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Special feature -
Airfreight Express

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FRIDAY 21 March 2014 NO. 2095

FOR IMPORT / EXPORT DECISION-MAKERS

SA's protectionism could backfire

Liesl Venter

South Africa's protectionist tendencies could result in a tit-for-tat retaliatory spiral against the growing number of anti-dumping duties imposed on anything from chicken to chips.

According to Georg Southey, general manager for Merlog Foods, this has a dire impact on the industry as the "inward thinking" is not export production focused and it ultimately just results in higher costs.

"There is no doubt that imports are necessary to supply our out-of-ratio products," said Southey, "and while we have some of the best protein products in the world, we have to import significantly

to support our local market as only the top 5% of the market can afford the top products."

He said there were however direct indications that South Africa was trying to curb imports in what could best be described as a "protectionist" mode.

"Through tariffs and anti-dumping duties we are trying to limit the amount of imports into the country to protect the local industry," he said.

Southey said South Africa was a major consumer of chicken feet that had to be imported in large quantities yet it was clearly curbing poultry imports from places such as America and Europe.

"More recently we have put a 61% duty on frozen potato chips from Europe, while the

application for anti-dumping duty against chicken from Europe is under way. We have curbed imports from America and several other places," he said. "The duty on chips has only resulted in the consumer paying 61% more for their potato chips at the retailer. We have not protected the local potato chip industry."

He said actions such as the call for anti-dumping duties of up to 91% against countries such as Netherlands, Germany and the UK on their poultry were putting major restrictions on the import of goods into the country and could very easily be seen as protectionist.

"Consumers are paying for what are essentially nothing more than trade barriers. At the same time, as South Africa is deciding to impose all these import restrictions, the European Union is deciding to implement stricter measures against Citrus Black Spot.

"We are not taking the bigger picture into context," he said. "The dynamic change that results with all these restrictions being put into

To page 16



Kate Stubbs

'It's a new business ball game'

The ball game of business in South Africa has changed significantly. Companies need to adapt to the recent customer power shift and supply chains remain a key part of the strategic competitive advantage of any business.

This was the conclusion of the Barloworld Logistics supplychainforesight 2014 survey, themed "The rise and fall of customers and companies", presented by Kate Stubbs, executive marketing at the company. Read more on page 12.

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DUTY CALLS

APDP for MIDP

The South African Revenue Service (Sars) on 14 March 2014 announced the amended Rules to the Customs and Excise Act through the substitution of form DA 185 “Application form: Registration/Licensing of Customs and Excise Clients and form DA 185.4A5 “Registration Client Type 4A5 – Special Manufacturing Warehouse: APDP”. The amendment to the forms was to change the references from Motor Industry Development Programme (MIDP) to Automotive Production and Development Programme (APDP).

According to the NAACAM website, the APDP replaced the MIDP on 01 January 2013. The APDP consists of 4 pillars: (i) Import Duty; (ii) Vehicle Assembly Allowance (VAA); (iii) Production Incentive (PI); and Automotive Investment Scheme (AIS).

Cheque Payments Rules

Sars has published the

proposed draft rule amendment to the Act (insertion of Rule 120.12) for the reduction in the limit of the amount for which cheques may be made out to Sars from R100 000 to R50 000. Comment is due by 20 March 2014. The intention is for the amendment to be effective from 01 April 2014.

VAT on Imported Potatoes

A Value-added Tax (VAT) Draft Binding General Ruling on the treatment of the supply and importation of various types of frozen potato products was published by Sars on 12 March 2014. The ruling deals with zero-rated supplies and standard-rated supplies, specifying the criteria of classification. Comment is due by 15 May 2014.

Imported frozen potato chips are presently subject to anti-dumping measures, with the safeguard measure being suspended.

Court Favours Sars

The High Court of South Africa, Pretoria on 13 March 2014 ruled in favour of Sars in an application made by DKR Auto CC for an order setting aside the seizure on 18 November 2011 by the Commissioner for Sars of a Lamborghini Murcielago.

The seizure was in terms of Section 88(1)(c) of the Act to have it set aside and for the vehicle to be returned in terms of Section 89 of the Act “Notice of claim by owner in respect of seized goods”.

The Sars Commissioner contended that DKR Auto CC was not the owner of the seized vehicle and consequently lacked locus standi to bring the application. According to the judgement, at the time the vehicle was detained it was registered on the E-Natis system in the name of Mr Ryan Drake but was kept at the home of Mr Radovan Krejcir, the husband of Ms Katerina Krejcir, the sole member of DKR Auto CC.

