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FREIGHT & TRADING WEEKLY

FRIDAY 24 August 2012 NO. 2021

For import/export decision-makers

Container turn-in dispute resolved

Freedom of choice remains

BY Alan Peat

The contentious container turn-in battle between truckers and Maersk/Safmarine has been resolved with Maersk Line MD, David Williams, surrendering to the truckers' demand.

The lines had demanded that empty containers be turned in direct to the port container terminals stacks while the truckers called for a return to the agreement reached in 2010, when this

issue was first raised by the lines, that truckers and their clients (the importers) should have the choice of where to drop off the empty containers.

Said Kevin Martin, chairman of the Durban Harbour Carriers' Association (DHCA): "As I stated at our July 27 meeting with Maersk/Safmarine, my objective was to ensure that my members have 'freedom of choice' with regards to the turning in of empty containers."

The reasoning for this,

Martin told FTW, was that dropping empty containers at the terminal had security risks attached to it, and the terminal was notorious for its delays.

"So depots as a drop-off point gives us the best possible service. If, by some magic wand-waving, Maersk can get the terminal sorted out, no transporter would decline a superior service at no cost to himself.

"But, until then, he has the freedom of choice that I requested."

The letter to the DHCA on August 15 from Williams acceded to this requirement. It said: "The practical approach to 'freedom of choice' as agreed with Craig Maulson remains in place and we will continue to work directly with consignees and their transporters where it makes sense and can be effectively implemented."

And, said Maulson, southern Africa cluster operations manager for the AP Moller-Maersk Group:

"In terms of the freedom of choice that was requested by the hauliers, a practical resolution has been put in place and Maersk Line will work directly with specific customers and their transporters where it makes sense and can be implemented effectively.

"One of the concerns raised is the delays faced at Durban terminal and we will continue to work with Transnet to improve this situation where possible"



Port management musical chairs

Transnet National Ports Authority (TNPA) has announced the appointment of Thami Ntshingila as Durban's new port manager.

He takes over from Ricky Bhikraj who is moving to a head office position.

Ntshingila has been port manager at Richards Bay and he will oversee TNPA's

Thami Ntshingila ... in the Durban hot seat.

plans to spend R21.3 bn on expanding and upgrading the infrastructure of Durban harbour over the next seven years.

Meanwhile Preston Khomo, previously in charge of ship repair/dry docks at Durban, has been appointed as port manager Richards Bay to replace Ntshingila.

At the same time, Siphon Nzuza takes over from Sanjay Govan as port

manager in Cape Town, having formerly been the market manager at the Port of Durban where he acted for the former manager Ricky Bhikraj when required.

TNPA Tau Morwe is also expected to announce the appointment of a new port manager at the Port of Ngqura soon, and it is believed that this will be a female candidate.

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Editor Joy Orlek
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 Jodi Haigh

Divisional Head Anton Marsh
 Managing Editor David Marsh

Correspondents Ed Richardson
 Port Elizabeth Tel: (041) 582 3750
 Swaziland James Hall
 jhall@realnet.co.sz

Advertising Tracie Barnett, Paula Snell
 Co-ordinators Tanya Bosch
 Design & layout wanitaf@nowmedia.co.za
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 E-mail carmell@nowmedia.co.za
 Web www.ftwonline.co.za

Now Media Centre
 32 Fricker Road, Illovo Boulevard,
 Illovo, Johannesburg.
 PO Box 55251, Northlands,
 2116, South Africa.



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DUTY CALLS

Applications and Amendments

There are at present no tariff applications or trade remedy applications that require any comments.

Customs Samples Policy

In an earlier column we advised that the South African Revenue Service (Sars) had released its “External Policy Customs Samples” dated 13 July 2012, which consists of five parts. The following only details the first two, namely Scope and Policy. The remaining parts are References; Definitions and Acronyms; and Document Management.

Part (a) of the Scope of the Document indicates that this policy applies to clients who forwarded samples to Customs in the pre- or post- clearance verification for Tariff, Valuation or Refund Purposes, and must be read in conjunction with the Refunds and Drawbacks policy.

The Policy details are as follows (a) The provisions

pertaining to the taking (accepting) of samples are contained in Section 106 of the Customs and Excise Act (Act). Samples may be taken without payment by Customs from any person in possession of the imported or exported goods.

(b) The purposes for which samples may be taken (accepted) are: (i) Examination or verification of goods under a refund procedure; (ii) Ascertaining the value or duties payable thereon; or (iii) Any other purpose that the Commissioner for Sars may prescribe by Rule.

(c) Samples are to be taken under Customs supervision and must be truly representative of the total shipment under review. Liquids must therefore be stirred or shaken and powders or other dry substances taken from the centre of the package as far as possible.

(d) Customs may require in terms of Section 107(2)(b) of the Act that the sample be

analysed by a reputable third party and in accordance with a method determined by the Commissioner for Sars. The cost of the analysis of any goods must be borne by the importer, exporter or owner of the goods.

(e) Appeals against decisions (i) In cases where clients are not satisfied with any decision taken in terms of the Act they have a right of appeal to the relevant appeal committee. (ii) Should clients be unhappy with a decision of any appeal committee their recourse will be to lodge an application for Alternative Dispute Resolution (ADR) with the relevant appeal committee. The committee will add its comments to it and forward the application to the ADR Unit for attention.

(f) Penalties (i) Failure to adhere to the provisions of the Act, as set out in this document, is considered an offence (ii) Offences may render the recipient or importer liable to, as provided for in the Act: (A)

Monetary penalties; (B) Criminal prosecution; and/or (C) Suspension, cancellation of registration, licence or accreditation.

(g) Record keeping (i) The recipient or importer of the goods imported or exported must keep for record purposes for a period of five years: (A) Books, accounts and documents in respect of all transactions relating to the Rules for the purpose of any acquittal procedure; and (B) Any data related to such documents created by means of a computer. (ii) The five-year period is calculated from the end of the calendar year in which the document was created, lodged or required. (iii) Every client must produce such books, accounts and documents on demand.

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

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'Get ready for tolls'

RFA takes legal advice on next step

BY Liesl Venter

Gauteng road users should ready themselves to pay tolls, as all expectations are the Constitutional Court will overrule a High Court interdict preventing the implementation of e-tolls in the province.

Road Freight Association (RFA) spokesman Gavin Kelly last week said it was clear during the one-day proceedings on Wednesday (August 15) that the Constitutional Court would not rule against government policy.

"They have said this to us in many ways already so the expectation is that the interdict will be overruled and that tolling will begin," he said.

The RFA had lodged an application to join the e-toll case in the Constitutional Court but Chief Justice Mogoeng Mogoeng dismissed it with costs.

Kelly said while they were disappointed about the

decision it was, however, not the end of the world.

"We are still free to start our own separate proceedings against e-tolling," he said. "We are meeting with our legal team and taking advice on our next step. We will, however, wait for the Constitutional Court ruling."

This ruling is expected within the next fourteen days.

The National Treasury and the South African National Roads Agency Ltd (Sanral) lodged an appeal before the Constitutional Court following an interdict granted against e-tolling by the High Court in Pretoria on April 28. The interdict was granted to the Opposition to Urban Tolling Alliance (Outa) along with the instruction that a full review had to be carried out before the court before the highways in Gauteng could be tolled.

If the Constitutional Court overrules this court order, tolling is expected to start as soon as possible.

'Genetically programmed forwarder' opens new company

Mercury Freight ready for business

BY Liesl Venter

Mercury Freight may be the newest kid on the freight forwarding block, but its owner and managing director Margrit Wolff is not.

Having built a successful career in freight, she has

'Our main focus will be on general cargo, but we will also be focusing on the Far East and project cargo.'

taken on the challenge of starting a new forwarding business that opened its doors for trade on June 1.

"It was really an extremely easy decision to make to start a new company despite everyone telling me that we are

facing some very difficult economic times and that the market is tough, because this is very much a part of me. I have to be involved in freight," she told FTW.

Wolff considers herself a 'genetically programmed' forwarder. At the age of 27, already employed in the freight forwarding industry, the former nurse found that her father had been a forwarder in Germany before the World War

"It has been a very rejuvenating and amazing process to start this new venture and I would recommend it to anyone who is up for a challenge and in need of change," she said.

With its head office in Johannesburg, the company already has a staff of 13, with offices in



Margrit Wolff ... 'I have to be involved in freight.'

Photo: Shannon Hill

Durban and Cape Town. "Our main focus will be on general cargo, but we will also be focusing on the Far East and project cargo while we plan to enter the small parcel market as well."

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FTW5314

Cargo business as usual at SA Express

Financials under the microscope as board is axed

BY Alan Peat

The state-owned airline, SA Express – despite a major financial question hanging over it – is still running all its passenger and cargo services as normal, cargo manager, Tando Mbikwana told FTW.

“It’s business as usual at our cargo section,” he said.

The question was first asked in July when the airline’s financial statements were reported to be “inaccurate” and “unreliable”, and public enterprises minister, Malusi Gigaba, asked the auditor-general to help reconstruct SA Express’s financials.

“Reports come and you want to act, and then you realise that you don’t have sufficient information to act... what we want to know actually is what happened to the financials,” he was quoted as saying.

