's unlikely that taxes and delivery costs and margins will be reduced in (our still) regulated environment and that's why the consumer's hope lies in a lower oil price in the BFP."

The bad news is that forecasts from Absa's UK sister-company Barclays Capital indicate the BFP could face upward rather than downward pressure.

The British colleagues of the team at Absa Private Clients projects an average 2012 price of US$120 a barrel for Brent crude oil, up from $111 last year, while West Texas Intermediate is projected to average US$105 a barrel in 2012, up from $95 in 2011.

Barclays Capital also forecasts that global crude demand for 2012 will reach 89.8 million barrels a day.



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SA Airlink to launch daily Maun service

BY Liesl Venter

SA Airlink is set to launch a new service to Botswana in June this year when the airline starts flying daily to Maun.

According to Alwyn Rautenbach, CEO of Airlink Cargo, this bodes well for the freight industry.

"At present there are no cargo facilities at Maun Airport, and while the flight is mainly aimed at servicing passengers, it does create great opportunities for the movement of cargo to Botswana."

Rautenbach said Airlink Cargo intended to develop cargo facilities and this could be in conjunction with Air Botswana, the only other airline to fly to Maun at present.

"An Airlink ERJ 135 37-seater aircraft will service the route daily," said Rautenbach. "The flight will depart Johannesburg at 11:45, arriving at 13:15 before returning to Johannesburg at 14:00 with final touchdown at 15:40. Depending on how much baggage passengers carry, we foresee cargo capacity of around 400-450kilos per flight."

He said SA Airlink would grow the service to a bigger craft that would allow them to carry at least a ton or more depending on the route demand.

"While it is a very small aircraft to begin with we believe there are major opportunities to develop cargo capacity and to increase the movement of cargo between Johannesburg and the Okavango Delta region."

Alwyn Rautenbach and Marzanne Killian ... 'Big opportunity to develop cargo market between Johannesburg and the Okavango Delta region.'

He said the outbound flight offered major opportunities for small express parcels, spare parts and other goods needed in the remote area of Maun and its surrounding areas where everything at present has to be road-freighted. "In terms of the return market we see some major opportunity in the movement of hunting trophies that either have to be brought to Johannesburg to taxidermists or exported."

Botswana is now the seventh international country for SA Airlink which also serves Mozambique, Madagascar, Zambia, Zimbabwe, Swaziland and Lesotho.

"The Okavango Delta is primarily a tourist destination and through our daily service to the region we expect to see some major growth on this route over time."

Trade expo serves up bumper event

Two of South Africa's biggest trade expos – Africa's Big Seven and SAITEX – are upping their game by adding more components.

According to John Thompson, managing director of Exhibition Management Services (EMS), organisers of AB7 and SAITEX, they have partnered with Trade Conferences International to host the inaugural Retail Solutions Africa Conference in South Africa as well as the On-line Retailing Conference.

"There's another big value-add for visitors this year," said Thomson. "SAITEX is hosting the 'Future of Trade Africa 2012' conference for the first time."

‘Shipping lines standing on a burning platform’

BY **Joy Orlek**

While mergers and acquisitions appear to be a growing trend in the logistics industry, it’s less evident among shipping lines where operational consolidation with a lot more vessel sharing agreements appears to be the order of the day,

“The industry is very fragmented and the results everyone is publishing aren’t sustainable on a macro level,” says Safmarine CEO Grant Daly. “Globally consolidation needs to move a bit further into the commercial sphere,” he added.

“The industry is in a very tough place,” Safmarine’s southern Africa cluster executive Jonathan Horn added. “We’re all standing on a burning platform, and while the immediate focus is returning to a state of profitability – that’s not good enough. You have to get to the level where you’re making an acceptable return on investment for your shareholder, which is why there’s a lot of focus on rates in addition to cost-reduction measures.

“We fully understand our customers are under pressure but at end of the day we have to make sure we are here in 10 years’ time.”

> ‘When you’re speeding up there are huge impacts in terms of bunker consumption.’

Several interventions are in place to cut costs and so achieve that profitability, slow steaming among them. “And it has many positive benefits in terms of reliability and impact on the environment,” says Daly.

“There’s also an operational consequence that you are consuming less fuel. We feel we’re not impacting on the reliability or quality of the service we offer but it’s a very important initiative to address our cost base.”

And addressing that cost base becomes all the more critical when dealing with issues like congestion at South Africa’s biggest port – which is likely to get worse before it gets better.

While the industry is in full agreement that the investment in Durban over the next several years is very positive for our economy and supply chains and is key to keeping South Africa competitive on the world stage, there will clearly be disruptions that will need to be dealt with as they arise. Apart from the thousands of dollars per day that it costs for a vessel waiting to berth, there’s the additional cost in terms of fuel consumption because the vessel has to speed up to get back into sequence.

“All schedules have a small degree of buffer – but when you’re speeding up there are huge impacts in terms of bunker consumption if you are spending a lot of time waiting.”

Jonathan Horn ... ‘You must make an acceptable return on investment for your shareholder.’

Slow steaming benefits in a nutshell

Financial and environmental challenges have been the prime motivators of growing moves to slow steaming in the shipping industry.

Some interesting facts and figures provided by Hans Christian Griesinger, Essberger’s shipmanagement director, offer some insight into the practical impact of the concept.

“If a container ship reduces speed from 22 to 12 knots, one can save 75% of the fuel consumption and about half of the CO_2 emission,” he says.

And since one can return to maximum engine performance whenever needed, it’s a highly flexible option.

Escalating costs challenge abnormal load hauliers

'Volumes slightly lower than expected'

BY Liesl Venter

Keeping your head above water in uncertain economic times while having to contend with a host of different legal operational requirements is part and parcel of the job for abnormal load hauliers.

With volumes slightly lower than expected in 2012, small-to-medium transport companies have some tough times ahead, according to Louis Lauwrens of ML Transport Solutions.

"Volumes are not where we want them to be, while at the same time costs are increasing drastically – be it for permits, the introduction of tolls or the increase in the fuel price."

He believes it is becoming increasingly difficult for the smaller operators to stay afloat in the current economic times.

"Rates have not increased relative to the variables that we have to deal with and the cost increases that have occurred in the past year or so," he told FTW. "Add to the cost increases the deteriorating infrastructure and the impact on the maintenance of vehicles and the situation is extremely concerning."

Based in Boksburg on the East Rand, ML Transport Solutions has strong ties to Botswana where the company also has an office. "We established ourselves in 2004 as a service provider to the local transport market, focusing on the abnormal sector and providing them with a permit and clearing service."

Through natural progression the company has since branched out and built up its own fleet of low-bed trucks, also focusing on the movement of abnormal loads.

"There are major operational limitations on abnormal hauliers – ranging from when we are allowed to be on the roads to having original permits in every vehicle and arranging for escorts"

According to Lauwrens' business partner Bea Mann, this is further compounded by the difference in legislation from province to province. "Each province has its own set of operational regulations that one is guided by. That means when moving from Cape Town to Limpopo one needs several permits while load factors also vary in the different provinces. All of this adds to the cost and one cannot always pass it on to the client as rates are not keeping pace."

With e-tolling to be possibly introduced in Gauteng and the fuel price increasing yet again, the scenario for transporters remains bleak.

"One must remember that trucks keep this country going and the burden being placed on truckers is exceptionally high. It is a situation that many small operators won't be able to tolerate and will ultimately end badly, leaving the big players in the market with monopolies. It is a situation we must avoid at all costs," she said.

Louis Lauwrens and Bea Mann ... 'Major operational limitations on abnormal hauliers.'

'SA's prospects look positive'

Trade with dynamic emerging economies, particularly China, India and Brazil, has lifted South Africa's economic prospects, according to credit insurer Coface.

One of the recovery factors is GDP having shown an increase in the fourth quarter of 2011, coming in at 3.2% quarter-on-quarter at a seasonally adjusted annual rate.

Coface South Africa projects a (GDP) growth of 2.8% in 2012 and 4.4% in 2013.

Due to weak demand from the Eurozone, it could mean that export growth could slow, but it is currently being kept strong by a weaker rand and increasing fixed investments, says Coface.

In 2011 exports increased 21% while imports rose 36% compared to 2010. "This clearly shows that there is stabilisation in export momentum, but also a rise in import growth."

DOMESTIC TRANSPORT

Truck booking system to be piloted at DCT

BY **Alan Peat**

Next month will see the launch of a truck booking system at Durban Container Terminal as port management pulls out all the stops to minimise delays.

"Under the new appointment system," Hector Danisa, DCT terminal executive told FTW, "transporters will schedule their container collections or drop-offs via the Navis terminal operating system. They will then be allocated a time-slot of about one and a half hours within which to arrive at the terminal.

> 'The challenge now is to build sustainable processes to ensure continued performance.'

This will enable TPT and transport companies to deploy resources more efficiently and effectively, and could also minimise truck congestion on Bayhead Road."

The truck appointment system will be piloted at DCT Pier 2 from June. This, Danisa added, will improve the scheduling of road cargo and general productivity in the logistics chain. "It will initially be tested with four trucking companies, and could be extended thereafter," he said.

Danisa told FTW that DCT Pier 2's container handling had improved beyond pre-Navis launch levels. "But," he added, "the challenge now is to build sustainable processes to ensure continued performance and to make DCT competitive at international norms."

Speculation around Sanral's CEO successor rejected

Gauteng expected to generate about R350m a month in toll fees.

Photo: Shannon Hill

The Department of Transport has openly rejected a news report carried by the Mail and Guardian newspaper suggesting that a certain Chris Hlabisa "tops the list" for the position of chief executive officer of Sanral.

"The report is devoid of any grain of truth, misleading and can only be aimed at causing confusion and advancing narrow self-interest at the expense of the Department and Sanral's currency," according to a statement from the DoT.

"The insinuation that Mr Hlabisa is "Ndebele's buddy" is a figment of someone's imagination aimed at casting aspersions on a professional working relationship.

"It should further be noted that Minister Ndebele has been in the transport sector for the past 18 years and common sense would dictate that during these two decades, he would have interacted and worked with several professionals within this field.

"We wish to put it on record that the Board of Directors of Sanral is responsible for the recruitment and selection of the agency's CEO, not the Department or Minister of Transport."

The Department says the Board will, within a reasonable period of time, undertake a thorough and legitimate process of finding a suitable candidate to steer Sanral forward.

"Once the Board finalises the process and agrees on a candidate, it will request the Minister of Transport to table its recommendation before Cabinet, which has the authority to appoint or not to appoint.

"The Board must be given space and support as they work towards maintaining stability at Sanral and ensuring that the agency continues to deliver quality road networks to the people of South Africa."