The court ruled that DKR Auto CC could not

support locus standi and thus dismissed the application.

Energon

The Department of Environmental Affairs (DEA) announced on 11 March 2014 that on 27 February 2014 Eskom had submitted postponement applications for 16 of its power stations to comply with the Minimum Emissions Standards.

Duty Calls Watch List

Comment on the proposed protection of European Union Geographical Indications (GIs) for wines and spirits is due by 06 April 2014.

Comment is due on the proposed increase in the rate of customs duty on vitreous enamels by 21 March 2014 (Human Rights Day).



These statements have been edited because of space constraints. For the full versions go to ftwonline.co.za. Note: This is a non-comprehensive statement of the law. No liability can be accepted for errors and omissions.

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R50-bn locomotive contract sets TFR on growth path

Part of long-term strategy to develop loco exports from SA

Adele Mackenzie

Transnet has awarded a R50-billion contract to four global original equipment manufacturing (OEM) companies for the building of 1 064 locomotives – the largest-ever locomotive supply contract in South Africa’s history.

This was announced in Johannesburg on Monday by Transnet chief executive Brian Molefe who acknowledged South Africa’s industrialisation and infrastructure deficit which has hampered its global and intra-regional trade growth and caused delivery frustration.

Molefe said that all but 70 of the 1 064 locomotives – 599 electric and 465 diesel – would be built at Transnet Engineering’s (TE) plants in Koedoespoort, Pretoria and Durban. “We are investing significantly in plant and equipment at the plants to make this happen, with Durban to receive a R300-million upgrade,” Molefe noted.

“The OEMs have committed to building in South Africa, in conjunction with TE and local South African suppliers, and will transfer

their expertise and skills to the local market, enabling TE to create export capability for locomotives and related products,” he said. Molefe added that these localisation elements were expected to contribute over R90 billion to the economy.

In terms of the agreements signed with the successful bidders, the last locomotive will roll off the production line within three and a half years, with around 48 locomotives being produced within a month. “The rationale for four bidders was therefore that they could produce stock simultaneously and we

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The OEMs will transfer their expertise and skills to the local market, enabling us to create export capability.

– BRIAN MOLEFE

could cut down on the production time a single company would need.”

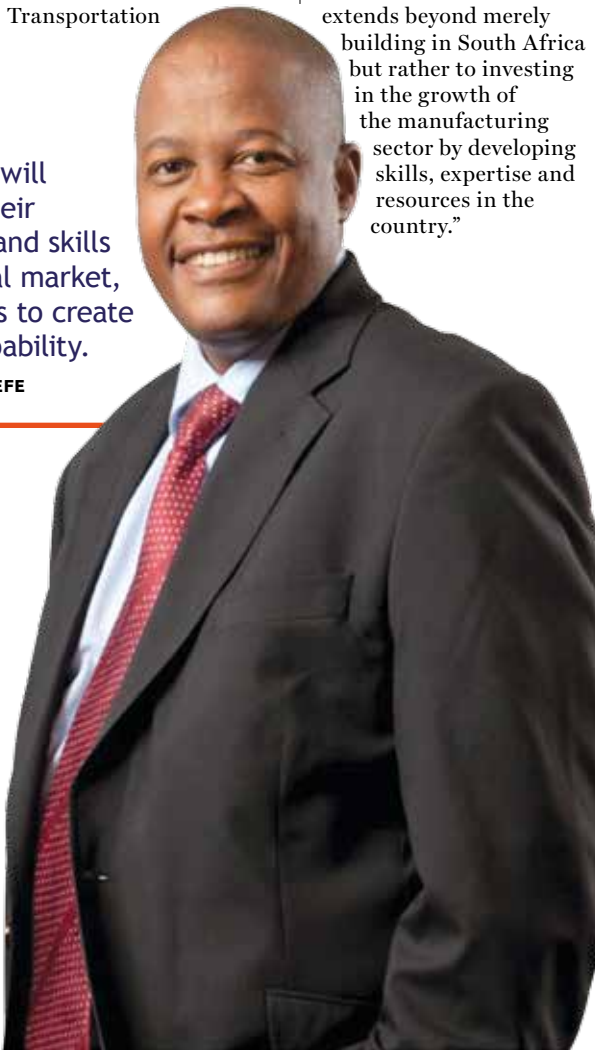
With the new rolling stock, Transnet Freight Rail (TFR) will grow its volumes

to 350 million tonnes, from the current capacity of 207 million tonnes, with

the majority of the new locomotives deployed in the general freight business.