Then this month Gigaba axed the board of SA Express, because there had been a “severe breakdown” in the relationship between him and

the board because of a dispute about accounting systems. The public enterprises spokesman, Mayihlone Tshwete, told SABC radio news: “For two years we didn’t get financial statements from the company.”

When the airline failed to present its 2011/2012 financial statements to Gigaba at its annual general meeting,

The latest reports are that there had been disputes in accounts involving a staggering R1 billion.’

there were allegations of irregularities, including a R32-million VAT payment allegedly mistakenly made to the SA Revenue Service (Sars). Assets had also allegedly been managed outside the guidelines of acceptable accounting practice.

However, SA Express chairman, Lillian Boyle, who chaired an inquiry by the

board, told the parliamentary portfolio committee earlier this year that the irregularities were “accounting errors that can be attributed to the bookkeeper’s incompetence and inexperience”.

She said the mistakes had been perpetuated for a number of years, and that they had been continuously rolled over.

But Boyle has since been replaced by Andile Mabizela, a well-known businessman with experience in the airline industry.

Gigaba also replaced the auditors, Nkonki Incorporated, and said the new board should urgently resolve any outstanding issues concerning the annual report.

The latest reports are that there had been disputes in accounts involving a staggering R1 billion, before the airline’s board was axed.

Nkonki said in its audit report it was not able to verify more than R1bn in accounting adjustments in the 2010/2011 financial year, and could not express an opinion on the account.

CHC opens new eco-friendly warehouse

BY Liesl Venter

CHC Resources is going green.

The company has just completed a major renovation at its Prospecton premises in Durban where a second, more environmentally friendly warehouse has been erected.

According to logistics manager Sayed Mohamad, the new 6000-sqm warehouse, which represents an investment of R20 million, has now been completed.

“It has been designed in such a way that it now only utilises natural light, while the ventilation system is also eco-friendly.”

CHC Resources last year embarked on a major growth strategy that saw major investments across the country, with Durban the major beneficiary.

“Our growth strategy has always been based on Durban functioning well and being able to address the needs of our operations in the rest of the country,” said Mohamad.

The new warehouse is capable of handling 60-100 containers per day.

“With the new warehouse we are not just increasing our capacity – we are doing it in a sustainable manner. Being environmentally friendly is part and parcel of our strategy.”

He said through the extensions and upgrades in Durban the company could now assist more third party customers and handle more customs and border police stopped containers.

For the record

In the article titled ‘Recession allows breathing space for Durban upgrades’ (August 3, 2012) a typo misrepresented the capacity of the Durban Container Terminal.

The figure should have read 3.6 million TEUs.



Your Cape Town contact

FTW’s Liesl Venter has chosen to swop the frenetic pace of Gauteng for Cape Town’s mountains and sea – and, of course, the ‘Cape doctor’. The photo on the left was taken last week.

For all our Cape Town-based readers, if you have any news, drop her an email at venterliesl@mweb.co.za or call her on 083 400 9096

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AFRICA BEAT

Shippers increasingly opt for mediation over litigation

African Commercial Dispute Settlement Centre comes into its own

BY Liesl Venter

Just months since its April launch, the African Commercial Dispute Settlement Centre (ACDSC) is seeing a gradual increase in calls for its services to resolve disputes outside of court through mediation and arbitration.

It's a partnership between the Cape Chamber of Commerce, the Stellenbosch University Business School, and Equillore, a provider of commercial dispute settlement services to offer business a viable alternative to litigation in resolving commercial disputes.

According to Advocate Louis van Wyk of Equillore, the Centre has already handled several cases successfully while more are being referred to

it from local government level. Business is also starting to see its value, he said.

"In a recent case, a manufacturer was taken to court by one of its buyers for not being able to supply enough product. As a result, contracts could not be fulfilled. After being on the court roll for three years, the matter was finally referred for mediation. And once in a neutral setting the manufacturer, who was facing a claim of R1.8 million from the buyer, had the chance to explain why he could not meet the demand."

Van Wyk says the final solution lay in the buyer investing R5 million in the company he had been suing for three years.

"There is also great value in mediation for

exporters through the ACDSC as it operates across the continent," he said. "Mediation is all about logical outcomes that benefit all the parties involved. Commercial disputes by their very nature are business problems and when you go to a lawyer, you make it a legal problem."

Van Wyk said this immediately resulted in a lengthy and costly process. "Mediation simply allows for two businessmen to sit down and face each other, with a third person to control the emotions and allow for them to see the deal."

The mediation process developed for the Centre consists of two processes, said Van Wyk. The first is a conciliation process, which is capped in terms of

price and time. For R3950 a mediator is appointed and the case is heard within two hours.

The second process is slightly longer and can include arbitration.

But, says Van Wyk, at least 80% of all cases heard in mediation are settled within a two-hour period.

"Also, once mediation has resulted in a solution, the outcome can be made an order of the court simply by presenting it to a Judge for rubber-stamping."

He said it was important for importers and exporters to ensure they had the necessary clauses in contracts to ensure that mediation could take place should a dispute exist.

"The Chamber of Commerce has the necessary information and clauses for contracts



Louis van Wyk ... 'ACDSC operates across the continent.'

available from its website, and simply by cutting and pasting you can save yourself a lot of money by preventing litigation that can be costly and lengthy."

He said mediation also often brought about a more acceptable resolution than litigation would.

Angola shipping stock market brings down shippers' costs

BY Ed Richardson

A National Stock Exchange of Shipping (BNF) has been opened by the Angolan government in an attempt to bring down costs for Angolan importers and exporters.

According to transport minister Augusto da Silva Tomás, Angola spent over US\$1.2 bn on container

imports during 2011.

The bourse's main aim

'Inevitably there will be some casualties as the financiers of these vessels seek to call in loans.'

is to reduce freight costs for imports and exports.

Speaking at the opening of the bourse, he said a high of 421 000 containers of imported cargo were landed in 2011.

Director of National Council of Loaders (CNC), Agostinho Itembo, says the BNF will make it easier for importers and exporters to negotiate freight rates.

It is expected that rates

will continue to come down, to the benefit of the end user in Angola, as well as the exporter.

The BNF also aims to provide members with updated statistics on maritime transport, international trade, reference freights, fleets and vessels, and routes.

It will also provide profiles of transporters operating in the world

market, and list changes to the Angolan port infrastructure.

Tomás says rates are dropping already thanks to the growing volumes.

In 2008 transporting a container to Angola cost an average of US\$3 665, while in the first half of 2012 that cost had fallen to US\$2 850, a real drop of US\$815 per container, or 22%.

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LETTERS

‘Honest businessmen do not pay a high price’

The article in the recent edition of FTW titled “Customs stops burn big holes in importers’ pockets” implies that all importers of goods are being unfairly targeted by Sars Customs. However, nothing could be further from the truth.

It is acknowledged that Sars Customs faces an extremely difficult balancing act between exacting the

correct amount of duties and taxes due to the fiscus on imported goods while at the same time facilitating fair and legal trade. The fact is that large quantities of imports are grossly undervalued. The result is that the fiscus is being defrauded of significant amounts of duty and tax revenue. Additional consequences are a severely negative

impact on the domestic industrial manufacturing sectors, with the attendant loss of employment, which this economy can ill afford, and worst of all de-industrialisation of the South African economy.

The level of illegal import activity has compelled Sars Customs to be increasingly vigilant and alert and to scientifically address the

problem. Honest businessmen who do comply with Sars procedures and processes do not pay a high price but are accommodated and “facilitated” under Sars’ accreditation programme. At the same time the less-than-honest importer is persuaded to comply.

Brian Brink, Textile Federation.

Apparel manufacturers clarify stand on customs stops

Mr Quintus van der Merwe, in a recent article published in the FTW, shared wide-ranging observations regarding customs enforcement but unfortunately expressed some views that could be misinterpreted by your readers and other stakeholders. It is imperative that this is clarified and contextualised.

Apparel Manufacturers of South Africa is unequivocal in its support for the efforts by Sars Customs to deal in an uncompromising manner with any person or business entity who does not play by the rules. There can and should be no compromise in this regard. I am not aware of a customs authority worth its salt anywhere in the world who would think and act otherwise. World trade is a rules-based system. So are constitutional democracies where the separation of powers of the state is respected in word and deed. This cannot be in dispute and I am certain is not what Mr Van der Merwe sought to suggest. Simply put, the rules are there to ensure fairness. Without diligent enforcement and inspection, unfairness, illegal activity and

corruption prevails.

Having said this, we do need to guard against arbitrary action by any enforcement agency and, most certainly, conduct that results in commercial prejudice without some reasonable cause in the first instance. It is unavoidable that unintended consequences may from time to time arise in circumstances such as ours. We need to engage constructively, share information and expertise and most importantly, keep our eye on the ball.

Illegal trade and customs fraud is the single biggest threat to our collective commitment to fight poverty and create domestic manufacturing jobs in South Africa. Stakeholder consensus and support for the efforts demonstrated by Sars Customs in this regard, should never be in doubt.

As always, Amsa is open to suggestions and willing to participate in any appropriate engagement to improve operating procedures where we are able to add value.