'Reduction in road deaths is prime focus of Aarto'

BY **Liesl Venter**

The Administrative Adjudication of Road Traffic Offences (Aarto) Act is not a magic bullet that will fix the host of issues around traffic law enforcement in South Africa, but is rather focused on reducing the death toll on the roads.

Collins Letsoalo, acting chief executive officer of the Road Traffic Management Corporation (RTMC), said Aarto was never intended to fix everything that is wrong with law enforcement.

"Aarto provides for a transparent, fair and effective infringement and offences system that will contribute to promoting quality, safety and discipline in road traffic, facilitating adjudication of road traffic infringements and ultimately effecting a reduction in road fatalities and injuries."

DOMESTIC TRANSPORT

'Law-abiding operators have nothing to fear from Aarto'

BY **Liesl Venter**

Operators who are legal and don't cut corners have nothing to fear from the Administrative Adjudication of Road Traffic Offences (Aarto) Act, said Collins Letsoalo, acting chief executive officer of the Road Traffic Management Corporation (RTMC).

Speaking at the Transport Forum in Johannesburg recently, he said Aarto provided for a fair, transparent and effective system and law-abiding operators had nothing to worry about.

"Aarto seeks to bring a solution to the high road death toll in South Africa. It is not aimed at targeting anyone. If you are an operator that does not cut corners then you have nothing to worry about," he said. "Yes, we can talk about the administrative costs of Aarto, but I don't think there is a mother out there who says I can't go and earn a living because I might die today. At the same time no mother sends her child to school just so that he can be hit by a car because someone is reckless out there."

He said South Africa needed Aarto. "It is a system that has been proven to work across the world and we believe it will work here as well."

Letsoalo said that a basic principle of the Act was the decriminalisation of traffic violations by re-classifying them as either traffic infringements, major infringements or offences. Serious offences such as drunk driving, excessive speed, reckless driving and hit-and-run cases will still remain crimes in terms of the Criminal Procedure Act.

"Drivers and operators will incur penalty points for offences committed under the proposed points demerit system, which will be managed through the National Contravention Register(NCR) on the ENaTIS system. A threshold mark of 12 demerit points has been set – once these points have been exceeded, licences and permits will be suspended."

Aarto also contains a country-wide fixed penalty system for all traffic infringements.

DOMESTIC TRANSPORT

Portable weighbridges answer short- and long-term needs

BY Ed Richardson

Companies with a requirement for a weighbridge on their site but off their balance sheet, or farmers and project managers requiring them seasonally or for limited periods of time, can now lease a South African-designed and manufactured range.

Demand for weighbridges is growing as companies realise the value of the management information that is available by routinely weighing all traffic of vehicles in and out of their mine, yard or farm.

Fleet managers also have to install weighbridges in order to protect themselves and their companies from being prosecuted under Aarto (Administrative Adjudication of Road Traffic Offences), according to Dawie Spangenberg of the Central Weighbridge Company (CWC) South Africa.

"Anyone that sells or moves product on the public roads in trucks will have to install a weighbridge, including smaller distributors and farmers. This is the reason we have introduced the option of a full maintenance lease for our weighbridges," he says.

CWC designs, manufactures, installs and maintains weighbridges throughout the sub-region.

The weighbridges can cater for road vehicles from 44 metres long, and can be made to any custom width.

A recent addition to the range of product is a 22m Rail-Road weighbridge designed, supplied and installed at a major sugar mill in KZN for the distribution of bulk sugar from the silo facility by rail wagon and also by road vehicle. It is designed to accept a GVM of 105mt, but also to isolate two of the independent platforms for the mass determination of a rail wagon which is some 6 metres shorter than the articulated road vehicle.

It also owns and supplies a customised software management system.

"A weighbridge is only as good as the software. All weighbridges have platforms, load-cells that basically determine the mass. It is what you are able to do with the information that really counts," he says.

> 'The CWC system is real time and capable of linking several remote locations.'

The CWC system is real time and capable of linking several remote locations. It will, for example, capture a vehicle's despatch details at a depot in Gauteng, and make this information available for comparison when it arrives at the weigh-in point at its destination in Cape Town.

Any discrepancies are immediately highlighted by the system.

The reinforced concrete weighbridge has been designed by structural and mechanical engineers. Unlike any other weighbridge, the mechanical system is designed for strength, toughness, stiffness and longevity. Major stress areas have been specifically strengthened. The design philosophy is for high safety margins and cyclic fatigue. This translates into a structure that has a long life span wherein over resonance is effectively dealt with.

All this helps to reduce the cost of fabrication and installation, and also counters the theft of steel plates from an all-steel weighbridge design, as well as the obvious rust challenge. The 'Portable Weighbridge', designed and manufactured by CWC, is unique. Unlike other weighbridge designs it requires little or no foundation work. The need for expensive civil works has been significantly reduced and in numerous instances the weighbridge can be installed directly onto a hard-core base, existing road or concrete surfaces. Furthermore, the concrete entry ramps are connected to the sub-base, allowing easy access onto and off the Weighbridge. These features make for a first in portable weighbridges in Africa, says Spannenberg.

Modern load cells have greatly simplified the installation of weighbridges, which are now predominantly installed above ground. This feature makes for easier access and cleaning, he says.

Leases are offered from six to 60 months.

"Even though it is made of steel and reinforced concrete, we can pick it up, load it onto a flatbed and install it somewhere else," says Spangenberg.

DOMESTIC TRANSPORT

Cost of Aarto implementation worries RFA

BY Liesl Venter

Increased cost to companies remains the major concern of the Road Freight Association (RFA) when it comes to the Administrative Adjudication of Road Traffic Offences (Aarto) Act, according to Gavin Kelly, RFA technical and operations manager.

"There is no disagreement that we have a horrendous road safety situation in the country and that it must be addressed. In principle the RFA is not opposed to Aarto, but we have some major concerns, especially around increased costs."

Speaking at the Transport Forum in Johannesburg recently, Kelly said the jury was still out on whether Aarto in its current form would be able to address the road safety situation in the country and was not just another revenue-driven policing initiative.

"For Aarto to be successful the country needs a very efficient driver licensing process along with effective and well-trained law enforcement officials and reliable and easy-to-use technology."

Kelly said access to ENaTis was however not easy or cheap, while Aarto could lead to the targeting of operators not just by their own employees but also officials.

He said there were also too many offences carrying demerit points that could easily just be penalised via fines, making the entire process complex and difficult to manage.

"How is an operator going to manage a fleet of drivers in their personal time and how will he know every Monday morning if each of his drivers still has a licence and points. It is going to be costly for companies as it has a huge administrative side that has to be managed," said Kelly.

He said Aarto also allowed for a huge corruptive centre that was worrying.

"From a freight perspective we are not against Aarto, but we are saying that it needs minimal human interface, a well-trained and effective police force to manage it and reliable technology. Until all of that is in place we don't see it being successful."

He said the cost impact on business would also have to be addressed.

"There is an in-house administrative requirement cost as well as the access cost to ENaTIS and other information, along with the pool of vehicles and drivers a company will now have to have on standby should a driver lose his licence or a vehicle be pulled off the road."

Kelly said a major concern of the RFA was the plethora of foreign drivers being employed in South Africa who did not fall under Aarto, as they did not have local drivers' licences.

"We support an initiative to make the roads safer, an initiative to remove high-risk road users and move the bad operators off the road, but to do that one needs to eradicate corruption first and introduce fair and transparent prosecution while dealing with the causes and not just the symptoms," said Kelly.

Gavin Kelly ... 'Foreign drivers who don't fall under Aarto a major concern.'

DOMESTIC TRANSPORT

Positive outlook for expansion of Swazi rail line

BY James Hall

"Not if but when" has long been the thinking at Swaziland Railway concerning extension of the nation's rail line infrastructure. When the country's inoperative iron ore mine was open for salvaging mining tailings last year, speculation in Swaziland centred around the concomitant reopening of the rail system's original line to Ngwenya.

However, in his last interview with FTW as CEO of Swaziland Railway, Gideon Mahlalela said: "There are 700 million tonnes for iron ore at Ngwenya, but no company has been granted a licence. We cannot just build the line. We want to see a licence and (mining company's) backing."

Excavating all that iron ore would be a multi-year project and make the revival of the old Ngwenya line worthwhile. By contrast, current operations to take out decades-old iron ore tailings will be concluded in five or six years. That's not worth the investment in rail line upgrade. The ore tailings are being trucked to eastern Swaziland and transferred to rail cars en route to Maputo.

Swaziland's rail system carries goods, not passengers, and Mahlalela said little cargo originated locally. The rail company realises its profits through transit traffic from SA. Nevertheless, promoters of rail transport in parliament and the private sector saw the expansion of the rail infrastructure as vital to Swaziland's economic expansion. The Ngwenya line, along with some infrastructure extension on the SA side, were long seen as a "missing link" that if filled would enable direct rail traffic from Gauteng to Maputo via Swaziland, cutting hundreds of kilometres off a trip currently made on other lines.

Hoped for expansion did arrive in January, when Transnet Freight Rail and Swaziland Railway announced the Swazilink initiative: a 146-km line originating in Lothair, Mpumalanga and terminating at Swaziland Railway's Sidvokodvo Junction. The core line is budgeted at R7.3m. R8.6m will be spent on 600 km of connecting rail lines on the SA side. SA's government is putting up R12m, while Swaziland Railways is seeking a PPP arrangement. If funding is obtained, the first General Electric locomotives are scheduled to start transporting coal along the line in 2015 or 2016, significantly advancing rail transport in Swaziland.


Gideon Mahlalela ... mission accomplished.

"I've been working for years on this project," said Mahlalela, a long-serving president of the Southern Africa Railway Association.

He can now retire with a sense of mission accomplished.

SA entrepreneur recognised

North Star Alliance director, Paul Matthew, has been named Social Entrepreneur of the Year Africa by the Schwab Foundation for Social Entrepreneurship at the World Economic Forum on Africa.

Matthew established the Trucking Against AIDS programme which was taken up by the road freight industry and became a model of health service delivery for truck drivers in South Africa. It also led to the development of North Star Alliance in 2006.

This provides mobile workers with continual access to high-quality health and safety services through "Roadside Wellness Centres".

Landside logistics capacity challenges export growth

BY Liesl Venter

Currency fluctuations and landside logistics capacity remain two of the greatest challenges facing South African exporters, says Glenn Delve, national commercial director for MSC SA.

"High tariffs are another limiting factor that we must address if we want to grow our export base."

With Africa purported to be the next global growth area, there are major opportunities in adding value and beneficiating – especially taking into consideration the large amount of base minerals exported out of the country.

According to Delve, it is essential that one continually explores opportunities to increase exporting. Companies should also do all they can to offer a one-stop-shop service to clients and improve the logistics chain for increased customer satisfaction.