Speaking at the announcement, Dr Lutz Bertling, president and chief operating officer of Bombardier Transportation

Global – one of the four successful bidders – said that investment in South African rail infrastructure was expected to reach an “all-time high” in the near future. “Our investment extends beyond merely building in South Africa but rather to investing in the growth of the manufacturing sector by developing skills, expertise and resources in the country.”



“

Our investment extends beyond merely building in South Africa.

– LUTZ BERTLING



SA braces for stricter CBS measures

South Africa is standing firm in its contention that Citrus Black Spot (CBS) does not pose a risk to European growers’ crops as it has never been recorded to spread to new areas through the movement of infected fruit.

According to Vaughan Hattingh, CEO of Citrus Research International, CBS is introduced into new areas through infected planting material in a climatically suitable area. “The disease spreads over short distances by airborne ascospores,” he said. “At the same time CBS has never spread to any part of the world with a Mediterranean type, winter rainfall climate.”

He said further research had shown that under normal good agricultural practices CBS was well controlled and did not cause severe yield and quality losses.

He said despite this and other research being presented to the European Food Safety Authority (EFSA), expectations were that the European Commission would implement even stricter controls for citrus imports into Europe this year that would affect the South African market.

He said South African citrus growers should ready themselves for measures much like last year if not more stringent.

“The South African government is in close negotiations with European role-players in an effort to determine what measures will be required in 2014 and what can be done to ensure that South Africa is compliant with European regulation and that it is manageable,” said Hattingh.

– Liesl Venter

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Patience please!

Port infrastructure upgrades will take time

Liesl Venter

Delivering on port infrastructure does not happen overnight – it is a long, slow and costly process that will take time and will no doubt sometimes test the patience of exporters.

But for Transnet National Ports Authority (TNPA)

there is light at the end of the tunnel as the organisation remains committed to delivering on its mandate and improving facilities at the ports.

“We are all working towards the same goal – the expansion of the South African economy,” said Nico Walters, TNPA general manager strategy, acknowledging the frustration of perishable

exporters especially in the congestion being experienced at ports such as Durban where major upgrades are currently taking place. “The ports have an important role to play in making sure the economy expands but it is not going to happen overnight. It will take time.



“

We are all working towards the same goal – the expansion of the South African economy.

– **NICO WALTERS**

We have to lease land, plan, improve, develop, maintain and build port infrastructure while at the same time ensuring an efficient and affordable service.”

He said despite issues with congestion, the sense within TNPA was that facilities at present were adequate for the requirements of the industry.

“Many of you might

disagree but we have capacity at present. Our aim is to upgrade our terminals in light of expected volume increases into the future.”

Walters said a key focus for TNPA at present was the significant shift from general handling to containers, with bulk terminals struggling to keep afloat while container terminals were buckling under the volumes.

“The shift to containers is here to stay and so we now have to look at our ports and the bulk facilities and see how we develop them for the future – taking this change into consideration.”

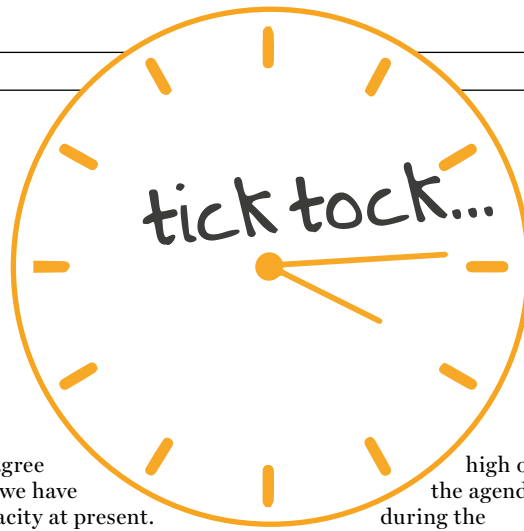
He said perishable trade remained a priority for South Africa and therefore

high on the agenda during the development of ports.

“We have made sure that we have sufficient reefer capacity while we are expanding our perishable capacity at ports such as Ngqura,” said Walters.