Johann Baard, executive director, Apparel Manufacturers of SA.

‘Both sides of the story must be aired’

I was interested to read the article “Customs stops burn big holes in importers’ pockets” and feel it is important that both sides of the story be aired in order to put Mr van der Merwe’s comments into perspective.

As an industry, the home textiles sector, in direct contrast to the views expressed by Mr van der Merwe, does find a pressing need for the Customs division to act to ensure that under-invoicing and incorrect classification of textile imports are rigorously policed. This is particularly so when literally many hundreds of tons of such products flood the South African market on a monthly basis, forcing legitimate businesses to close and resulting in widespread job losses.

Mr van der Merwe seems to take the information given him – no doubt from his clients – at face value without

questioning the basis on which Customs detains containers, overlooking the illegality of the actions and only seeing the “frustrations along the logistics chain”.

As an industry we recognise the importance of the facilitation of trade, but also believe that this should not result simultaneously in the facilitation of illegal activity.

We are happy to offer the services of experts in our industry to assist Mr van der Merwe’s clients in valuing their imports for customs purposes, and indeed have offered the same service to Customs. Perhaps once an independent assessment is made of the “realities” of Customs’ actions, Mr van der Merwe may reconsider his position.

Stephen Rubidge, chairman, South African Home Textiles Manufacturers Employers Organisation.

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LAST WEEK'S TOP STORIES ON

E-tolling has taught Government a valuable lesson

Government has learned from past mistakes and will engage more with stakeholders in the most transparent way possible in reaching a consensus on e-tolling, said Transport Minister Ben Martins.

Botswana to gain sea access through Mozambique ports

A memorandum of understanding (MoU) signed with Mozambique last week will facilitate access to the Indian Ocean as Botswana eyes the Beira, Matola and future Techobanine (Matatuine) ports for her exports, such as coal, to the lucrative Asian markets, according to a report in Mmegi Online.

Line back in black - just

Maersk Line Group CEO Nils S Andersen has described the line’s second quarter results as ‘satisfactory’.

Stricken ship still looking for a safe haven

The stricken 6 732-TEU vessel MSC Flaminia – which suffered a mid-Atlantic explosion followed by a fire on July 14 – is still seeking a safe haven in Europe.

SA looks to India for guidance on SMME growth

In a bid to learn from India’s successes, Trade and Industry Deputy Minister Elizabeth Thabethe last week led a technical mission to India to observe progress made by the Indian government

in the development of Small Medium and Micro Enterprises (SMME).

“South Africa and India are both developing countries confronted by similar economic development challenges. However, the

latest developments have indicated that India has progressed impressively in the area of informal business development and it is in relation to these that we are undertaking this visit,” Thabethe said.

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Seafreight cargo incident reporting system gains momentum

Broadening its reach beyond container lines

BY Alan Peat

The Cargo Incident Notification System (Cins) – which shares information amongst member lines on all cargo with potential risk – has gathered momentum, expanding from its initial five founders to 24 members, with more expected to join soon, according to Cins' chairman Dirk Van de Velde, also an executive at MSC.

At the foundation in November 2010, the original five were Maersk Line, MSC, CMA-CGM, Hapag Lloyd and Evergreen, and all agreed to run and fund the system.

It was developed to analyse global operational information on all cargo- and container-related accidents. The intention was to allow seaborne carriers to share data, and to establish areas of concern and trends in order to improve safety in the transport chain. The members agreed to share information on all cargo with potential risk, such as poorly or mistakenly packed, incorrect declarations and the like, aiming to help carriers train cargo handlers and provide information for revising various codes of practice, such as the International Maritime Dangerous Goods Code.

Cins data is now online at Cinsnet with the mutual

insurer, TT Club, and the International Group of P&I Clubs acting as advisory members,

Van de Velde said: "The original idea was to focus on hazardous freight, but Cinsnet now covers all (cargo) incidents.

"Rather than restrict the aims of Cinsnet, the founder members decided to let the scheme evolve in whatever direction seemed appropriate, given that the project does not breach any anti-trust or competition laws."

Cins members decided recently they wanted to restrict the network to container lines only. But with interest in broadening the concept to other parts of the supply chain, work is already well advanced on a separate Sustainable Ports and Shipping Network.

This network will enable information related to dangerous or potentially hazardous materials to be even more widely shared by all those involved in handling or transporting containers, both at sea and ashore.

Initial modules include a safety toolbox on standardised emergency response systems, and an eco ship and port toolbox that will collect data and offer solutions on how to reduce energy use and emissions from logistics activities.

Martins gets behind pro-rail lobby

BY Liesl Venter

The South African government is well aware of the challenges it faces in upgrading the country's road, rail, maritime and aviation infrastructure networks, according to Minister of Transport Dikobe Ben Martins.

Speaking at a breakfast briefing in Cape Town recently, Martins said

'A major challenge is to attract investment into a number of areas including the maintenance of infrastructure and the provision of new infrastructure.'

the decision to invest in necessary and critical infrastructure across all modes of transport remained the strategic vision of the government.

"Our infrastructure plan represents a bold, strategic and integrated platform to mobilise the state, private investors and the South African public behind a clearly articulated narrative of investment opportunities in South Africa," he said. "We are very clear about our strategic vision and objective of playing our part in driving our country towards being a fully developed economy. It is common cause

that no economy can thrive without developed road, rail, maritime and aviation infrastructure networks. We are however under no illusion about the magnitude of the challenges that remain."

He said one of these challenges was to attract investment into a number of areas including the maintenance of infrastructure and the provision of new infrastructure in both rural and urban areas of the country.

"We have also realised that the demand for road and rail transport in particular far outstrips the capacity of government to fund these needs. In this regard, it is our view that infrastructure investment which has direct economic returns that can also be monitored in terms of cost recovery and profit should be seriously considered," said Martins.

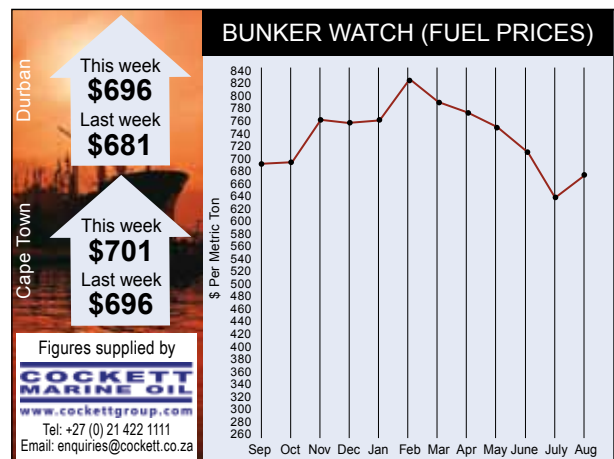
Once again emphasising government's intent to move cargo from road



Ben Martins ... under no illusion about the magnitude of the challenges.

to rail, Martins said the comprehensive rail upgrade on which Transnet had embarked would place rail at the centre of freight movement.

"The disproportionate nature of traffic between road and rail in freight has resulted in our roads experiencing serious damage and rapidly declining before the expected lifespan," he said. "Due to under-investment in rail over a number of years, a huge burden has been placed on our roads, causing major traffic congestion in our cities."