"Employing greater capacity vessels on major trades to accommodate the required tonnage is just as important," says Delve. "A pendulum service serving Europe, South Africa and the Far East and vice versa can make a major difference. We should also be investigating the various ports of call that are not being covered at present."

He says by manufacturers making a conscious effort to increase and add value South African exports can and will flourish.

CHC offers forwarders outsourced warehousing option

BY Liesl Venter

CHC Container Depot has big plans for its Durban facility where a new sales manager has recently been appointed.

Lee Viljoen, who joined the company on March 1, has vast experience in the freight industry and is planning to grow the customer base extensively in the coming months.

> 'Providing a warehousing service to clearing agents who don't have the facilities.'

"Having only been in the container business for about two years there are still major opportunities for CHC to grow and extend its reach," she told FTW recently.

And one of the ways of achieving this will be by raising service levels, she said.

CHC is currently upgrading its Durban facility and has invested some R20 million to increase capacity ahead of demand.

"Over the next six months the focus will definitely be on growing our business when it comes to customs-stopped containers," said Viljoen. "We are also planning to grow our third party warehousing as well as expanding our bond store."

According to Viljoen, keeping close to customers and being able to address their needs is important.

"One area that we are establishing ourselves in is to provide a warehousing service to clearing agents who don't have the facilities."

Lee Viljoen ... new sales manager.

She said these agents, by attaching themselves to a facility like CHC, can actually compete with the multinationals as they don't have to invest in the infrastructure as CHC has done it for them.

Emirates posts positive results – for 24th consecutive year

Bucking the industry trend, the 2011-12 financial year has been a strong one for Emirates SkyCargo with revenues of US$ 2.6 billion an 8.4 % increase on last year thanks to an increase in freight tonnage and freight yield per Freight Tonne Kilometre (FTKM) which rose by 5.4%.

Contributing 16.2 % of Emirates' total transport revenue, Emirate SkyCargo continues to play an integral role in the company's expanding operations, Sheikh Ahmed bin Saeed Al Maktoum, chairman and chief executive of Emirates Airline said.

At the end of the financial year, Emirates SkyCargo freighter fleet numbered eight – two on wet lease and six on operating lease.

This as the Emirates Group announced its 24th consecutive year of profit and company-wide growth amidst unprecedented economic pressure and record-high fuel prices.

In its just-released 2011-12 Annual Report, the company posted a US$ 629 million net profit, with dnata marking its highest-ever profit in 52 years of operation.

Forging ahead with its expansion plans, Emirates received 22 new aircraft during the year including 14 Boeing 777-300ERs, two Boeing 777Fs and six A380s from Airbus, the highest number of aircraft received in a single year of operation.

With an increased fleet, Emirates launched 11 new destinations in 2011-12 including a strong focus on North America and South America in the final quarter with Rio de Janeiro, Buenos Aires, Seattle and Dallas-Fort Worth all launching between January and March 2012.

Emirates takes delivery of Boeing's 1000th Boeing 777 during a special event at the manufacturer's plant in Everett, Washington State. At the Dubai Airshow last November Emirates announced an order for an additional 50 Boeing 777-300 ER aircraft, and 20 777-300 ER options valued at US$ 26 billion.

In addition the airline added capacity to 34 cities including Manchester, Hamburg, Frankfurt, Hong Kong, Khartoum, Lahore and Tunis. Looking forward to 2012-13, the airline has to date announced four new routes including Ho Chi Minh City, Barcelona, Lisbon and Washington DC.

New A380 destinations for the airline in 2011-12 included Munich, Rome, Shanghai, Kuala Lumpur and Johannesburg, bringing the total number of A380 destinations to 17. In the coming financial year it will launch a further three A380 destinations including Melbourne, Tokyo and Amsterdam.

LETTER

Shedding more light on Southern African forwarding association

It was disappointing to note from your April 27 article (Southern Africa forwarding association gets a kick-start) on the Federation of Clearing and Forwarding Associations of Southern Africa (FCFASA) that your correspondent made no effort to contact the leadership of the Federation – all of whom were at the February meeting which quoted commentator Barney Curtis attended.

The Federation has been in its current form since April 2010 when the first general and executive committee meetings were held in Lusaka, Zambia.

Readers may recollect that some years ago a similar body representing the F&C industry regionally was headquartered in Harare, Zimbabwe under the leadership of Ed Little, then the executive officer of the SA Association of Freight Forwarders (Saaff). That body became moribund when sponsorship funds from US Aid were no longer available.

Since its inception, the current president of FCFASA, Joseph Musariri, who is also CEO of the Shipping and Forwarding Agents' Association of Zimbabwe, along with colleagues from the region, has made considerable efforts to strengthen the Federation. These have culminated in the involvement of Trade Mark Southern Africa which is assisting with both finance and expertise.

The Federation, which continues to be headquartered in Harare, met in Boksburg during April, where eleven of the fifteen regional countries were represented and a five-year business plan which defined the strategic objectives of the Federation was developed.

These objectives include enhancing the current level of advocacy with regional states, customs administrations and other bodies; improving all forms of communication channels between both regional associations and their corporate membership, and most importantly developing training capacity to improve skill levels in supply chains throughout the region.

Saaff has been intimately involved with FCFASA for the past two years and is providing direct assistance in establishing training programmes and in web site development. Saaff's regional consultant was vice-president of the Federation up to this year's annual general meeting (AGM), when a colleague from Zambia took over this position. It continues to have a seat on the executive committee.

The ultimate success of the Federation will depend not only on support from regional associations but on the corporate membership of those associations. Such success will be apparent in improved trade facilitation region-wide, on better and faster border processing, on the reduction in non-tariff barriers and finally on the improved level of skills in the F&C industry.

Dave Watts, maritime adviser to Saaff.

Namibian companies train for the future

BY **Ed Richardson**

The Namibian logistics industry is training for the future through the Commercial Advancement Training Scheme (CATS).

Adapted from the German Dual System, CATS integrates theoretical learning with practical experience within the workplace.

Students alternate between classroom theory and seeing it put into practice in the workplace through hands-on experience over a period of two years.

Its courses are accepted and recognised by the European Union through the German Chamber of Commerce and Industry.

The programme, which was founded in 1985 by the Southern African-German Chamber of Commerce and Industry, was introduced to Namibia in 2005.

DCT outlines plans to cope with 400 000-TEU overflow

BY **Alan Peat**

Will the relocation of transhipment containers to other ports help ease the expected overflow of 400 000 TEUs a year at the Durban container terminal (DCT) Pier 2? That's a question of some considerable speculation amongst FTW contacts in the Durban freight industry.

Recently released news indicated that Maersk/Safmarine was moving container transhipments to the port of Dubai in the United Arab Emirates (UAE) – and this could be added to the move by MSC to shift its transhipments from Durban to the deep-water port of Ngqura in the eastern Cape. This led to estimates being bandied around that over 200 000 TEUs a year might be removed from the overflow because of these two moves.

But that's not the case, John Hyde, Transnet Port Terminals (TPT) assistant terminal executive (planning), told FTW.

> 'Suitable cost mechanism will be in place to offset cost of moving reefer boxes of fruit to PE/Ngqura rather than Durban.'

Mediterranean Shipping Company (MSC), he said, was the port's largest transhipment customer by far. And its intention to move 100 000 TEUs a year to the new deep-water port of Ngqura in the Eastern Cape, was already taking place.

Maersk/Safmarine, he added, was only a small player in Durban's transhipment business, and any contribution they could make to relieving the overflow would be equally minimal.

This was confirmed by Kerry Rosser, Maersk Line's communications manager.

"We are not moving transhipments from Durban to Dubai," she told FTW, "and the port still remains our hub." The adjustments the line is making to relieve the overflow, she added, like SA-West Africa transhipments moving to Maydon Wharf rather than DCT, are all small contributions to the total.

Hyde also supplied FTW with TPT's summary of diversion cargo, detailing just how it intended to move the 400 000-TEU overflow away from DCT.

Those moving inter-terminal in Durban will be 150 000 TEUs going to the alternative container terminal at the Point and 60 000 going to Maydon Wharf, for a total of 210 000 TEUs.

That leaves a total of 190 000 TEUs that need to be diverted to other ports. TPT plans that 60 000 TEUs of Europe rail cargo will go to Port Elizabeth and Ngqura container terminal (NCT) while the diversion of transhipments to NCT will total 100 000 TEUs (mostly MSC boxes).

The remaining 30 000 TEUs of the overflow, Hyde added, will have to be absorbed by berths at Piers 1 and 2.

"Maydon Wharf additional capacity only becomes available in September," he said, "therefore 45 000 TEUs (of the 60 000) needs to be absorbed at existing berths until then.

"This means that each of the existing berths needs to absorb 890 TEUs (614 containers) per month until September. Thereafter, only 350 TEUs (250 containers) per month need to be absorbed by each of the existing berths."

Questioned about complaints by the likes of the citrus growers – most of whom are based in Northern Kwa-Zulu Natal and Mpumalanga – about the extra cost of moving reefer boxes of fruit to PE/Ngqura rather than Durban as presently, Hyde said: "A suitable cost offset mechanism is to be in place". But, despite persistent pressure, he would add no more detail.

AFRICA BEAT

Bridge to invest in Beira warehouse

Plans by the Bridge Shipping Group to acquire a warehouse facility adjacent to the Port of Beira in Mozambique will offer customers a choice between the ports of Durban and Beira.

"By carefully analysing seasonal price adjustments in terms of port fees, customers will be able to plan their deliveries around the most effective port option, thus saving them money without incurring delivery delays," CEO Colin Emanuel said when he announced the development last week.

Situated 300 metres from the port gates, the warehouse will provide a fully fledged bouquet of offerings to the market, deploying a fleet of 2.5-ton forklifts with clamp machines, supported by a well-trained complement of employees, he added.

"We have been a port user in Beira for the past 20 years and we have always had a representative office there," said Emanuel. "In the past, the draught at the port entrance was too shallow to effectively move large volumes in or out of the port thus not justifying the type of investment required. When the harbour was dredged to a depth of 11 metres some 18 months ago, it resulted in increased efficiencies and volume throughput at the port. We therefore took the decision to source a suitable tract of land to develop a comprehensive facility in Beira."

The construction of the 7 200 sqm warehouse, together with a 9 000 sqm yard and 250 sqm office will provide Bridge with a solid presence in Mozambique, he said. "We will leverage our facility in Beira to maintain and increase our presence in Mozambique, Malawi, Zambia and Zimbabwe."

Colin Emanuel ... 'Customers will be able to plan their deliveries around the most effective port option.'

Reverse logistics saves used equipment from landfills

BY Ed Richardson

Windhoek-based Transworld Cargo is helping global manufacturers of office equipment to "take back" their equipment at the end of contracts/life cycles.

"Companies are using reverse logistics as part of their corporate commitment to prevent used equipment from ending up in landfills," says Frank Gschwender, business development manager of Transworld Cargo.