Indicating that export growth over the past six years had shown significant increases in the fruit industry especially, he said this was a guiding factor for port authorities.

“Food is one of the biggest economic multipliers. It is an important industry and so the port authority does take it seriously,” he said. “Our expectations are that fruit exports will grow even more – between 2 and 5% – over the next five years.”



Performance targets working well

The decision to implement performance targets for terminal operators will pay off in the long run as it will improve efficiency at South African ports, according to Nico Walters, general manager strategy for Transnet National Ports Authority.

“The first review of the targets has just taken place and we are happy with the outcome so far,” he said.

“We see our role in two major compartments. Firstly the port must become infrastructure providers and secondly they must become shipping and logistics hubs.”

But to become a shipping and logistics hub, one needs operational efficiency – and that means terminal productivity is in the spotlight.

“We have to make sure our ports are efficient and then also ensure we have competitive supply chains in place,” he said.

“Performance targets go a long way in ensuring this efficiency is achieved.”

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A lesson for SA from Oz over ship registry aspirations?



South Africa is not alone in its aspirations to become one of the world's top 35 maritime nations (FTW January 10/17 "Government is chasing a rainbow"). Australia has the same thing in mind – but its

intention was to increase the number of Australian ships carrying Australian cargoes – with a particular eye on the huge number of bulk carriers hauling mineral raw materials out of that country.

And, according to Andrew Robinson, director of Norton Rose Fulbright (NRF), the same motivation exists here in SA – with the government focusing on the massive tonnages of coal and iron ore exported from Richards Bay and Saldanha Bay respectively.

"Business Monitor International (BMI) set out the following tonnages (excluding TEUs) from these two ports," he said, "showing that Richards Bay in 2013 shipped 96 882 000 tonnes of coal, while Saldanha Bay exported 62 323 000 tonnes of iron ore.

"So you can see why government sees these tonnages as being attractive.

"But BMI also sounded a note of doom, pointing out that none of the main liner

operators (moving containers in the main) indicated that the new tax regime would entice them to the SA ship's register."

In the Australian scene, the government announced on September 9, 2011 a package of reforms to revitalise the Australian shipping industry and make it more internationally competitive.

That country has tweaked all the allowances it could to make the registers attractive, including more tax exemptions and allowances than SA is proposing. The reforms also implemented a more open and transparent system of cabotage set out in legislation.

The new licensing regime involved the implementation of a three-tier licensing regime, namely: a General Licence; a Temporary Licence;

and an Emergency Licence. These reforms were implemented in July 2012.

"But," Robinson said, "I have been advised by our Australian Norton Rose Fulbright counterparts that, despite the incentives, there

are no ships registered on its International Registry.

"Why should the SA experience be any different? Apart from the new tax exemptions, there is little to attract any potential customers. There is also little to encourage banks

or, as is currently the case, other private equity interests, to invest in ships.

"I would love SA to have a thriving registry, but it seems an unlikely project – and time, effort, energy and money should really be spent on other things."

– Alan Peat

“

I would love SA to have a thriving registry, but it seems an unlikely project.

– ANDREW ROBINSON

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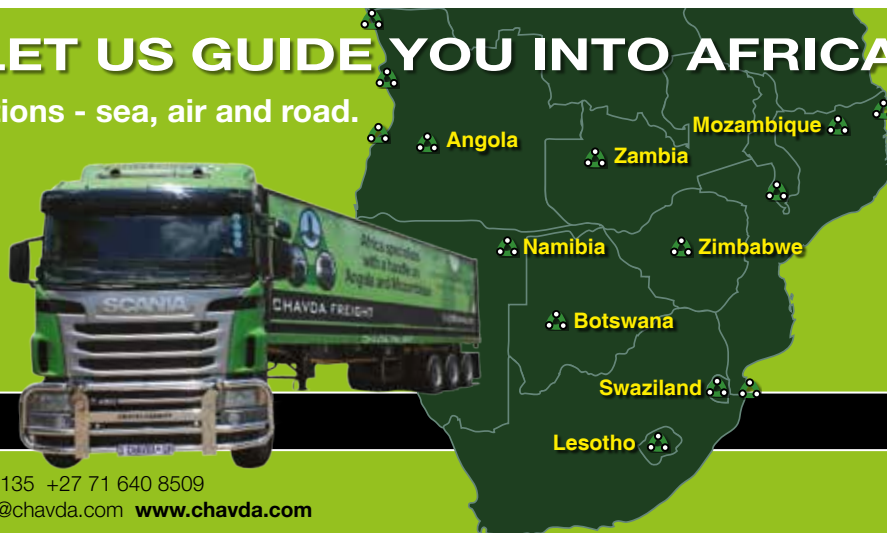
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FTW6850

SA 'not ready' for US facilitation system

Alan Peat

SA is not yet on the path to take advantage of plans revealed in the US that are aimed at streamlining export and import processes for US businesses that are trading internationally.