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Outbound

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Updated until 11am

20 August 2012

OUTBOUND BY DATE - Dates for sailing: 27/08/2012 - 10/09/2012

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for	
To: The Far East and South East Asia								
							Updated daily on http://www.ftwonline.co.za	
CMA-CGM Azure BD212E	CMA/CSC/CSV/HSD/MSK/SAF	-	-	29/8	-	1/9	SIN 16/09,HKG 21/09,SHA 24/09,NGB 26/09,CWN 28/09,NSA 30/09,TPP 04/10	
CSAV Lonquimay BD214E	CMA/CSC/CSV/HSD/MSK/SAF	-	-	5/9	-	8/9	SIN 23/09,HKG 28/09,SHA 01/10,NGB 03/10,CWN 05/10,NSA 07/10	
Msc Vanessa 1234R	MSC/CSV/STS	-	-	-	-	31/8	SIN 18/09,FOC 23/09,XMN 24/09,KHH 25/09,HKG 27/09,CWN 29/09	
Koroni 0366-002E	COS/EMC/MBA	-	27/8	-	-	-	SIN 11/09,PGU 13/09,PKG 20/09,NSA 22/09,YOK 22/09,UKB 22/09,PEN 14/09,SGN 14/09,DLC 15/09,BLW 15/09,BKK 15/09,SRG 16/09, MNL 16/09,KHH 17/09,UKB 18/09,TYO 18/09,XMN 18/09,HPH 18/09,SHA 19/09,NGO 19/09,OSA 19/09,NGB 21/09,BUS 21/09,TAO 23/09, HKG 25/09, TXG 25/09, YOK 25/09, YTN 26/09, KEL 28/09, TXG 29/09	
Maersk Senang 1205	CMA/MSK	-	-	1/9	-	-	SIN 17/09,KEL 18/09,PKG 20/09,NSA 22/09,YOK 22/09,UKB 22/09,BUS 23/09,PGU 24/09,SHA 25/09,CWN 25/09,BLW 25/09,INC 26/09, SUB 26/09,NGB 27/09,HUA 27/09,SRG 27/09,PEN 27/09,XMN 28/09,TAO 29/09,OSA 29/09,NGO 29/09,SGN 29/09,HPH 30/09	
Mol Devotion 002	KLIMIS/PIL	-	29/8	-	-	-	PKG 16/09,SIN 18/09,HKG 23/09,SHA 27/09,KEL 30/09,KHH 30/09,BUS 01/10,INC 01/10,YOK 03/10,NGO 03/10,UKB 03/10	
Maersk Calabar 1208	CMA/MSK/SAF	27/8	-	-	-	-	TPP 21/09,XMN 26/09,FOC 28/09,BUS 01/10	
Mol Growth 6301B	MOL	-	27/8	-	-	-	SIN 13/09,HKG 19/09, TXG 26/09, DLC 27/09, TAO 29/09, BUS 01/10, SHA 04/10	
MOL Satisfaction 1502	EMC/MOL	-	-	-	-	28/8	TPP 15/09,SIN 16/09	
Maersk Conakry 1208	CMA/MSK/SAF	-	29/8	-	-	-	YTN 25/09,NSA 26/09,TPP 01/10	
Jing Po He 113E	COS/EMC/MBA	-	3/9	-	-	30/8	SIN 19/09,PGU 21/09,PKG 21/09,LCH 22/09,JKT 22/09,SUB 22/09,PEN 22/09,SGN 22/09,DLC 23/09,BLW 23/09,BKK 23/09,KHH 24/09, SRG 24/09,MNL 24/09,SHA 26/09,UKB 26/09,TYO 26/09,XMN 26/09,HPH 26/09,NGO 27/09,OSA 27/09,NGB 28/09,BUS 29/09,TAO 01/10, HKG 02/10, YTN 03/10, TXG 03/10, YOK 03/10, KEL 06/10, TXG 07/10	
Msc Lucy 1235R	MSC/CSV/STS	-	30/8	-	-	7/9	SIN 22/09,FOC 28/09,XMN 29/09,KHH 30/09,HKG 02/10,CWN 04/10	
CMA-CGM Moliree AA736E	CMA/CSC/CSV/MBA	-	-	-	-	1/9	PKG 12/09,HKG 16/09,BUS 20/09,SHA 21/09,NGB 23/09,CWN 26/09	
Maria-Katharina S DH270E	CMA/DEL	-	1/9	-	-	-	PKG 16/09,SHA 19/09,NGB 20/09,SWA 23/09,HKG 24/09,CWN 25/09,SIN 30/09	
Ambassador Bridge 021	KLIMIS/PIL	-	4/9	-	-	1/9	PKG 23/09,SIN 25/09,HKG 29/09,SHA 04/10,BUS 07/10,INC 07/10,KEL 07/10,KHH 07/10,YOK 10/10,NGO 10/10,UKB 10/10	
Kota Bakat BAK001	PIL	-	-	-	-	1/9	SIN 17/09,ZJG 26/09	
Chief DH268E	CMA/DEL	-	1/9	-	-	-	PKG 19/09,NGB 27/09,SHA 28/09,SWA 01/10,HKG 02/10,CWN 03/10,SIN 08/10	
Wadi Alrayan 0032E	CSC/HLC/KLI/INDS/NYK/STS	-	-	-	-	2/9	PKG 04/09,SIN 08/09,SHA 11/09,CNZOS 12/09,XMN 14/09,SHK 16/09	
Maersk Darlington 1223	CMA/MSK	-	-	8/9	-	2/9	SIN 24/09,KEL 25/09,PKG 27/09,NSA 29/09,YOK 29/09,UKB 29/09,BUS 30/09,PGU 01/10,SHA 02/10,CWN 02/10,BLW 02/10,INC 03/10, SUB 03/10,NGB 04/10,HUA 04/10,SRG 04/10,PEN 04/10,XMN 05/10,TAO 06/10,OSA 06/10,NGO 06/10,SGN 06/10,HPH 07/10	
Maersk Colombo 1202	CMA/MSK/SAF	3/9	-	-	-	-	TPP 28/09,XMN 03/10,FOC 04/10,BUS 08/10,SHA 10/10,NGB 11/10,NSA 14/10	
Mol Garland 6405B	MOL	-	3/9	-	-	-	SIN 20/09,HKG 26/09, TXG 03/10, DLC 04/10, TAO 06/10, BUS 08/10, SHA 11/10	
Laonic 003	GRB	-	-	-	-	4/9	SIN 21/09,ZHA 26/09,LYG 02/10	
Kyparissia 0368-002E	COS/EMC/MBA	-	10/9	-	-	6/9	SIN 25/09,PGU 27/09,PKG 27/09,LCH 28/09,JKT 28/09,SUB 28/09,PEN 28/09,SGN 28/09,DLC 29/09,BLW 29/09,BKK 29/09,SRG 30/09, MNL 30/09,KHH 01/10,UKB 02/10,TYO 02/10,XMN 02/10,HPH 02/10,SHA 03/10,NGO 03/10,OSA 03/10,NGB 05/10,BUS 05/10,TAO 07/10, HKG 09/10, TXG 09/10, YOK 09/10, YTN 10/10, KEL 12/10, TXG 13/10	
Northern Endurance YNE015	PIL	-	-	-	-	7/9	SIN 28/10	
Master DH272E	CMA/DEL	-	7/9	-	-	-	PKG 25/09,SHA 03/10,NGB 04/10,SWA 07/10,HKG 08/10,CWN 09/10,SIN 14/10	
Mol Dream 1618	EMC/MOL	-	-	-	-	8/9	TPP 26/09,SIN 28/09	
Mehuin AA738E	CMA/CSC/CSV/MBA	-	-	-	-	9/9	PKG 19/09,HKG 23/09,BUS 27/09,SHA 28/09,NGB 30/09,CWN 04/10	
Mozambique 034E	CMA/MSK	-	-	-	-	9/9	SIN 01/10,KEL 02/10,PKG 04/10,NSA 06/10,YOK 06/10,UKB 06/10,BUS 07/10,PGU 08/10,SHA 09/10,CWN 09/10,BLW 09/10,INC 10/10, SUB 10/10,NGB 11/10,HUA 11/10,SRG 11/10,PEN 11/10,XMN 12/10,TAO 13/10,OSA 13/10,NGO 13/10,SGN 13/10,HPH 14/10	