"We collect the equipment from the customer on behalf of the original equipment manufacturer, pack it and ship it out," he says.

The company is also leveraging its logistics infrastructure to recycle 'e-waste,' which includes "everything with a plug".

Computers, laptops, printers, and the like all have components which can be recycled through what is essentially a value-added logistics process in which they are stripped and sorted for reprocessing.

Frank Gschwender ... recycling e-waste.

DCT beefs up staff and productivity

BY Alan Peat

Durban Container Terminal has introduced several initiatives to beef up employee performance, DCT terminal executive Hector Danisa told FTW last week.

It plans to review executive committee (Exco) management and the technical structure, close all vacancies and introduce mentorship and mission-directed teams and inter-shift competition.

"We are focusing on the so-called 'softer' issues now," said Danisa, "namely intensifying efforts to improve employee productivity, boost morale, reduce absenteeism, improve safety, and inculcate a real performance culture across the terminal."

But, for port users, probably the most visible effects have been increases in the number of the gangs working at DCT Pier 2 and Pier 1.

The plan for DCT Pier 2 was to man 15 gangs, and 150 people were recruited in what is intended to be a continuing process designed to do away with casual labour and replace it with permanent roles in the terminal.

"DCT has beefed up its human resources," Danisa told FTW, "with around 200 new employees introduced into operations, especially as crane operators. DCT could now comfortably have 15 operational teams in place."

At Pier 1, meantime, 12 operators of lifting equipment (OLEs) have been recruited and are currently undergoing training. The resultant six gangs will have the capability to man six STS cranes and two rubber-tyred gantries.

Hector Danisa ... around 200 new employees introduced into operations.

The facts about Gauteng's toll roads, Saab and Kapsch TrafficCom

Following recent media reports alleging a link between SA National Roads Agency Limited (Sanral) and Austrian e-tolling operators Kapsch, FTW received the following 'fact sheet' from Erik Magni, spokesman and acting press officer of Saab in Stockholm.

- Saab does not have any interest whatsoever in Kapsch TrafficCom and never has had
- Saab has no role in South Africa's e-tolling or Gauteng freeway improvement programme
- Sanip, the jointly owned company responsible for offset on the Gripen, has no role in South Africa's e-tolling or Gauteng freeway improvement project
- Saab sold its traffic management unit, Combitech Traffic Management, to Kapsch in January 2000
- The contract to supply 26 Gripen fighters to South Africa only came into effect in April 2000
- Sanip was precluded by dti regulations from any participation in infrastructure projects and indeed was not involved in any such projects
- Any attempt to link Kapsch, the Gauteng e-tolling project, or the freeway improvement project to Saab has no basis in fact
- This includes attempts to create such a link by citing unattributed "Australian newspaper reports"
- Any reporter making the effort to ask Saab about its relationship to Gauteng's etolling project before writing would have been able to discover these facts.

A copy has also been sent to the Public Protector's office.

LAST WEEK'S TOP STORIES ON ftwOnline

For Import/Export Decision Makers
www.ftwonline.co.za

Logistics major fights R513-m fine

Panalpina is to appeal against its recent fine of the equivalent of over R513 million for anti-trust behaviour from the European Commission, reports Lloyds Loading List.

Sars spells out planned interventions to improve compliance

SA Revenue Service last week spelled out its planned interventions to increase customs compliance when Commissioner Oupa Magashula presented the revenue authority's 5-year strategic plan to the standing committee on finance.

New restrictions on cheque payments on the way

The South African Revenue Service (Sars) has advised taxpayers that from July 16 this year banks will no longer accept cheque payments exceeding R500 000 from their clients.

Sanral CEO Alli resigns

All parties are remaining tight-lipped about the reasons for the resignation of Nazir Alli, chief executive officer of SA National Roads Agency Limited. He tendered his resignation at a board meeting last Monday but agreed to continue in his post until June 3.

Multinational intensifies cost-management

Kuehne + Nagel International will continue to pursue ambitious goals, but to counteract economic uncertainties the Group has intensified its cost- and margin management, Karl Gernandt said in his chairman's address at the AGM last week.

Sars loses appeal in capital gains case

The South African Revenue Service and National Treasury have lost an appeal against a Tax Court judgement on taxation of capital gains with both parties studying the decision.

"National Treasury and Sars are studying the judgement," Finance Minister Pravin Gordhan said.

TPT productivity

From page 1

proud of its vessels' waiting figures. These have fallen from a figure of about 6.5 vessels waiting for berthing at Pier 2 last August 1 to a figure of only one this month (May 7). There has been an average of less than two vessels waiting for the past three months, TPT told FTW, and there has been a significant trend volume decline for the container sector this year.

TPT also claims success in improving road transport performance in the past year, with fast-falling truck turnaround times despite increased gate volumes.

The performance graph shows that truck turnaround time – the time between entering and leaving the terminal for the loading/ offloading of containers – averaged about 55 minutes last April 1, with a gate volume of around 1 520 containers. This has dropped to under 30 minutes on the first of this month, with gate volume about 2 320 containers.

"Truck turnaround time in Pier 2 is averaging 35 minutes for the last four months," said TPT, "and the volume has gone up during this period."

But a number of truckers argue this point, insisting that it indicates the time taken from in-gate to out-gate, but doesn't allow for the possible hours taken sitting parked outside on Bayhead Road waiting to get into the staging area. However, TPT is confident that this will be overcome when it introduces the truck booking pilot scheme at DCT Pier 2 in June this year. (See page 9.)

Bulker pulls in healthy bid

BY **Alan Peat**

An almost-new, 79 000-tonne deadweight (dwt) bulker has just gone under the hammer in Durban, and the final bid was for US$22.4 million (R176.96 m), a healthy US$6.65 m (R52.5 m) above the reserve price of US$15.75 m (R124.43 m).

The MV Newlead Gujarat, a bulk carrier built in 2011, was sold by public auction in Durban on May 3, and bought by highest bidder, Modion Maritime. The sale price was for the ship hull, including the equipment, furniture and stores on board at the time of the sale. It excluded the cost of bunkers on board, valued at US$941 308.70 (R7.5 m), which was to be paid separately by the purchaser of the vessel.

According to information released to FTW by maritime lawyer Mark van Velden of maritime, logistics and corporate lawyers, Van Velden, Pike Incorporated, the ship had been arrested in the Port of Durban after a provisional court order for the sale of the MV Newlead Gujarat was made by the Durban High Court on March 19 on the application of the mortgagee, the Bank of Scotland.

According to Van Velden, this was after a default on mortgage payments by the previous owners, Bethune Properties, which is a Greek-registered company, and managers of ship management company, Newlead Bulkers. "I recall having read that the whole managed fleet was in trouble," he added.

Gardner van Niekerk SC of the Durban Bar was appointed as referee of the ship sale fund and the bunker sale fund, and any claimants were advised that claims had to be filed with the referee within 10 days of the date of the sale – ie, May 17.

D-day for input on proposed citrus levy

From page 1

grower road shows during February this year.

"The CGA board then considered feedback at the meeting held in March – culminating in the proposal that is now being sent to growers."

Like all businesses in SA, the CGA has been hit with rising costs over the past four years, according to Miller, and it feels that an increased levy is vital if the CGA intends to keep offering the same level of services to growers that it has been providing.

Amongst the services the CGA supplies to growers are research, foreign and local market access information, consumer assurance, information to growers, transformation, transport and logistics.

Approval for the new levy is currently being sought with a referendum sent to all growers. "Should sufficient support be obtained through the referendum," said Miller, "CGA will make an application through the National Agricultural Marketing Council (NAMC) to the minister of the Department of Agriculture, Forestry and Fisheries (Daff).

"This has to be finalised as soon as possible, because it takes anything up to 7-8 months for ministerial approval."

The proposal is that the present levy of 41 cents per 15-kilogram carton is increased to 47 cents in 2013; 50 cents in 2014; 53 cents in 2015 and 56 cents in 2016.

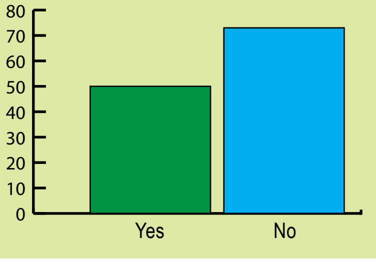
"Swaziland and Zimbabwe growers fund their services from the CGA through a voluntary levy," Miller told FTW. "Once the outcome of the levy referendum in South Africa is known, CGA will discuss the future level of these voluntary levies."

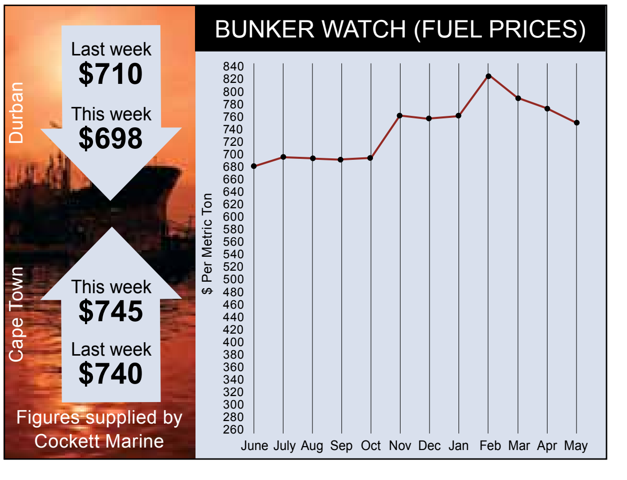
Poll position

- as voted by readers of FTW Online

www.ftwonline.co.za

Will President Jacob Zuma be elected to a second term at the ANC congress at Mangaung in December?