An Executive Order has just been signed by President Obama. Specifically, it is aimed at completing the International Trade Data System (ITDS) by December 2016, which is designed to reduce export and import processing and approval times from days to minutes for small businesses.

Said Peter Quantrill, director-general of the British International Freight Association (Bifa): "The development of the ITDS has been under way for some time. But the recent Executive Order establishes a deadline for completion. It also requires relevant agencies to transition from paper-based to electronic data collection, and calls for enhanced transparency by

requiring public posting of implementation plans and schedules."

It is understood that the ITDS is designed to allow businesses to transmit electronically (through a "single-window") the data required by the US government to import or export cargo; speed up the shipment of American-made goods overseas; eliminate often duplicative and burdensome paperwork; and make the administration of international trade more efficient.

While this would immediately be an advantage in countries where all the government departments are electronic data interchange (EDI) enhanced, this isn't the case in SA, in the personal opinion of Dave Watts, maritime director of the SA Association of Freight Forwarders (Saaff).

Today, in many countries worldwide, businesses must submit information to dozens of government agencies, often on paper forms, sometimes

waiting on them to be processed for days before goods can move across the border. The same applies in SA, according to Watts.

"Along the supply chain a large number of SA government departments are involved," he told FTW. "But some of these are only partly computerised, and some even have no electronic systems whatsoever."

However, the SA Revenue Service (Sars) customs section, he noted, has a very highly advanced risk system.

"That's where the single window should be," Watts said. "Then all the other stakeholders and government departments involved in the supply chain would be able to link in to that window."

But, while he accepts that some departments will be aware of the need to comply with the EDI demands – and be able to take full advantage of a more efficient supply chain connecting SA with the US – he feels that the concept will still only be at a very fledgling stage.

PICK N PAY

WOOLWORTHS

CHECKERS

Africa's retail race will pump up food logistics

Thanks to the African supermarket phenomenon, intra-African trade is growing and that's good news for the food logistics business, according to John Purchase, CEO of the South African Agriculture Business Chamber.

"It will take time to sort out the many trade agreements amongst countries on the continent and to really improve the situation as there are many issues that have to be negotiated and considered, but what we are seeing with the retail race on the continent is very encouraging," he said.

With Shoprite Checkers leading the pack, large retail chains such as Pick n Pay, Woolworths and Spar have been opening up stores across Africa –

and that has ultimately resulted in more volumes being transported across the continent, especially perishable cargo.

"By June this year Shoprite will have opened 171 new stores, including 47 outside its home market of South Africa. Pick n Pay meanwhile has clearly indicated its intent to open at least 100 stores outside of South Africa in the next four years," said Purchase.

He said with urbanisation and the growing African population, the retail sector on the continent would continue to see growth. "African trade with African countries will have to grow to support the supermarket phenomenon that we are seeing."

– **Liesl Venter**



FTW6849



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FTW6301

African airlines to see profit in 2014

African airlines are expected to post a \$100m profit this year, reversing the \$100m loss in 2013, director general and chief executive of the International Air Transport Association (Iata), Tony Tyler, said last week.

He said that the global airline industry remained on track to deliver a second consecutive year of improved profitability. This is despite a slight downward revision to its industry outlook for 2014 to an industry profit of \$18.7bn from the previously forecast \$19.7bn.

"Economic growth

and network development by a handful of African airlines is leading growth. But profitability is far from being evenly spread across the continent. While

“

Economic growth and network development by a handful of African airlines is leading growth.

— TONY TYLER

African governments are committed to achieving world-class safety levels by 2015, the continent suffers from the lack of a holistic vision for the development of

connectivity across its vast distance," said Tyler.

Poor regulation, high infrastructure costs and an array of taxes and charges continue to hinder development on the continent. "And intra-Africa

connectivity is hampered by market access restrictions despite the commitments to liberalise recorded in the Yamoussoukro Declaration," he added.