Mol Glide 6504B	MOL	-	10/9	-	-	-	SIN 27/09,HKG 03/10, TXG 10/10, DLC 11/10, TAO 13/10, BUS 15/10, SHA 18/10	
Maersk Cameroun 1208	CMA/MSK/SAF	10/9	-	-	-	-	TPP 05/10,XMN 10/10,FOC 11/10,BUS 15/10,SHA 17/10,NGB 18/10,NSA 21/10	
NYK Isabel 0356E	CSC/HLC/KLI/INDS/NYK/STS	-	-	-	-	10/9	PKG 11/09,SIN 13/09,SHA 18/09,CNZOS 19/09,XMN 21/09,SHK 23/09	
To: Mediterranean and Black Sea								
							Updated daily on http://www.ftwonline.co.za	
Kota Harum HRU134	PIL	-	-	-	-	27/8	ASH 20/09,HFA 20/09	
Jolly Perla 200	LMC	-	-	-	-	5/9	GOI 03/10,BLA 08/10,NPK 10/10,TUN 31/10,MLA 31/10,UAY 02/11,BEY 02/11,BEN 02/11,AXA 04/11,TIP 04/11	
Louisa Schulte 124B	DAL/MSK/SAF	-	31/8	27/8	-	-	ALG 19/09,GOI 24/09,VEC 24/09,BLA 26/09,LIV 28/09,FOS 28/09,NPK 01/10,GEM 04/10,AXA 05/10,PSD 05/10,MER 07/10,PIR 08/10, HFA 09/10,SKG 09/10,IZM 16/10	
Msc Rita 1234R	MSC/HSL/LTI	-	30/8	28/8	-	-	VEC 19/09,SPE 24/09,LIV 24/09,GOI 25/09,NPK 25/09,HFA 25/09,FOS 26/09,BLA 29/09,AXA 01/10	
Maximilian Schulte 1212	MSK/SAF	27/8	-	-	-	-	ALG 17/09	
Seroja Lima 1235R	MSC/HSL/LTI	-	3/9	1/9	-	30/8	VEC 23/09,SPE 28/09,LIV 28/09,GOI 29/09,NPK 29/09,HFA 29/09,FOS 30/09,BLA 03/10,AXA 05/10	
Kota Halus HLU342	PIL	-	5/9	-	-	-	ASH 30/10,HFA 30/10	
Petkum 124B	DAL/MSK/SAF	-	7/9	3/9	-	1/9	ALG 26/09,GOI 01/10,VEC 01/10,BLA 03/10,LIV 05/10,FOS 05/10,NPK 08/10,GEM 11/10,AXA 12/10,PSD 12/10,MER 14/10,PIR 15/10, HFA 16/10,SKG 16/10,IZM 23/10	
Tove Maersk 1210	MSK/SAF	3/9	-	-	-	-	ALG 24/09	
Hanjin Rotterdam 1236R	MSC/HSL/LTI	-	8/9	6/9	-	4/9	VEC 28/09,SPE 03/10,LIV 03/10,GOI 04/10,NPK 04/10,HFA 04/10,FOS 05/10,BLA 08/10,AXA 10/10	
Asiatic Wind 124B	DAL/MSK/SAF	-	-	10/9	-	8/9	ALG 03/10,GOI 08/10,VEC 08/10,BLA 10/10,LIV 12/10,FOS 12/10,NPK 15/10,GEM 18/10,AXA 19/10,PSD 19/10,MER 21/10,PIR 22/10, HFA 23/10,SKG 23/10,IZM 30/10	
Gluecksburg 1210	MSK/SAF	10/9	-	-	-	-	ALG 01/10	
To: UK, North West Continent & Scandinavia								
							Updated daily on http://www.ftwonline.co.za	
Red Cedar 2124	MAC	4/9	-	-	-	-	VGO 18/08,LZI 20/08,RTM 21/08,PFT 24/08,IMM 24/08,HUL 24/08,HMQ 25/08,BXE 27/08,ORK 27/08,DUO 27/08,KRS 27/08, LAR 27/08,OSL 28/08,OFQ 29/08,CPH 29/08,GOT 29/08,GOO 29/08,GRG 29/08,HEL 29/08,ANR 30/08,BIO 31/08,HEL 31/08, KTK 31/08,STO 31/08	
Dal Karoo 126B	DAL/MOL/MSK/SAF	-	2/9	-	-	29/8	RTM 18/09,TIL 19/09,BRV 24/09,CPH 25/09,GOT 25/09,HMQ 25/09,OFQ 26/09,HEL 28/09,OSL 01/10	
Louisa Schulte 124B	DAL/MSK/SAF	-	31/8	27/8	-	-	VGO 25/09,LEI 26/09,LZI 01/10	
Msc Rita 1234R	MSC/HSL/LTI	-	30/8	28/8	-	-	RTM 17/09,LZI 17/09,FXT 18/09,HMQ 19/09,ANR 21/09,LEH 23/09,BIO 23/09,LIV 24/09,BRV 25/09,VGO 27/09,HEL 27/09,LEI 28/09, KTK 28/09,STO 30/09,KLJ 02/10,LED 05/10	
Golden Isle 2127	MAC	3/9	1/9	-	-	29/8	27/8	VGO 18/09,LZI 20/09,RTM 22/09,PFT 25/09,IMM 25/09,HUL 25/09,HMQ 26/09,BXE 28/09,ORK 28/09,DUO 28/09,KRS 28/09, LAR 28/09,OSL 29/09,OFQ 30/09,CPH 30/09,GOT 30/09,GOO 30/09,GRG 30/09,HEL 30/09,ANR 01/10,BIO 01/10,HEL 02/10, KTK 02/10,STO 02/10
Maximilian Schulte 1212	MSK/SAF	27/8	-	-	-	-	LEI 22/09,LZI 25/09	
EGS Crest 292804	CNT	-	-	-	-	28/8	31/8	VGO 24/09,ANR 29/09
Seroja Lima 1235R	MSC/HSL/LTI	-	3/9	1/9	-	30/8	RTM 21/09,LZI 21/09,FXT 22/09,HMQ 23/09,ANR 25/09,LEH 27/09,BIO 27/09,LIV 28/09,BRV 29/09,VGO 01/10,HEL 01/10,LEI 02/10, KTK 02/10,STO 04/10,KLJ 06/10,LED 09/10	
Dal Kalahari 126B	DAL/MOL/MSK/SAF	-	9/9	30/8	-	4/9	-	LZI 22/09,RTM 25/09,TIL 26/09,BRV 01/10,CPH 02/10,GOT 02/10,HMQ 02/10,OFQ 03/10,HEL 05/10,OSL 08/10
Petkum 124B	DAL/MSK/SAF	-	7/9	3/9	-	1/9	-	VGO 02/10,LEI 03/10,LZI 08/10
Tove Maersk 1210	MSK/SAF	3/9	-	-	-	-	-	VGO 28/09,LEI 29/09,LZI 02/10
Canelo Arrow 120	GRB	-	-	-	-	-	4/9	VGO 27/09,BIO 01/10,ANR 06/10
Hanjin Rotterdam 1236R	MSC/HSL/LTI	-	8/9	6/9	-	4/9	-	RTM 26/09,LZI 26/09,FXT 27/09,HMQ 28/09,ANR 30/09,LEH 02/10,BIO 02/10,LIV 03/10,BRV 04/10,VGO 06/10,HEL 06/10,LEI 07/10, KTK 07/10,STO 09/10,KLJ 11/10,LED 14/10
Lars Maersk 126B	DAL/MOL/MSK/SAF	-	-	6/9	-	-	-	RTM 02/10,TIL 03/10,BRV 08/10,CPH 09/10,GOT 09/10,HMQ 09/10,OFQ 10/10,HEL 12/10,OSL 15/10
Grey Fox 2128	MAC	-	-	-	-	9/9	7/9	VGO 29/09,LZI 01/10,RTM 03/10,PFT 06/10,IMM 06/10,HUL 06/10,HMQ 07/10,BXE 09/10,ORK 09/10,DUO 09/10,KRS 09/10, LAR 09/10,OSL 10/10,ANR 11/10,OFQ 11/10,CPH 11/10,GOT 11/10,GOO 11/10,GRG 11/10,HEL 11/10,BIO 12/10,HEL 13/10,KTK 13/10, STO 13/10
Genuine Ace 4A	MOL	-	-	9/9	8/9	7/9	-	VGO 24/09,ZEE 27/09,BRV 28/09
Asiatic Wind 124B	DAL/MSK/SAF	-	-	10/9	-	8/9	-	VGO 09/10,LEI 10/10,LZI 15/10
Gluecksburg 1210	MSK/SAF	10/9	-	-	-	-	-	LEI 06/10,LZI 09/10