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Nagoya Tower 213	CMA/CSC/CSV/HSD/MSK/SAF	-	-	23/5	-	26/5	-	SIN 07/06,HKG 12/06,SHA 15/06,NGB 16/06,NSA 19/06,CWN 20/06,TPP 24/06
CMA-CGM Opal 214	CMA/CSC/CSV/HSD/MSK/SAF	-	-	30/5	-	2/6	-	SIN 14/06,HKG 19/06,SHA 22/06,NGB 23/06,NSA 26/06,CWN 27/06
Msc Lucy 1221R	MSC/CSV/STS	-	-	-	-	22/5	-	SIN 08/06,FOC 13/06,XMN 14/06,KHH 15/06,HKG 17/06,CWN 26/06
Gifted 0352-025E	COS/EMC/MBA	-	21/5	-	-	-	-	SIN 05/06,PGU 07/06,PKG 07/06,LCH 08/06,JKT 08/06,SUB 08/06,PEN 08/06,SGN 08/06,DLC 09/06,BLW 09/06,BKK 09/06,SRG 10/06, MNL 10/06,KHH 11/06,UKB 12/06,TYO 12/06,XMN 12/06,HPH 12/06,SHA 13/06,NGO 13/06,OSA 13/06,NGB 15/06,BUS 15/06,TAO 17/06, HKG 19/06,TXG 19/06,YOK 19/06,YTN 20/06,KEL 22/06,TXG 23/06
CMA-CGM Voltaire 002E	CMA/MSK	-	-	26/5	-	-	-	SIN 11/06,KEL 12/06,PKG 14/06,NSA 16/06,YOK 16/06,UKB 16/06,BUS 17/06,PGU 18/06,SHA 19/06,CWN 19/06,BLW 19/06,INC 20/06, SUB 20/06,NGB 21/06,HUA 21/06,SRG 21/06,PEN 21/06,XMN 22/06,TAO 23/06,OSA 23/06,NGO 23/06,SGN 23/06,HPH 24/06
Kota Perkasa VPK027	PIL	-	21/5	-	-	-	-	SIN 03/07
Maersk Congo 1204	MSK/SAF	21/5	-	-	-	-	-	TPP 08/06,XMN 13/06,FOC 15/06,BUS 18/06
Niledutch Shanghai 30125Z	NDS	-	-	-	-	21/5	-	TXG 12/06,TAO 13/06,SHA 15/06
Miramarin 1222R	MSC/CSV/STS	-	23/5	-	-	29/5	-	SIN 15/06,FOC 20/06,XMN 21/06,KHH 22/06,HKG 24/06,CWN 03/07
Luo Ba He 134E	COS/EMC/MBA	-	28/5	-	-	24/5	-	SIN 13/06,PGU 15/06,PKG 15/06,LCH 16/06,JKT 16/06,SUB 16/06,PEN 16/06,SGN 16/06,DLC 17/06,BLW 17/06,BKK 17/06,KHH 18/06, SRG 18/06,MNL 18/06,SHA 20/06,UKB 20/06,TYO 20/06,XMN 20/06,HPH 20/06,NGO 21/06,OSA 21/06,NGB 22/06,BUS 23/06,TAO 25/06, YTN 26/06,HKG 27/06,TXG 27/06,YOK 27/06,KEL 30/06,TXG 01/07
Mol Symphony 0315	EMC/MOL	-	-	-	-	25/5	-	TPP 13/06,SIN 14/06
Hoegh Brasilia 41	HOE	-	-	25/5	-	28/5	-	SIN 17/06
Victoria Bridge 048	KLI/MIS/PIL	-	27/5	-	-	25/5	-	PKG 14/06,SIN 16/06,HKG 20/06,BUS 28/06,INC 28/06,KEL 28/06,KHH 28/06,SHA 30/06,YOK 01/07,NGO 01/07,UKB 01/07
Xin Tian Jin AA708E	CMA/CSC/CSV/MBA	-	-	-	-	26/5	-	PKG 06/06,HKG 10/06,BUS 14/06,SHA 15/06,NGB 17/06,CWN 20/06
Mentor DH246E	CMA	-	27/5	-	-	-	-	PKG 12/06,NGB 19/06,SHA 20/06,SWA 23/06,HKG 24/06,CWN 25/06,SIN 29/06
RDO Concert 1209	CMA/MSK	-	-	2/6	-	27/5	-	SIN 18/06,KEL 19/06,PKG 21/06,NSA 23/06,YOK 23/06,UKB 23/06,BUS 24/06,PGU 25/06,SHA 26/06,CWN 26/06,BLW 26/06,INC 27/06, SUB 27/06,HUA 28/06,SRG 28/06,PEN 28/06,XMN 29/06,TAO 30/06,OSA 30/06,NGO 30/06,SGN 30/06,HPH 01/07
Derby D 218	CMA/CSC/CSV/HSD/MSK/SAF	-	-	-	-	-	-	SIN 12/07
CSCL San Jose 0032E	CSC/HLC/KLI/NDS/NYK/STS	-	-	-	-	27/5	-	PKG 04/06,SIN 05/06,SHA 12/06,CNZOS 13/06,XMN 15/06,SHK 17/06
Wadi Alrayan 0030E	CSC/HLC/KLI/NDS/NYK/STS	-	-	-	-	28/5	-	PKG 05/06,SIN 07/06,SHA 19/06,CNZOS 20/06,XMN 22/06,SHK 24/06
Maersk Conakry 1206	MSK/SAF	28/5	-	-	-	-	-	TPP 15/06,XMN 20/06,FOC 22/06,BUS 25/06
Kota Kaya KAY081	PIL	-	29/5	-	-	-	-	SIN 09/07
Valencia Bridge 047	KLI/MIS/PIL	-	31/5	-	-	29/5	-	PKG 17/06,SIN 19/06,HKG 24/06,KEL 01/07,KHH 01/07,BUS 02/07,INC 02/07,YOK 04/07,NGO 04/07,UKB 04/07,SHA 05/07
Chief DH248E	CMA	-	29/5	-	-	-	-	PKG 15/06,NGB 22/06,SHA 23/06,SWA 25/06,HKG 27/06,CWN 27/06,SIN 02/07
Thai Harvest 005	GRB/UNG	-	-	-	-	30/5	-	JKT 16/06,BKK 25/06
Greet 0354-027E	COS/EMC/MBA	-	4/6	-	-	31/5	-	SIN 19/06,PGU 21/06,PKG 21/06,LCH 22/06,JKT 22/06,SUB 22/06,PEN 22/06,SGN 22/06,DLC 23/06,BLW 23/06,BKK 23/06,SRG 24/06, MNL 24/06,KHH 25/06,UKB 26/06,TYO 26/06,XMN 26/06,HPH 26/06,SHA 27/06,NGO 27/06,OSA 27/06,NGB 29/06,BUS 29/06,TAO 01/07, HKG 03/07,TXG 03/07,YOK 03/07,YTN 04/07,KEL 06/07,TXG 07/07
Conti Bilbao 1206	MSK/SAF	-	31/5	-	-	-	-	PKG 16/06,TPP 17/06
Kota Mesra VNF028	PIL	-	-	-	-	31/5	-	SIN 17/07
Kota Ekspres YEP209	PIL	-	1/6	-	-	-	-	SIN 10/07
Chaiten 1223R	MSC/CSV/STS	-	1/6	-	-	-	-	SIN 24/06,FOC 29/06,XMN 30/06,KHH 01/07,HKG 03/07,CWN 12/07
CMA-CGM Bizet AA710E	CMA/CSC/CSV/MBA	-	-	-	-	2/6	-	PKG 13/06,HKG 17/06,BUS 21/06,SHA 22/06,NGB 24/06,CWN 27/06
Mol Garland 5104B	MOL	-	3/6	-	-	-	-	SIN 21/06,HKG 27/06,TXG 04/07,DLC 05/07,TAO 07/07,BUS 09/07,SHA 13/07
TS Pusan DH250E	CMA	-	3/6	-	-	-	-	PKG 20/06,NGB 27/06,SHA 28/06,SWA 30/06,HKG 02/07,CWN 02/07,SIN 07/07
Maersk Kushiro 1205	CMA/MSK	-	-	-	-	3/6	-	SIN 25/06,KEL 26/06,PKG 28/06,NSA 30/06,YOK 30/06,UKB 30/06,BUS 01/07,PGU 02/07,SHA 03/07,CWN 03/07,BLW 03/07,INC 04/07, SUB 04/07,HUA 05/07,SRG 05/07,PEN 05/07,XMN 06/07,TAO 07/07,OSA 07/07,NGO 07/07,SGN 07/07,HPH 08/07
NYK Isabel 0355E	CSC/HLC/KLI/NDS/NYK/STS	-	-	-	-	3/6	-	PKG 10/06,SIN 10/06,SHA 26/06,CNZOS 27/06,XMN 29/06,SHK 01/07
Northern Enterprise YER010	PIL	-	-	-	-	4/6	-	SIN 18/07
Maersk Cape Coast 1206	MSK/SAF	4/6	-	-	-	-	-	TPP 22/06,XMN 27/06,FOC 29/06,BUS 02/07

To: Mediterranean and Black Sea

Updated daily on http://www.ftwonline.co.za

Name of Ship/Voy/Line		WBAY	CT	PE	EL	DBN	RBAY	Loading for
Kota Handal 338	LNL/PIL	-	-	-	-	23/5	-	ASH 12/06,HFA 12/06
Jolly Marrone 087	LMC	-	-	-	-	27/5	-	GOI 25/06,BLA 30/06,NPK 02/07,TUN 23/07,MLA 23/07,UAY 25/07,BEY 25/07,BEN 25/07,AXA 27/07,TIP 27/07
Louisa Schulte 122B	MSK/SAF	-	25/5	21/5	-	-	-	ALG 12/06,BLA 22/06,GOI 24/06,LIV 27/06,AXA 28/06,PSD 28/06,MER 30/06,HFA 02/07
Gluecksburg 1206	SAF	21/5	-	-	-	-	-	ALG 11/06
RDO Concord 1221R	MSC/HSL/LTI	-	25/5	23/5	-	21/5	-	VEC 12/06,SPE 17/06,LIV 17/06,GOI 18/06,NPK 18/06,HFA 18/06,FOS 19/06,BLA 22/06,AXA 24/06
Petkum 122B	MSK/SAF	-	1/6	28/5	-	26/5	-	ALG 19/06,BLA 29/06,GOI 01/07,LIV 04/07,AXA 05/07,PSD 05/07,MER 07/07,HFA 09/07
Thies Maersk 1206	SAF	28/5	-	-	-	-	-	ALG 18/06
Msc Barbara 1222R	MSC/HSL/LTI	-	2/6	31/5	-	29/5	-	VEC 20/06,SPE 25/06,LIV 25/06,GOI 26/06,NPK 26/06,HFA 26/06,FOS 27/06,BLA 30/06,AXA 02/07
Jolly Rosso 103	LMC	-	30/5	-	-	-	-	GOI 14/07,BLA 19/07,NPK 22/07,TUN 11/08,MLA 11/08,UAY 13/08,BEY 13/08,BEN 13/08,AXA 15/08,TIP 15/08
Asiatic Wind 122B	MSK/SAF	-	-	4/6	-	2/6	-	ALG 26/06,BLA 06/07,GOI 08/07,LIV 11/07,AXA 12/07,PSD 12/07,MER 14/07,HFA 16/07
Kota Halus 341	LNL/PIL	-	-	-	-	-	-	ASH 02/08,HFA 02/08
Clara Maersk 1208	SAF	4/6	-	-	-	-	-	ALG 25/06