On a global scale cargo demand is showing the biggest improvement. Instead of the previously projected 2.1% growth, it now appears that air cargo is headed for 4.0% growth in 2014. And the yield decline will be moderated from the previously forecast 2.1% fall to a decline of 1.5%. "Trading conditions remain challenging, but positive macro-economic trends are providing a much-needed boost," he said.

4%

Expected growth in air cargo in 2014.

Emirates adds Africa capacity

Emirates SkyCargo has singled out Africa as a key growth market, underscored by the launch of a weekly freighter service to Tunis and Abidjan on March 17.

The additional capacity and frequency of a scheduled freighter service will create new opportunities for businesses in Tunisia and Cote D'Ivoire wanting to tap into new markets in the Emirates network, particularly the Middle East, Asia and the Far East, said Nabil Sultan, Emirates divisional senior vice president, cargo.

The new freighter flight supplements the existing belly hold cargo capacity provided on Emirates' daily passenger services to the two cities. Emirates SkyCargo currently offers more than 200 tonnes of capacity each week on the Tunis route, while the flights to Abidjan, which is a linked route with Accra, offers more than 300 tonnes.



Tony Tyler

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FTW5479SD

Airport without customers ready for take-off

Mswati's pipe dream becomes a reality

James Hall

MBABANE – Swaziland's King Mswati III dedicated the country's new R3-billion airport this month and named it the King Mswati III International Airport.

The controversial project will sit idle for the time being. No air carrier wants to use the facility, citing low passenger numbers to Swaziland, absence of connecting flights to other destinations and the location within 20 to 35 minutes' flight time of three larger SA airports, including OR Tambo International Airport (Ortia) in Johannesburg.

Swaziland Airlink, the only airline that services Swaziland, flies only to and from Ortia, carrying 70 000 passengers annually. (The new airport

will require at least 300 000 passengers annually to break even.) In a survey provided to FTW, Swaziland Airlink said it would lose passengers if forced to relocate from the airport in Matsapha because passengers would save time driving directly to Gauteng rather than to the new airport in the eastern lowveld and enduring early check in, the flight, customs at Ortia and then ground transportation to their destinations.

"We will have to fly out of the new airport if they shut down Matsapha and move customs there," a source with Swaziland Airlink told FTW.

There are no warehouse facilities at the new airport to accommodate air freight, and no companies to service an airport of any kind in the hamlet of Sikhupe where the facility is located. However, air



freight volumes to Swaziland have been small and easily accommodated in the luggage holds of Swaziland Airlink's compact planes. As air freighted cargo is almost entirely destined for Matsapha this may also be delivered as swiftly and more cheaply via road freight once the Matsapha airport is closed.

To address the absence of connecting flights, the director of aviation announced that the country would create its own airline. King Mswati said a new town would be built to absorb the business of all the foreign investors who will be lured to the country through the King Mswati III International Airport.

Aviation sector survey

Improving economic sentiment has boosted optimism in the transport sector according to results just released of a global transport survey conducted by legal practice Norton Rose Fulbright.

The company's fifth "The Way Ahead" survey reveals that three-quarters (75%) of respondents believe current conditions are positive for their business and 47% see new opportunities emerging.

82%

The percentage of respondents who believe passenger numbers and freight volumes will increase.

Four out of five (82%) respondents believe passenger numbers and freight volumes will rise and 66% expect fares and freights to increase. Forty percent anticipate that a greater proportion of their funding will be allocated to investment as opposed to



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operating costs.

China is the most popular market for investment in the next two to five years, according to 30% of respondents, followed by Western Europe (27%) and North America (22%).

Investment in additional assets and in developing new markets are considered the most worthwhile investment opportunities for the aviation and shipping sectors, while rail views investment in infrastructure as most advantageous for their business.

“The aviation, rail and shipping sectors are all putting in place plans to expand their business in line with an anticipated rise in passenger numbers and freight volumes,” said global head of transport, Harry Theochari. “China is seen as a key market for the aviation and shipping sectors in particular,” he said.



Product development a cornerstone of airfreight focus

Product development and service will be the priority focus of Röhlig-Grindrod’s airfreight division in the year ahead, according to Debby Gray, the logistics company’s airfreight product development manager based in Johannesburg.