OUTBOUND BY DATE - Dates for sailing: 27/08/2012 - 10/09/2012

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
To: East Africa							Updated daily on http://www.ftwonline.co.za
Msc Vanessa 1234R	MSC/CSV/STS	-	-	-	31/8	-	FTU 12/09
Jolly Perla 200	LMC	-	-	-	5/9	-	MPM 06/09,DAR 11/09,MBA 14/09
Msc Levina 1231A	MSC/CSV	-	-	-	27/8	-	DAR 16/09,PMA 26/09
Hoegh Sydney 37	HOE	-	-	28/8	31/8	-	MPM 01/09
MOL Satisfaction 1502	EMC/MOL	-	-	-	28/8	-	MPM 29/08
Msc Chelsea 1229	MSC	-	-	-	29/8	-	MPM 30/08,MBA 05/09
African Star tba	MUR	-	-	-	29/8	-	MBA 04/09,DAR 12/09
Msc Lucy 1235R	MSC/CSV/STS	-	30/8	-	7/9	-	FTU 23/09
TBN tba	MUR	-	-	-	3/9	-	MBA 09/09,DAR 15/09
Msc Agata 1228	MSC	-	-	-	3/9	-	BEV 06/09
Eternal Ace 9A	MOL	-	-	-	5/9	-	MPM 06/09,DAR 11/09,MBA 13/09
Hoegh Brasilia 43	HOE/HUA	-	-	-	6/9	-	MPM 03/09
Msc Agata 1230	MSC	-	-	-	8/9	-	MNC 11/09,MBA 16/09
Mol Dream 1618	EMC/MOL	-	-	-	8/9	-	MPM 09/09
Hoegh Trader 103	HOE/HUA	-	10/9	-	-	-	MPM 14/09
To: West Africa							Updated daily on http://www.ftwonline.co.za
CMA-CGM Okapi MU553	CMA	-	-	27/8	-	-	LAD 30/07,PNR 10/08,LFW 14/08,DLA 17/08
Kota Harum HRU134	PIL	-	-	-	27/8	-	TEM 05/08,COO 10/08,LOS 14/08
OS Samsung MU558E	CMA	-	-	2/9	-	-	LAD 05/08,PNR 14/08,LFW 19/08,ABJ 23/08
Deike Rickmers MU560	CMA	-	-	10/9	-	-	LAD 12/08,PNR 18/08,LFW 24/08,DLA 28/08
AS Saxonia 4802	MOL	29/8	-	-	-	-	LAD 24/08
Jolly Perla 200	LMC	-	-	-	5/9	-	DKR 11/10
Louisa Schulte 124B	DAL/MSK/SAF	-	31/8	27/8	-	-	DKR 12/09
Msc Rita 1234R	MSC/HSL/LTI	-	30/8	28/8	-	-	LPA 12/09,DKR 14/09,ABJ 15/09,TEM 17/09,APP 23/09,TIN 24/09
Caecilia Shulte 12S	MOL/MSK/MSK/OAC/SAF	-	30/8	28/8	-	-	LUD 31/08
Francisco Schulte 1229	MSC	-	27/8	-	-	-	LAD 01/09,LOB 06/09
Liberty Ace 65A	MOL	-	-	-	27/8	-	LAD 02/09,LBV 06/09,LOS 10/09,DLA 16/09,COO 20/09,TEM 22/09,ABJ 25/09,CKY 28/09,DKR 30/09,NKC 01/10
Maximilian Schulte 1212	MSK/SAF	27/8	-	-	-	-	LAD 30/08,TIN 05/09
Nyk Veronica 0258W	CSC/HLC/KLI/NDS/NYK/SMU/STS	-	-	-	27/8	-	LFW 03/09,TEM 05/09,TIN 07/09
MCC Shanghai 705W	GSL/ZIM	-	-	-	29/8	-	APP 07/09,LOS 10/09,TEM 14/09,COO 19/09
Nile Dutch Leopard 30137A	NDS	-	31/8	-	29/8	-	PNR 07/09,LAD 12/09,BOA 14/09,MAT 15/09,SAZ 17/09,LBV 17/09,CAB 18/09,DLA 18/09,LOB 20/09,MSZ 20/09
Anna Phil 5/12	ASL	-	29/8	-	-	-	LAD 05/09,SAZ 09/09,MAL 11/09
ER Elsfieth MU565	CMA	30/8	-	-	-	-	LAD 04/09,PNR 09/09,LFW 15/09,ABJ 18/09
Seroja Lima 1235R	MSC/HSL/LTI	-	3/9	1/9	30/8	-	LPA 16/09,DKR 18/09,ABJ 19/09,TEM 21/09,APP 27/09,TIN 28/09
Safmarine Chilka 1205	CMA/MSK/SAF	30/8	-	-	-	-	APP 04/09,ABJ 10/09
TBN tba	MUR	-	-	-	30/8	-	ABJ 20/09,LFW 24/09,LOS 28/09
Kota Halus HLU342	PIL	-	5/9	-	-	-	TEM 16/09,COO 20/09,LOS 24/09
Maersk Cairo 1201	CMA/MSK/SAF	-	31/8	-	-	-	PNR 06/09,TEM 13/09
Petkum 124B	DAL/MSK/SAF	-	7/9	3/9	1/9	-	DKR 19/09
Safmarine Lualaba 1207	MSK/SAF	-	2/9	-	8/9	-	MSZ 18/09,LOB 21/09,SON 24/09,PNR 26/09,BOA 29/09,MAT 30/09,LBV 09/10
AS Scandia 4905	MOL	-	2/9	-	-	-	LAD 07/09
SGL Glory tba	MBA/SCA	-	-	-	2/9	-	TKD 15/09,FNA 18/09,DKR 21/09
Tove Maersk 1210	MSK/SAF	3/9	-	-	-	-	LAD 06/09,TIN 12/09
Hanjin Rotterdam 1236R	MSC/HSL/LTI	-	8/9	6/9	4/9	-	LPA 21/09,DKR 23/09,ABJ 24/09,TEM 26/09,APP 02/10,TIN 03/10
UAL Merchant 512xxxx	UAL	-	8/9	-	4/9	-	LAD 14/09,SAZ 17/09,PNR 19/09,SSG 22/09
AS Saxonia 5003	MOL	-	-	-	5/9	-	LAD 17/09,LOB 21/09
Jamiroquai 1201	CMA/MSK/SAF	-	6/9	-	-	-	PNR 13/09,TEM 21/09
Christina Star 30138A	NDS	-	8/9	-	6/9	-	PNR 15/09,LAD 20/09,BOA 22/09,MAT 23/09,SAZ 25/09,LBV 25/09,CAB 26/09,DLA 26/09,LOB 28/09,MSZ 28/09
Ainaftis 7A	MSC/MOL/MSK/OAC/SAF	6/9	-	-	-	-	LOB 09/09
Maersk Cunene 1207	CMA/MSK/SAF	6/9	-	-	-	-	APP 11/09,ABJ 17/09
Safmarine Chachai 1203	CMA/MSK/SAF	-	7/9	-	-	-	PNR 13/09,TEM 20/09
Northern Endurance YNE015	PIL	-	-	-	7/9	-	PNR 15/09,LAD 17/09,LOS 27/09,ONN 01/10,DLA 03/10
CSCL Panama 0337W	CSC/HLC/KLI/NDS/NYK/SMU/STS	-	-	-	8/9	-	LFW 16/09,TEM 18/09,TIN 21/09
Asiatic Wind 124B	DAL/MSK/SAF	-	-	10/9	8/9	-	DKR 26/09
Msc Ulsnis 1230	MSC	-	8/9	-	-	-	LAD 15/09,LOB 20/09
ER Helgoland MU567	CMA	8/9	-	-	-	-	LAD 13/09,PNR 17/09,LFW 23/09,DLA 27/09
Gluecksburg 1210	MSK/SAF	10/9	-	-	-	-	LAD 13/09,TIN 19/09
To: Indian Ocean Islands							Updated daily on http://www.ftwonline.co.za
Msc Vanessa 1234R	MSC/CSV/STS	-	-	-	31/8	-	PLU 07/09,PDG 09/09,TMM 10/09,TLE 11/09,DIE 13/09,LON 14/09,MJN 15/09
Maersk Senang 1205	CMA/MSK	-	-	1/9	-	-	PLU 06/09
Msc Levina 1231A	MSC/CSV	-	-	-	27/8	-	MUT 22/09,YVA 23/09
HS Wagner 1210	MSK/SAF	-	-	2/9	29/8	-	PLU 08/09
Msc Lucy 1235R	MSC/CSV/STS	-	30/8	-	7/9	-	PLU 12/09,PDG 20/09,TMM 21/09,TLE 22/09,DIE 24/09,LON 25/09,MJN 26/09
Maersk Darlington 1223	CMA/MSK	-	-	8/9	2/9	-	PLU 13/09
Hoegh Treasure 101	HOE/HUA	-	-	-	4/9	-	TMM 09/09,LPT 10/09,PLU 12/09
Maersk Izmir 1216	MSK/SAF	-	-	9/9	5/9	-	PLU 15/09
Everton 533	UAF	-	-	-	7/9	-	TLE 12/09,EHL 14/09,TMM 16/09,PLU 20/09,RUN 22/09,DIE 25/09,LON 27/09,MUT 28/09
Mozambique 034E	CMA/MSK	-	-	-	9/9	-	PLU 20/09
To: North America							Updated daily on http://www.ftwonline.co.za
Maersk Visby 013	MSC/MSK/SAF	-	28/8	-	-	-	NYC 19/09,BAL 21/09,ORF 22/09,CHU 24/09,FEP 25/09,NAS 26/09,MIA 27/09,POP 27/09,MHH 27/09,GEC 28/09,SDQ 28/09,TOV 28/09,SLU 29/09,PHI 29/09,GDT 29/09,SJO 30/09,BAS 30/09,VJJ 30/09,RSU 01/10,PAP 01/10,KTN 01/10,HQN 02/10,BGI 02/10,STG 02/10,MSY 04/10
Alexander 008	MSC/MSK/SAF	-	4/9	-	29/8	-	NYC 26/09,BAL 30/09,ORF 02/10,CHU 04/10,FEP 05/10,NAS 06/10,MIA 07/10,POP 07/10,MHH 07/10,GEC 08/10,SDQ 08/10,TOV 08/10,SLU 09/10,PHI 09/10,GDT 09/10,SJO 10/10,BAS 10/10,VJJ 10/10,RSU 11/10,PAP 11/10,KTN 11/10,HQN 12/10,BGI 12/10,STG 12/10,MSY 14/10
Koroni 0366-002E	COS/EMC/MBA	-	27/8	-	-	-	LAX 23/09,OAK 26/09,TIW 28/09,BCC 30/09
Dal Karoo 126B	DAL/MOL/MSK/SAF	-	2/9	-	29/8	-	HAL 24/09,CHU 26/09,SAV 29/09,ORF 02/10,ORF 02/10,MTR 04/10,MIA 06/10,TOD 06/10,HQN 09/10,MSY 11/10,SEA 12/10,BCC 13/10,LGB 15/10,OAK 15/10,PDX 15/10
Dal Kalahari 126B	DAL/MOL/MSK/SAF	-	9/9	30/8	4/9	-	HAL 01/10,CHU 03/10,SAV 06/10,NYC 07/10,BAL 08/10,ORF 09/10,MTR 11/10,MIA 13/10,TOD 13/10,HQN 16/10,MSY 18/10,SEA 19/10,BCC 20/10,LGB 22/10,OAK 22/10,PDX 22/10
Jing Po He 113E	COS/EMC/MBA	-	3/9	-	30/8	-	LAX 01/10,OAK 04/10,TIW 06/10,BCC 08/10
Maersk Vallvik 006	MSC/MSK/SAF	-	-	3/9	5/9	-	NYC 03/10,BAL 05/10,ORF 06/10,CHU 08/10,FEP 09/10,NAS 10/10,MIA 11/10,POP 11/10,MHH 11/10,GEC 12/10,SDQ 12/10,TOV 12/10,SLU 13/10,PHI 13/10,GDT 13/10,SJO 14/10,BAS 14/10,VJJ 14/10,RSU 15/10,PAP 15/10,KTN 15/10,HQN 16/10,BGI 16/10,STG 16/10,MSY 18/10
Hoegh Brasilia 43	HOE/HUA	-	-	-	6/9	-	SCT 28/09
Lars Maersk 126B	DAL/MOL/MSK/SAF	-	-	6/9	-	-	HAL 08/10,CHU 10/10,SAV 13/10,NYC 14/10,BAL 15/10,ORF 16/10,MTR 18/10,MIA 20/10,TOD 20/10,HQN 23/10,MSY 25/10,SEA 26/10,BCC 27/10,LGB 29/10,OAK 29/10,PDX 29/10
Msc Carla 097	MSC/MSK/SAF	-	-	6/9	-	-	NYC 10/10,BAL 14/10,ORF 16/10,CHU 18/10,FEP 19/10,NAS 20/10,MIA 21/10,POP 21/10,MHH 21/10,GEC 22/10,SDQ 22/10,TOV 22/10,SLU 23/10,PHI 23/10,GDT 23/10,SJO 24/10,BAS 24/10,VJJ 24/10,RSU 25/10,PAP 25/10,KTN 25/10,HQN 26/10,BGI 26/10,STG 26/10,MSY 28/10
Kyparissia 0368-002E	COS/EMC/MBA	-	10/9	-	6/9	-	LAX 07/10,OAK 10/10,TIW 12/10,BCC 14/10
To: Australasia							Updated daily on http://www.ftwonline.co.za
Msc Vanessa 1234R	MSC/CSV/STS	-	-	-	31/8	-	FRE 18/09,ADL 19/09,MLB 23/09,SYD 26/09,TRG 30/09,LYT 02/10
Koroni 0366-002E	COS/EMC/MBA	-	27/8	-	-	-	BSA 22/09,SYD 24/09,MLB 27/09
Maersk Senang 1205	CMA/MSK	-	-	1/9	-	-	AKL 27/09,FRE 27/09,LYT 27/09,TRG 28/09,NPE 29/09,TRG 29/09,LYT 30/09,TIU 01/10,POE 01/10,NSN 03/10,NPL 03/10
Msc Lucy 1235R	MSC/CSV/STS	-	30/8	-	7/9	-	FRE 23/09,ADL 24/09,MLB 28/09,SYD 01/10,TRG 05/10,LYT 07/10
Jing Po He 113E	COS/EMC/MBA	-	3/9	-	30/8	-	BSA 30/09,SYD 02/10,MLB 05/10
Maersk Darlington 1223	CMA/MSK	-	-	8/9	2/9	-	AKL 04/10,FRE 04/10,LYT 04/10,TRG 05/10,NPE 06/10,TRG 06/10,LYT 07/10,TIU 08/10,POE 08/10,NSN 10/10,NPL 10/10
Undine CO222	WWL	-	-	3/9	4/9	-	FRE 15/09,MLB 20/09,PKL 23/09,BSA 24/09
Hoegh Treasure 101	HOE/HUA	-	-	-	4/9	-	FRE 22/09,MLB 27/09,PKL 29/09,BSA 01/10,TRG 05/10,NPE 06/10,WLG 08/10,LYT 09/10
Kyparissia 0368-002E	COS/EMC/MBA	-	10/9	-	6/9	-	BSA 06/10,SYD 08/10,MLB 11/10
Mozambique 034E	CMA/MSK	-	-	-	9/9	-	AKL 11/10,FRE 11/10,LYT 11/10,TRG 12/10,NPE 13/10,TRG 13/10,LYT 14/10,TIU 15/10,POE 15/10,NSN 17/10,NPL 17/10
Hoegh Trader 103	HOE/HUA	-	-	10/9	-	-	FRE 27/09,MLB 02/10,PKL 04/10