To: UK, North West Continent & Scandinavia

Updated daily on http://www.ftwonline.co.za

Name of Ship/Voy/Line		WBAY	CT	PE	EL	DBN	RBAY	Loading for
Cedar Arrow 070	GRB	-	-	-	-	-	22/5	PRU 15/06,ANR 20/06
Lars Maersk 124B	DAL/MOL/MSK/SAF	-	27/5	-	-	-	-	RTM 10/06,TIL 12/06,BRV 14/06,CPH 15/06,GOT 15/06,HMQ 15/06,OFQ 16/06,HEL 18/06,OSL 21/06
Louisa Schulte 122B	MSK/SAF	-	25/5	21/5	-	-	-	LZI 01/07
Atacama 2118	MAC	29/5	25/5	-	-	22/5	-	VGO 12/06,LZI 14/06,RTM 16/06,PFT 19/06,IMM 19/06,HUL 19/06,HMQ 21/06,ORK 22/06,DUO 22/06,BXE 23/06,KRS 23/06, LAR 23/06,OSL 24/06,ANR 25/06,OFQ 25/06,BIO 25/06,CPH 25/06,GOT 25/06,GOO 25/06,GRG 25/06,HEL 25/06,HEL 27/06, KTK 27/06,STO 27/06
Gluecksburg 1206	SAF	21/5	-	-	-	-	-	LEI 16/06,LZI 19/06
RDO Concord 1221R	MSC/HSL/LTI	-	25/5	23/5	-	21/5	-	LZI 10/06,FXT 11/06,HMQ 11/06,RTM 12/06,BRV 13/06,ANR 14/06,LEH 16/06,BIO 16/06,LIV 17/06,VGO 20/06,HEL 20/06,LEI 21/06, KTK 21/06,STO 23/06,KLJ 25/06,LED 28/06
Grand Orion 47A	MOL	-	-	24/5	23/5	22/5	-	VGO 08/06,ZEE 11/06,BRV 14/06
MOL Caledon 124B	DAL/MOL/MSK/SAF	-	3/6	24/5	-	28/5	-	RTM 17/06,TIL 19/06,BRV 21/06,CPH 22/06,GOT 22/06,HMQ 22/06,OFQ 23/06,HEL 25/06,OSL 28/06
Petkum 122B	MSK/SAF	-	1/6	28/5	-	26/5	-	LZI 08/07
Thies Maersk 1206	SAF	28/5	-	-	-	-	-	VGO 21/06,LEI 23/06,LZI 26/06
Msc Barbara 1222R	MSC/HSL/LTI	-	2/6	31/5	-	29/5	-	LZI 18/06,FXT 19/06,HMQ 19/06,RTM 20/06,BRV 21/06,ANR 22/06,LEH 24/06,BIO 24/06,LIV 25/06,VGO 28/06,HEL 28/06,LEI 29/06, KTK 29/06,STO 01/07,KLJ 03/07,LED 06/07
Maersk Gateshead 125B	DAL/MOL/MSK/SAF	-	-	31/5	-	4/6	-	RTM 24/06,TIL 26/06,BRV 28/06,CPH 29/06,GOT 29/06,HMQ 29/06,OFQ 30/06,HEL 02/07,OSL 05/07
Tsuru Arrow 064	GRB	-	-	-	-	-	31/5	VGO 22/06,BIO 25/06,ANR 30/06
Grey Fox 2119	MAC	-	-	-	-	3/6	1/6	VGO 24/06,LZI 26/06,RTM 28/06,ANR 01/07,PFT 01/07,IMM 01/07,HUL 01/07,HMQ 03/07,ORK 04/07,DUO 04/07,BXE 05/07, KRS 05/07,LAR 05/07,OSL 06/07,OFQ 07/07,BIO 07/07,CPH 07/07,GOT 07/07,GOO 07/07,GRG 07/07,HEL 07/07,HEL 09/07, KTK 09/07,STO 09/07
Asiatic Wind 122B	MSK/SAF	-	-	4/6	-	2/6	-	LZI 15/07
Clara Maersk 1208	SAF	4/6	-	-	-	-	-	VGO 29/06,LEI 30/06,LZI 03/07

OUTBOUND BY DATE - Dates for sailing: 21/05/2012 - 04/06/2012

To: East Africa

Updated daily on http://www.ftwonline.co.za

Name of Ship/Voy	Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
Msc Lucy 1221R	MSC/CSV/STS	-	-	-	-	22/5	-	FTU 17/06
Jolly Marrone 087	LMC	-	-	-	-	27/5	-	MPM 29/05,DAR 02/06,MBA 05/06
TBN tba	MUR	-	-	-	-	23/5	-	MBA 28/05,DAR 06/06
Miramarin 1222R	MSC/CSV/STS	-	23/5	-	-	29/5	-	FTU 24/06
Msc Sheila 1217	MSC	-	-	-	-	24/5	-	BEW 27/05
Hoegh Brasilia 41	HOE	-	-	25/5	-	28/5	-	MPM 29/05
Mol Symphony 0315	EMC/MOL	-	-	-	-	25/5	-	MPM 26/05
Msc Anafi 1219	MSC	-	-	-	-	25/5	-	MBA 30/05,DAR 08/06
Mai Rickmers 1211	MSC	-	-	-	-	26/5	-	MPM 27/05,MNC 01/06
TBN 01	FAI	-	-	-	-	30/5	-	MNC 03/06,PMA 06/06,MTW 08/06,BEW 11/06
Jolly Rosso 103	LMC	-	30/5	-	-	-	-	MPM 15/06,DAR 21/06,MBA 25/06
Chaiten 1223R	MSC/CSV/STS	-	1/6	-	-	-	-	FTU 03/07
Msc Chiara 1212	MSC	-	-	-	-	2/6	-	MBA 07/06,DAR 15/06

To: West Africa

Updated daily on http://www.ftwonline.co.za

Name of Ship/Voy	Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
Kota Handal 338	LNL/PIL	-	-	-	-	23/5	-	TEM 25/04,LOS 02/05,COO 05/05
Samaria MU529	CMA	-	-	29/5	-	-	-	LAD 06/05,PNR 10/05,LFW 16/05,DLA 19/05
Jolly Marrone 087	LMC	-	-	-	-	27/5	-	DKR 03/07
AS Scandia 4202	MOL	31/5	-	-	-	-	-	LAD 23/05
Louisa Schulte 122B	MSK/SAF	-	25/5	21/5	-	-	-	DKR 07/06,TNG 14/06
Border 85S	MSC/MOL/MSK/OAC/SAF	-	23/5	21/5	-	-	-	LUD 25/05,MSZ 01/06,LAD 06/06
Francisco Schulte 1220	MSC	27/5	21/5	-	-	-	-	LAD 29/05,LOB 03/06
Gluecksburg 1206	SAF	21/5	-	-	-	-	-	LAD 25/05,ABJ 01/06
Kota Perkasa VPK027	PIL	-	21/5	-	-	-	-	LOS 29/05,TEM 01/06,COO 04/06,LFW 06/06,ABJ 08/06
RDO Concord 1221R	MSC/HSL/LTI	-	25/5	23/5	-	21/5	-	LPA 05/06,DKR 07/06,ABJ 08/06,TEM 10/06,APP 16/06,TIN 17/06
Nyk Veronica 0357W	CSC/HLC/KLI/NDS/NYK/ SMU/STS	-	-	-	-	23/5	-	LFW 27/05,TEM 29/05,TIN 04/06
Maersk Calabar 1206	MSK/SAF	23/5	-	-	-	-	-	APP 28/05,TEM 03/06
Niledutch Luanda 30128A	NDS	-	27/5	-	-	24/5	-	PNR 02/06,LAD 07/06,BOA 09/06,MAT 10/06,MSZ 12/06,SZA 12/06,LBV 12/06,CAB 13/06,DLA 13/06,LOB 14/06
Philip 3/12	ASL	-	24/5	-	-	-	-	LOB 29/05,MAL 07/06
TBN TBA	MUR	-	-	-	-	24/5	-	ABJ 07/06,TEM 10/06,LFW 13/06,LOS 22/06
TBN 512xxxx	UAL	-	29/5	-	-	24/5	-	LAD 05/06,SZA 07/06,PNR 09/06,SSG 12/06
OS Samsun MU537	CMA	24/5	-	-	-	-	-	LAD 29/05,PNR 06/06,LFW 12/06,ABJ 16/06
Supreme Ace 4a	MOL	-	-	-	-	26/5	-	LAD 02/06,LBV 05/06,LOS 09/06,DLA 16/06,COO 18/06,LFW 20/06,TEM 22/06,ABJ 25/06
Petkum 122B	MSK/SAF	-	1/6	28/5	-	26/5	-	DKR 14/06,TNG 21/06
Thies Maersk 1206	SAF	28/5	-	-	-	-	-	LAD 01/06,ABJ 08/06
Msc Denisse 1221	MSC	-	28/5	-	-	-	-	LAD 06/06,MSZ 12/06
Caecilia Shulte 8	MSC/MOL/MSK/OAC/SAF	-	1/6	-	-	28/5	-	LUD 04/06
Kota Kaya KAY081	PIL	-	29/5	-	-	-	-	LOS 06/06,TEM 09/06,COO 11/06,ABJ 15/06
CSCL Panama 0035W	CSC/HLC/KLI/NDS/NYK/ SMU/STS	-	-	-	-	29/5	-	TEM 04/06,COO 08/06,TIN 11/06
Deike Rickmers MU539	CMA	29/5	-	-	-	-	-	LAD 03/06,PNR 11/06,LFW 17/06,DLA 20/06
Msc Barbara 1222R	MSC/HSL/LTI	-	2/6	31/5	-	29/5	-	LPA 13/06,DKR 15/06,ABJ 16/06,TEM 18/06,APP 24/06,TIN 25/06
Jamila 4319	MOL	-	30/5	-	-	-	-	LAD 05/06
Maersk Cameroun 1205	MSK/SAF	30/5	-	-	-	-	-	APP 04/06,TEM 10/06
Jolly Rosso 103	LMC	-	30/5	-	-	-	-	DKR 22/07
Kota Mesra VNF028	PIL	-	-	-	-	31/5	-	PNR 07/06,LAD 10/06,LOS 16/06,ONN 20/06,DLA 21/06,LBV 23/06
Kota Ekspres YEP209	PIL	-	1/6	-	-	-	-	LOS 08/06,TEM 11/06,COO 13/06,LFW 15/06
Safmarine Linyati 1205	MSK/SAF	-	-	-	-	1/6	-	MSZ 07/06,LOB 09/06,SON 13/06,PNR 15/06,BOA 19/06,MAT 20/06,LBV 30/06
Asiatic Wind 122B	MSK/SAF	-	-	4/6	-	2/6	-	DKR 21/06,TNG 28/06
Niledutch Leopard 30129A	NDS	-	-	-	-	3/6	-	PNR 12/06,LAD 17/06,BOA 19/06,MAT 20/06,MSZ 22/06,SZA 22/06,LBV 22/06,CAB 23/06,DLA 23/06,LOB 24/06
Clara Maersk 1208	SAF	4/6	-	-	-	-	-	LAD 08/06,ABJ 15/06
Kota Halus 341	LNL/PIL	-	-	-	-	-	-	TEM 14/06,COO 19/06,LOS 23/06
Northern Enterprise YER010	PIL	-	-	-	-	4/6	-	PNR 12/06,ONN 17/06,LOS 19/06,DLA 23/06,LBV 24/06

To: Indian Ocean Islands

Updated daily on http://www.ftwonline.co.za

Name of Ship/Voy	Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
Msc Lucy 1221R	MSC/CSV/STS	-	-	-	-	22/5	-	PLU 27/05,MJN 06/06,PDG 08/06,DIE 13/06,TLE 14/06,TMM 15/06,LON 26/06
CMA-CGM Voltaire 002E	CMA/MSK	-	-	26/5	-	-	-	PLU 31/05
HS Haydn 1210	MSK/SAF	-	-	26/5	-	21/5	-	PLU 31/05
Miramarin 1222R	MSC/CSV/STS	-	23/5	-	-	29/5	-	PLU 03/06,MJN 13/06,PDG 15/06,DIE 20/06,TLE 21/06,TMM 22/06,LON 03/07
RDO Concert 1209	CMA/MSK	-	-	2/6	-	27/5	-	PLU 07/06
Maersk Innoshima 1208	MSK/SAF	-	-	2/6	-	28/5	-	PLU 07/06
Hoegh America 69	HOE/HUA	-	-	-	-	1/6	-	TMM 06/06,LPT 07/06,PLU 09/06
Chaiten 1223R	MSC/CSV/STS	-	1/6	-	-	-	-	PLU 12/06,PDG 24/06,MJN 26/06,DIE 29/06,TLE 30/06,TMM 01/07,LON 12/07
Maersk Kushiro 1205	CMA/MSK	-	-	-	-	3/6	-	PLU 14/06

To: North America

Updated daily on http://www.ftwonline.co.za

Name of Ship/Voy	Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
Gifted 0352-025E	COS/EMC/MBA	-	21/5	-	-	-	-	LAX 17/06,OAK 20/06,TIW 22/06,BCC 24/06
Msc Carla 095	MSC/MSK/SAF	-	27/5	-	-	22/5	-	NYC 13/06,BAL 15/06,ORF 16/06,CHU 18/06,FEP 19/06,NAS 20/06,MIA 21/06,POP 21/06,MHH 21/06,GEC 22/06,SDQ 22/06, TOV 22/06,SLU 23/06,PHI 23/06,GDT 23/06,SJO 24/06,BAS 24/06,VIJ 24/06,RSU 25/06,PAP 25/06,KTN 25/06,HQN 26/06,BGI 26/06, STG 26/06,MSY 28/06
Atlantic Impala 203	CSA/HLC	29/5	26/5	-	-	-	23/5	MTR 16/06,BAL 24/06,SAV 27/06
Maersk Varna 010	MSC/MSK/SAF	-	3/6	22/5	-	29/5	-	NYC 20/06,BAL 22/06,ORF 23/06,CHU 25/06,FEP 26/06,NAS 27/06,MIA 28/06,POP 28/06,MHH 28/06,GEC 29/06,SDQ 29/06, TOV 29/06,SLU 30/06,PHI 30/06,GDT 30/06,SJO 01/07,BAS 01/07,VIJ 01/07,RSU 02/07,PAP 02/07,KTN 02/07,HQN 03/07,BGI 03/07, STG 03/07,MSY 05/07
Luo Ba He 134E	COS/EMC/MBA	-	28/5	-	-	24/5	-	LAX 25/06,OAK 28/06,TIW 30/06,BCC 02/07
Lombardia 1223	GAL	-	-	-	-	30/5	28/5	ATM 23/06,HQN 25/06,MSY 29/06,JKV 19/07
Henry 006	MSC/MSK/SAF	-	-	29/5	-	-	-	NYC 27/06,BAL 29/06,ORF 30/06,CHU 02/07,FEP 03/07,NAS 04/07,MIA 05/07,POP 05/07,MHH 05/07,GEC 06/07,SDQ 06/07, TOV 06/07,SLU 07/07,PHI 07/07,GDT 07/07,SJO 08/07,BAS 08/07,VIJ 08/07,RSU 09/07,PAP 09/07,KTN 09/07,HQN 10/07,BGI 10/07, STG 10/07,MSY 12/07
Greet 0354-027E	COS/EMC/MBA	-	4/6	-	-	31/5	-	LAX 01/07,OAK 04/07,TIW 06/07,BCC 08/07

To: Australasia

Updated daily on http://www.ftwonline.co.za

Name of Ship/Voy	Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
Msc Lucy 1221R	MSC/CSV/STS	-	-	-	-	22/5	-	FRE 07/06,ADL 08/06,MLB 12/06,SYD 15/06,TRG 19/06,LYT 21/06
Gifted 0352-025E	COS/EMC/MBA	-	21/5	-	-	-	-	BSA 16/06,SYD 18/06,MLB 21/06
CMA-CGM Voltaire 002E	CMA/MSK	-	-	26/5	-	-	-	AKL 21/06,FRE 21/06,LYT 21/06,TRG 22/06,NPE 23/06,TRG 23/06,LYT 24/06,TIU 25/06,POE 25/06,NSN 27/06,NPL 27/06
Hoegh Trader 101	HOE/HUA	-	-	21/5	22/5	24/5	-	FRE 05/06,MLB 10/06,PKL 12/06,BSA 14/06,TRG 18/06,NPE 19/06,WLG 21/06,LYT 22/06
Morning Charlotte CO212	WWL	-	-	23/5	-	25/5	-	FRE 05/06,MLB 11/06,PKL 13/06,BSA 16/06
Miramarin 1222R	MSC/CSV/STS	-	23/5	-	-	29/5	-	FRE 14/06,ADL 15/06,MLB 19/06,SYD 22/06,TRG 26/06,LYT 28/06
Luo Ba He 134E	COS/EMC/MBA	-	28/5	-	-	24/5	-	BSA 24/06,SYD 26/06,MLB 29/06
RDO Concert 1209	CMA/MSK	-	-	2/6	-	27/5	-	AKL 28/06,FRE 28/06,LYT 28/06,TRG 29/06,NPE 30/06,TRG 30/06,LYT 01/07,TIU 02/07,POE 02/07,NSN 04/07,NPL 04/07
Greet 0354-027E	COS/EMC/MBA	-	4/6	-	-	31/5	-	BSA 30/06,SYD 02/07,MLB 05/07
Hoegh America 69	HOE/HUA	-	-	-	-	1/6	-	FRE 19/06,MLB 24/06,PKL 26/06,BSA 28/06,TRG 02/07,NPE 03/07,WLG 05/07,LYT 06/07
Chaiten 1223R	MSC/CSV/STS	-	1/6	-	-	-	-	FRE 23/06,ADL 24/06,MLB 28/06,SYD 01/07,TRG 05/07,LYT 07/07
Hoegh Trooper 133	HOE/HUA	-	-	-	2/6	4/6	-	MLB 20/06,PKL 21/06,NOU 29/06
Maersk Kushiro 1205	CMA/MSK	-	-	-	-	3/6	-	AKL 05/07,FRE 05/07,LYT 05/07,TRG 06/07,NPE 07/07,TRG 07/07,LYT 08/07,TIU 09/07,POE 09/07,NSN 11/07,NPL 11/07
Fedora CX212	WWL	-	-	4/6	-	-	-	FRE 17/06,MLB 22/06,PKL 25/06,BSA 27/06

OUTBOUND BY DATE - Dates for sailing: 21/05/2012 - 04/06/2012

Name of Ship/Voy/Line		WBAY	CT	PE	EL	DBN	RBAY	Loading for
To: Middle East, Pakistan, India and Sri Lanka								**Updated daily on http://www.ftwonline.co.za**
Kota Handal 338	LNL/PIL	-	-	-	-	23/5	-	NSA 02/06
Samaria MU529	CMA	-	-	29/5	-	-	-	MUN 10/06
Jolly Marrone 087	LMC	-	-	-	-	27/5	-	JED 16/06,RUH 06/07,AQJ 11/07,MSW 11/07,PZU 11/07,HOD 12/07,AUH 16/07,DXB 18/07,KWI 18/07,NSA 18/07,BAH 21/07, BND 21/07,DMN 21/07,DOH 21/07,MCT 21/07,BQM 23/07
Gifted 0352-025E	COS/EMC/MBA	-	21/5	-	-	-	-	CMB 10/06,NSA 12/06
HS Haydn 1210	MSK/SAF	-	-	26/5	-	21/5	-	JEA 08/06,SLL 11/06
Luo Ba He 134E	COS/EMC/MBA	-	28/5	-	-	24/5	-	CMB 18/06,NSA 20/06
OS Samsun MU537	CMA	24/5	-	-	-	-	-	MUN 09/07
Msc Clementina V 1220A	MSC/CSV	-	-	-	-	25/5	-	CMB 03/06,JEA 08/06,BQM 10/06,SHJ 11/06,AUH 11/06,MCT 11/06,BAH 11/06,DMN 11/06,KWI 11/06,BND 11/06,IXY 12/06,DOH 13/06, NSA 14/06,RUH 18/06
Maersk Innoshima 1208	MSK/SAF	-	-	2/6	-	28/5	-	JEA 15/06,SLL 18/06
Deike Rickmers MU539	CMA	29/5	-	-	-	-	-	MUN 15/07
Jolly Rosso 103	LMC	-	30/5	-	-	-	-	JED 05/07,RUH 25/07,AQJ 30/07,MSW 30/07,PZU 30/07,HOD 31/07,AUH 04/08,DXB 06/08,KWI 06/08,NSA 06/08,BAH 09/08, BND 09/08,DMN 09/08,DOH 09/08,MCT 09/08,BQM 11/08
TBN tba	MUR	-	-	-	-	31/5	-	BQM 19/06,DMN 22/06,JEA 24/06,KWI 28/06
Greet 0354-027E	COS/EMC/MBA	-	4/6	-	-	31/5	-	CMB 24/06,NSA 26/06
Msc Tanzania 1221A	MSC/CSV	-	-	-	-	4/6	-	CMB 13/06,JEA 18/06,BQM 20/06,SHJ 21/06,AUH 21/06,MCT 21/06,BAH 21/06,DMN 21/06,KWI 21/06,BND 21/06,IXY 22/06, DOH 23/06,NSA 24/06,RUH 28/06
Kota Halus 341	LNL/PIL	-	-	-	-	-	-	NSA 23/07
To: South America								**Updated daily on http://www.ftwonline.co.za**
Nagoya Tower 213	CMA/CSC/CSV/HSD/MSK/SAF	-	-	23/5	-	26/5	-	RIO 05/05,SSZ 06/05,PNG 07/05,ITJ 09/05
CMA-CGM Opal 214	CMA/CSC/CSV/HSD/MSK/SAF	-	-	30/5	-	2/6	-	SSZ 11/05,ITJ 12/05,PNG 14/05,RIO 19/05
Derby D 218	CMA/CSC/CSV/HSD/MSK/SAF	-	-	-	-	-	-	SSZ 08/06,ITJ 09/06,PNG 11/06,RIO 16/06
MOL Gratitude 5502A	HSD/MOL	-	-	-	-	31/5	-	SSZ 08/06,BUE 12/06,MVD 14/06,PNG 17/06,SFS 18/06,RIO 21/06
CMA-CGM Topaz 220	CMA/CSC/CSV/HSD/MSK/SAF	-	-	-	-	2/6	-	SSZ 15/06,ITJ 16/06,PNG 18/06