OUTBOUND BY DATE - Dates for sailing: 27/08/2012 - 10/09/2012

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			
CMA-CGM Okapi MU553	CMA	-	-	27/8	-	-	MUN 10/09
Kota Harum HRU134	PIL	-	-	-	27/8	-	NSA 11/09
OS Samsun MU558E	CMA	-	-	2/9	-	-	MUN 16/09
Deike Rickmers MU560	CMA	-	-	10/9	-	-	MUN 24/09
Msc Vanessa 1234R	MSC/CSV/STS	-	-	-	31/8	-	CMB 06/09
Koroni 0366-002E	COS/EMC/MBA	-	27/8	-	-	-	CMB 16/09,NSA 18/09
Jolly Perla 200	LMC	-	-	-	5/9	-	JED 24/09, RUH 14/10, AQJ 19/10, MSW 19/10, PZU 19/10, HOD 20/10, AUH 24/10, DXB 26/10, KWI 26/10, NSA 26/10, BAH 29/10, BND 29/10, DMN 29/10, DOH 29/10, MCT 29/10, BQM 31/10
Msc Levina 1231A	MSC/CSV	-	-	-	27/8	-	SLL 05/09, JEA 08/09, NSA 11/09, BQM 11/09, SHJ 11/09, AUH 11/09, MCT 11/09, BAH 11/09, DMN 11/09, KWI 11/09, BND 11/09, JED 12/09, DOH 13/09, IXY 14/09, RUH 18/09
HS Wagner 1210	MSK/SAF	-	-	2/9	-	29/8	JEA 20/09, SLL 25/09
Msc Lucy 1235R	MSC/CSV/STS	-	30/8	-	-	7/9	CMB 17/09
Jing Po He 113E	COS/EMC/MBA	-	3/9	-	-	30/8	CMB 24/09, NSA 26/09
ER Elsfleth MU565	CMA	30/8	-	-	-	-	MUN 14/10
Kota Halus HLU342	PIL	-	5/9	-	-	-	NSA 23/10
Msc Erminia 1232A	MSC/CSV	-	-	-	4/9	-	SLL 13/09, JEA 16/09, NSA 19/09, BQM 19/09, SHJ 19/09, AUH 19/09, MCT 19/09, BAH 19/09, DMN 19/09, KWI 19/09, BND 19/09, JED 20/09, DOH 21/09, IXY 22/09, RUH 26/09
Msc Lucy 1235A	MSC/CSV	-	-	-	5/9	-	SLL 14/09, JEA 17/09, NSA 20/09, BQM 20/09, SHJ 20/09, AUH 20/09, MCT 20/09, BAH 20/09, DMN 20/09, KWI 20/09, BND 20/09, JED 21/09, DOH 22/09, IXY 23/09, RUH 27/09
Maersk Izmir 1216	MSK/SAF	-	-	9/9	-	5/9	JEA 27/09, SLL 02/10
Kyprissia 0368-002E	COS/EMC/MBA	-	10/9	-	-	6/9	CMB 30/09, NSA 02/10
ER Helgoland MU567	CMA	8/9	-	-	-	-	MUN 20/10
Caribbean Sea 1233A	MSC/CSV	-	-	-	9/9	-	SLL 18/09, JEA 21/09, NSA 24/09, BQM 24/09, SHJ 24/09, AUH 24/09, MCT 24/09, BAH 24/09, DMN 24/09, KWI 24/09, BND 24/09, JED 25/09, DOH 26/09, IXY 27/09, RUH 01/10

To: South America				Updated daily on http://www.ftwonline.co.za			
CMA-CGM Azure BD212E	CMA/CSC/CSV/HSD/MSK/SAF	-	-	29/8	-	1/9	SSZ 10/08, ITJ 12/08, PNG 14/08, RIO 18/08
CSAV Lonquimay BD214E	CMA/CSC/CSV/HSD/MSK/SAF	-	-	5/9	-	8/9	SSZ 17/08, ITJ 18/08, PNG 21/08, RIO 25/08
Cap Jackson BD222	CMA/CSC/CSV/HSD/MSK/SAF	-	-	-	-	-	SSZ 14/09, ITJ 15/09, PNG 18/09, RIO 22/09
Cap Ines BD224	CMA/CSC/CSV/HSD/MSK/SAF	-	-	-	-	8/9	SSZ 21/09, ITJ 22/09, PNG 25/09, RIO 29/09

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	994-4500	536-3500	-	487-0381	-	-	-	-	-
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	-	-	-
Legendijk Brothers Holdings	-	309-5959	-	-	-	-	-	-	-
Land & Sea Shipping	679-1651	-	-	-	-	-	-	-	-
LBH South Africa	-	309-5959	421-0033	-	788-0953	-	-	-	Saldanha Bay (022) 714-1203
Lloydfrafrica	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	-	-
Melhuizen 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	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-
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