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	-	-	274-467	-
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	881-9500	365-5200	418-4848	-	-	-	-	-	-
Independent Shipping Services	-	-	418-2610	-	-	-	-	-	-
Island View Shipping	-	302-1800	425-2285	-	797-9402	-	-	-	-
John T. Rennie & Sons	407-2200	328-0401	419-8660	501-3400	789-1571	-	-	-	-
King & Sons	340-0300	301-0711	440-5016	581-3994	788-9900	731-1707	-	219-550	Maputo (0925821) 430021/2
K.Line Shipping SA	253-1200	328-0900	421-4232	581-8971	-	722-1851	-	-	-
Lagendijk 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	-	813-0100	-	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	-	813-0100	335-8787	209-839	-
Seaglow Shipping	236-8500	570-7800	-	-	-	-	-	-	-
Seascape (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	-	-	-	-	-	-	-
Voigt Shipping	285-0113	207-1451	911-0938	518-0240	797-4197	-	-	-	SaldanhaBay (022) 714-1908
Wallenius Wilhelmsen Logistics	-	584-3600	-	581-1103	-	726-9883	-	-	-
Zim Southern Africa	285-0013	534-3300	-	-	-	-	-	-	-

Inbound

COMPILED AND PRINTED IN ONE DAY

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

ftw Shipping Easi Finder

Updated until 11am

14 May 2012

INBOUND BY DATE - Dates for sailing: 21/05/2012 - 04/06/2012

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAY
African Orchid 11332	MUR	-	-	-	-	29-May	-
Atlantic Impala 203	CSA/HLC	-	26-May	-	-	-	-
Caecilia Shulte 7N	MSC/MOL/MSK/OAC/SAF	-	24-May	-	-	-	-
Chaiten 1218A	MSC/HLC/HSL/LTI	-	29-May	-	-	02-Jun	-
Chief DH248E	CMA	-	29-May	-	-	-	-
Clara Maersk 1207	MSK/SAF	01-Jun	-	-	-	-	-
CMA-CGM Bizet AA710E	CMA/CSC/CSV/MBA	-	-	-	-	02-Jun	-
CMA-CGM Opal 214	CMA/CSC/CSV/HSD/MSK/SAF	-	-	29-May	-	31-May	-
CMA-CGM Topaz 220	CMA/CSC/CSV/HSD/MSK/SAF	-	-	-	-	01-Jun	-
CMA-CGM Voltaire 001	CMA/MSK/SAF	-	-	24-May	-	-	-
Conti Bilbao 1206	MSK/SAF	-	30-May	-	-	-	-
CSCL Panama 0035W	CSC/HLC/KLI/NDS/NYK/ SMU/STS	-	-	-	-	27-May	-
CSCL San Jose 0032E	CSC/HLC/KLI/NDS/NYK/STS	-	-	-	-	25-May	-
Deike Rickmers MU539	CMA	28-May	-	-	-	-	-
Derby D 218	CMA/CSC/CSV/HSD/MSK/SAF	-	-	-	-	-	-
Fedora CX212	WWL	-	-	04-Jun	-	-	-
Golden Isle 2214	MAC	27-May	30-May	-	-	02-Jun	-
Greet 0354-027W	COS/EMC/MBA	-	03-Jun	-	-	28-May	-
Grey Fox 2213	MAC	-	-	-	-	21-May	27-May
Henry 006	MSC/MSK/SAF	-	-	28-May	-	02-Jun	-
Hoegh America 69	HOE/HUA	-	-	-	-	31-May	-
Hoegh Brasilia 41	HOE	-	-	25-May	-	27-May	-
Hoegh Trader 101	HOE/HUA	-	-	21-May	22-May	23-May	-
Hoegh Trooper 133	HOE/HUA	-	-	-	02-Jun	03-Jun	-
HS Haydn 1209	MSK/SAF	-	-	25-May	-	-	-
HS Wagner 1205	MSK/SAF	-	-	-	-	04-Jun	-
Jamila 4118	MOL	-	29-May	-	-	-	-
Jamila 4319	MOL	01-Jun	-	-	-	-	-
Jolly Marrone 087	LMC	-	-	-	-	24-May	-
Kota Ekspres YEP209	PIL	-	31-May	-	-	-	-
Kota Halus 341	LNL/PIL	-	-	-	-	-	-
Kota Handal 338	LNL/PIL	-	-	-	-	21-May	-
Kota Kaya KAY081	PIL	-	29-May	-	-	-	-
Kota Layar 019	KLI/MIS/PIL	-	-	-	-	04-Jun	-
Kota Mesra VNF028	PIL	-	-	-	-	29-May	-
Kota Perkasa VPK027	PIL	-	21-May	-	-	-	-
Louisa Schulte 122A	MSK/SAF	-	24-May	21-May	-	-	-
Luo Ba He 1334W	COS/EMC/MBA	-	27-May	-	-	21-May	-
Maersk Calabar 1206	MSK/SAF	22-May	-	-	-	-	-
Maersk Cameroun 1205	MSK/SAF	29-May	-	-	-	-	-
Maersk Cape Coast 1206	MSK/SAF	03-Jun	-	-	-	-	-
Maersk Conakry 1206	MSK/SAF	27-May	-	-	-	-	-
Maersk Gateshead 125A	DAL/MOL/MSK/SAF	-	28-May	30-May	-	02-Jun	-
Maersk Gironde 124A	DAL/MOL/MSK/SAF	-	04-Jun	-	-	-	-
Maersk Innoshima 1207	MSK/SAF	-	-	01-Jun	-	26-May	-
Maersk Kushiro 1204	CMA/MSK/SAF	-	-	-	-	30-May	-
Maersk Varna 010	MSC/MSK/SAF	-	02-Jun	21-May	-	26-May	-
Maersk Vilnius 013	MSC/MSK/SAF	-	-	04-Jun	-	-	-
Mai Rickmers 1210	MSC	-	-	-	-	24-May	-
Marina 0355-002W	COS/EMC/MBA	-	-	-	-	04-Jun	-
Mentor DH246E	CMA	-	27-May	-	-	-	-
Miramarin 1217A	MSC/HLC/HSL/LTI	-	22-May	-	-	26-May	-
MOL Caledon 124A	DAL/MOL/MSK/SAF	-	21-May	23-May	-	26-May	-
Mol Garland 5104B	MOL	-	02-Jun	-	-	-	-
MOL Gratitude 5502A	HSD/MOL	-	-	-	-	30-May	-
Mol Symphony 0315	EMC/MOL	-	-	-	-	23-May	-
Morning Charlotte CO212	WWL	-	-	23-May	-	25-May	-
Msc Agata 1219A	MSC	-	01-Jun	-	-	-	-
Msc Barbara 1218A	MSC/CSV	-	31-May	-	-	26-May	-
Msc Carla 095	MSC/MSK/SAF	-	26-May	-	-	-	-
Msc Chiara 1209A	MSC	-	-	-	-	30-May	-
Msc Clementina V IZ1216R	MSC/CSV	-	-	-	-	23-May	-
Msc Denisse 1217	MSC	-	25-May	-	-	-	-
Msc Denisse 1221	MSC	02-Jun	-	-	-	-	-
Msc Lotus IZ1218R	MSC/CSV	-	-	-	-	31-May	-
Msc Lucy 1216A	MSC/HLC/HSL/LTI	-	-	-	-	21-May	-
Msc Melissa 1219A	MSC/CSV	-	-	-	-	02-Jun	-
Msc Sheila 1215	MSC	-	-	-	-	22-May	-
Msc Sheila 1217	MSC	-	-	-	-	03-Jun	-
Msc Tanzania 1217R	MSC/CSV	-	-	-	-	30-May	-
Msc Ulsnis 1218	MSC	-	24-May	-	-	-	-
Nagoya Tower 213	CMA/CSC/CSV/HSD/MSK/SAF	-	-	22-May	-	24-May	-
Niledutch Leopard 30129A	NDS	-	-	-	-	01-Jun	-
Niledutch Luanda 30128A	NDS	-	27-May	-	-	22-May	-
Northern Enterprise YER010	PIL	-	-	-	-	02-Jun	-
NYK Isabel 0355E	CSC/HLC/KLI/NDS/NYK/STS	-	-	-	-	01-Jun	-
Nyk Veronica 0357W	CSC/HLC/KLI/NDS/NYK /SMU/STS	-	-	-	-	21-May	-
OS Samsun MU537	CMA	23-May	-	-	-	-	-
Petkum 122A	MSK/SAF	-	31-May	28-May	-	22-May	-
Pine 5 1296	GAL	-	-	-	-	27-May	03-Jun
RDO Concert 1208	CMA/MSK/SAF	-	-	31-May	-	23-May	-
RDO Concord 1217A	MSC/CSV	-	24-May	-	-	-	-
Safmarine Linyati 1204	MSK/SAF	-	-	-	-	30-May	-
Samaria MU529	CMA	-	-	29-May	-	-	-
Thai Harvest 004	GRB/UNG	-	-	-	-	27-May	-
Thies Maersk 1205	MSK/SAF	25-May	-	-	-	-	-
TS Pusan DH250E	CMA	-	03-Jun	-	-	-	-
Valencia Bridge 047	KLI/MIS/PIL	-	31-May	-	-	27-May	-
Victoria Bridge 048	KLI/MIS/PIL	-	27-May	-	-	23-May	-
Wadi Alrayan 0030E	CSC/HLC/KLI/NDS/NYK/STS	-	-	-	-	26-May	-
Xin Tian Jin AA708E	CMA/CSC/CSV/MBA	-	-	-	-	26-May	-
Yellowstone 1216	GAL	29-May	02-Jun	-	-	-	-
Zagora 1216	MSC	-	-	-	-	30-May	-

ABBREVIATIONS

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

Notice any errors?

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