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ftw Easi Finder

Updated until 11am

20 August 2012

INBOUND BY DATE - Dates for sailing: 27/08/2012 - 10/09/2012

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAY	Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAY
African Orchid 11393	MUR	-	-	-	-	28-Aug	-	Luo Ba He 136W	COS/EMC/MBA	-	-	-	-	10-Sep	-
Ainaftis 6B	MSC/MOL/MSK/OAC/SAF	04-Sep	-	-	-	-	-	Maersk Cairo 1201	CMA/MSK/SAF	-	30-Aug	-	-	-	-
Alexander 008	MSC/MSK/SAF	-	03-Sep	-	-	-	-	Maersk Cameroun 1208	CMA/MSK/SAF	09-Sep	-	-	-	-	-
Ambassador Bridge 021	KLI/MIS/PIL	-	03-Sep	-	-	30-Aug	-	Maersk Colombo 1202	CMA/MSK/SAF	02-Sep	-	-	-	-	-
Antonio 2223	MAC	02-Sep	06-Sep	-	-	09-Sep	-	Maersk Conakry 1208	CMA/MSK/SAF	-	29-Aug	-	-	-	-
AS Saxonia 4802	MOL	-	10-Sep	-	-	03-Sep	-	Maersk Cunene 1207	CMA/MSK/SAF	04-Sep	-	-	-	-	-
AS Scandia 4704	MOL	-	02-Sep	-	-	-	-	Maersk Darlington 1222	CMA/MSK/SAF	-	-	06-Sep	-	29-Aug	-
AS Scandia 4905	MOL	04-Sep	-	-	-	-	-	Maersk Izmir 1215	MSK/SAF	-	-	07-Sep	-	03-Sep	-
Asiatic Wind 124A	DAL/MSK/SAF	-	-	10-Sep	-	04-Sep	-	Maersk Senang 1204	CMA/MSK/SAF	-	-	30-Aug	-	-	-
Atlantic Action 206	CSA/HLC	02-Sep	-	-	-	08-Sep	10-Sep	Maersk Vallvik 006	MSC/MSK/SAF	-	10-Sep	02-Sep	-	04-Sep	-
Border 88N	MSC/MOL/MSK/OAC/SAF	-	04-Sep	-	-	-	-	Maersk Visby 013	MSC/MSK/SAF	-	27-Aug	-	-	-	-
Bravo YBV005	PIL	-	09-Sep	-	-	-	-	Maria-Katharina S DH270E	CMA/DEL	-	31-Aug	-	-	-	-
Caecilia Shulte 12N	MSC/MOL/MSK/OAC/SAF	01-Sep	-	-	-	08-Sep	-	Master DH272E	CMA/DEL	-	06-Sep	-	-	-	-
Cap Ines BD224	CMA/CSC/CSV/HSD/MSK/SAF	-	-	-	-	07-Sep	-	MCC Shanghai 705W	GSL/ZIM	-	-	-	-	27-Aug	-
Cap Jackson BD222	CMA/CSC/CSV/HSD/MSK/SAF	-	-	-	-	-	-	Mehuín AA738E	CMA/CSC/CSV/MBA	-	-	-	-	08-Sep	-
Caribbean Sea 1230R	MSC/CSV	-	-	-	-	02-Sep	-	Miramarin 1232A	MSC/HLC/HSL/LTI	-	06-Sep	-	-	-	-
Chief DH268E	CMA/DEL	-	01-Sep	-	-	-	-	MOL Caledon 126A	DAL/MOL/MSK/SAF	-	10-Sep	-	-	-	-
Christina Star 30138A	NDS	-	08-Sep	-	-	03-Sep	-	Mol Devotion 002	KLI/MIS/PIL	-	28-Aug	-	-	-	-
CMA-CGM Azure BD212E	CMA/CSC/CSV/HSD/MSK/SAF	-	-	28-Aug	-	30-Aug	-	Mol Dream 1618	EMC/MOL	-	-	-	-	06-Sep	-
CMA-CGM Moliere AA736E	CMA/CSC/CSV/MBA	-	-	-	-	01-Sep	-	Mol Garland 6405B	MOL	-	02-Sep	-	-	-	-
CSAV Lonquimay BD214E	CMA/CSC/CSV/HSD/MSK/SAF	-	-	04-Sep	-	06-Sep	-	Mol Glide 6504B	MOL	-	09-Sep	-	-	-	-
CSC Panama 0337W	CSC/HLC/KLI/INDS/NYK/SMU/STS	-	-	-	-	05-Sep	-	Mozambique 003W	CMA/MSK/SAF	-	-	-	-	05-Sep	-
Dal Kalahari 126A	DAL/MOL/MSK/SAF	-	27-Aug	29-Aug	-	02-Sep	-	Msc Agata 1225	MSC	-	-	-	-	05-Sep	-
Dal Karoo 126A	DAL/MOL/MSK/SAF	-	-	-	-	27-Aug	-	Msc Carla 097	MSC/MSK/SAF	-	-	05-Sep	-	09-Sep	-
Deike Rickmers MU560	CMA	-	-	09-Sep	-	-	-	Msc Chelsea 1224	MSC	-	-	-	-	31-Aug	-
E.R. Kingston 007	KLI/MIS/PIL	-	-	-	-	06-Sep	-	Msc Denisse 1228A	MSC	-	08-Sep	-	-	-	-
EGS Crest 292804	CNT	-	-	-	-	27-Aug	29-Aug	Msc Denisse 1231	MSC	-	-	-	-	-	-
ER Elsieth MU565	CMA	29-Aug	-	-	-	-	-	Msc Lucy 1231A	MSC/HLC/HSL/LTI	-	28-Aug	-	-	02-Sep	-
ER Helgoland MU567	CMA	07-Sep	-	-	-	-	-	Msc Sena 1231R	MSC/CSV	-	-	-	-	07-Sep	-
Everton 532	UAF	-	-	-	-	07-Sep	-	Msc Sheila 1226	MSC	-	-	-	-	09-Sep	-
Fernando 2234	MAC	08-Sep	-	-	-	-	-	Msc Ulsnis 1227	MSC	-	07-Sep	-	-	-	-
Flora Delmas MU569	CMA	10-Sep	-	-	-	-	-	Msc Ulsnis 1230	MSC	10-Sep	-	-	-	-	-
Glorius Leader CO223	WWL	-	-	10-Sep	-	-	-	Natalie Schulte 30139A	NDS	-	-	-	-	08-Sep	-
Gluecksburg 1209	MSK/SAF	07-Sep	-	-	-	-	-	Niledutch Leopard 30137A	NDS	-	31-Aug	-	-	-	-
Grey Fox 2221	MAC	-	-	-	-	28-Aug	03-Sep	Northern Endeavour VNE015	PIL	-	-	-	-	09-Sep	-
Hanjin Rotterdam 1232	MSC/CSV	-	10-Sep	-	-	04-Sep	-	Northern Endurance YNE015	PIL	-	-	-	-	05-Sep	-
Hoegh Brasilia 43	HOE/HUA	-	-	-	-	05-Sep	-	NYK Isabel 0356E	CSC/HLC/KLI/INDS/NYK/STS	-	-	-	-	08-Sep	-
Hoegh Sydney 37	HOE	-	-	27-Aug	-	29-Aug	-	OS Samsun MU558E	CMA	-	-	02-Sep	-	-	-
Hoegh Trader 103	HOE/HUA	-	-	10-Sep	-	-	-	Petkum 124A	DAL/MSK/SAF	-	06-Sep	03-Sep	-	28-Aug	-
Hoegh Treasure 101	HOE/HUA	-	-	-	-	04-Sep	-	RDO Concord 1233	MSC/CSV	-	-	-	-	08-Sep	-
HS Wagner 1209	MSK/SAF	-	-	31-Aug	-	27-Aug	-	Safmarine Chachai 1203	CMA/MSK/SAF	-	06-Sep	-	-	-	-
Jamiroquai 1201	CMA/MSK/SAF	-	06-Sep	-	-	-	-	Safmarine Chilka 1205	CMA/MSK/SAF	28-Aug	-	-	-	-	-
Jing Po He 113W	COS/EMC/MBA	-	02-Sep	-	-	27-Aug	-	Safmarine Lualaba 1206	MSK/SAF	-	31-Aug	-	-	05-Sep	-
Jolly Perla 200	LMC	-	-	-	-	31-Aug	-	Seroja Lima 1231	MSC/CSV	-	02-Sep	-	-	27-Aug	-
Kota Bakat BAK001	PIL	-	-	-	-	31-Aug	-	Silverford 1226	GAL	10-Sep	-	-	-	-	-
Kota Halus HLU342	PIL	-	04-Sep	-	-	-	-	Thai Dawn 127	GRB/UNG	-	-	-	-	04-Sep	-
Kyparissia 0368-002W	COS/EMC/MBA	-	09-Sep	-	-	03-Sep	-	Tove Maersk 1209	MSK/SAF	31-Aug	-	-	-	-	-
Lars Maersk 126A	DAL/MOL/MSK/SAF	-	03-Sep	05-Sep	-	09-Sep	-	Undine CO222	WWL	-	-	02-Sep	-	04-Sep	-
Lilly Schulte 1205	MSK/SAF	-	-	-	-	10-Sep	-	Wadi Alrayan 0032E	CSC/HLC/KLI/INDS/NYK/STS	-	-	-	-	31-Aug	-
Lombardia 1224	GAL	-	-	-	-	30-Aug	09-Sep	Yellowstone 1228	GAL	-	01-Sep	-	-	06-Sep	-
Louisa Schulte 124A	DAL/MSK/SAF	-	30-Aug	27-Aug	-	-	-	Yu Gu He 469W	COS/EMC/MBA	-	-	-	-	10-Sep	-

ABBREVIATIONS

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

Notice any errors?

Contact Peter Hemer on Cell: 084 654 5510 • email: sailbad@telkomsa.net