With this in mind, several changes have been implemented on its airfreight routes. “In 2014 there will be a major focus on our UK trade lane,” said Gray, adding that Röhlig’s strong carrier partnerships and ongoing negotiations enable the company to meet customer demands of on-time delivery

at competitive rates. “When UK carriers downgraded their fleets for seasonal and economic reasons last year, we were still able to offer our customers a two-tiered service at an unchanged rate after extensive negotiations,” said Gray.

There will also be continued development on the USA route this year, following the implementation of Röhlig’s four gateways in 2013, said Gray.

“Our priority is partnering with a carrier who can offer us a reliable service at a competitive rate,” she added. “There is still a lot of untapped potential on this route and we are confident that we can tap into it. The company has adopted a one

carrier strategy on the route which allows it to draw from its total US volumes in order to negotiate competitive rates.”

The German route remains Röhlig’s strongest lane. “Even in light of declining volumes in the market, we managed to increase volumes by 29% in 2013, year-on-year. This is a direct result of an ongoing review of market requirements and subsequent carrier negotiations

“

It remains our priority to partner with a carrier that offers both a reliable service and competitive rate.

– DEBBY GRAY

by both the South African team as well as our German colleagues with whom we work very closely,” said Gray, adding that the company would strive to replicate the success of this route on other key trade lanes.

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US legalises courier drones

Ed Richardson

Courier and parcel delivery services are taking to the air in the United States following a ruling by a federal judge which legalises the use of commercial drones.

South African delivery companies in grid-locked cities like Johannesburg, Cape Town and Durban will be watching developments with interest.

In the United States companies testing drones commercially include Amazon, Domino's Pizza, and FlowerDeliveryExpress.com, which conducted the first flower delivery by drone just before Valentine's Day.

However, the drones were

grounded after the Federal Aviation Administration informed the company that commercial use was only authorised on a case-by-case basis.

Shortly after the ruling the company had its drone programme back in the air.

"This ruling legalising the commercial use of drones is unexpected and exciting news," said Wesley Berry, CEO, FlowerDeliveryExpress.com. "I fully intend to resume testing in the next few weeks."

FlowerDeliveryExpress.com recently launched a consumer beta programme to test alternative delivery methods and other development efforts with a select group of customers before going to market.



Arik Air will upgrade to the Boeing 737-700 on the new West African routes. Photo: Planespotters.net

Nigerian airline extends West African network

Nigerian airline, Arik Air, has extended two of its existing routes as part of its expansion programme for regional West African services.

Effective March 10, the airline has added Cotonou to its daily route network by

operating the Lagos-Dakar flight via Cotonou, the economic capital of Benin Republic. On the same day, the airline has extended its daily Abuja-Accra service to Dakar.

According to Arik Air

spokesman, Adebajani Ola, the two routes will be upgraded to the larger Boeing 737-700 aircraft, providing freight forwarders with an additional two tons of belly cargo space to facilitate import and export of commercial goods.




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'We need commitment!'

Lines call for long-term partnerships from perishable exporters

Liesl Venter

Perishable exporters should look at entering into long-term partnerships with shipping lines rather than being driven by volatile rates, according to Esteve Servajeán, managing director CMA CGM South Africa.

"Volatile freight rates are probably the biggest challenge in the business," he told FTW. "It affects the turnover of the entire shipping business, with the fluctuations representing several million dollars. In less than

five years we have already seen two cycles come and go – all of which impacts on our ability to deliver the necessary infrastructure to perishable exporters."

He said with contracts never signed too far in advance, container shipping lines were never sure of the volumes they would have to carry.

"We have to raise money by attracting investors, but investors don't want risk and when you only have short-term contracts in place it is risky. For us the solution lies in long-term partnerships," he said. "We need longer contracts

guaranteeing us volumes for two or maybe three years. That will allow us to design the best service and have the best infrastructure available."

He said there was no sense in installing reefer plugs on vessels for the short term or developing a route for a contract of a few months only.

"Shipping lines need the longer commitment from exporters to effect the changes that they need," he said.

According to Servajeán, while the container business continues to see massive growth – also in the booming African market – the perishable sector does hold some significant challenges for lines.

"To ensure we have the best service we have to invest massively – not just in the

obvious infrastructure such as having sufficient reefer plugs on board, but also in the newest technologies that allow perishables to stay fresh for the longest possible time," he said.

"Then there are the human resources to take into consideration as reefers require expertise and skilled staff. Reefers require dedicated teams working around the clock."

He said sustaining such investment

was only possible if there were long-term partnerships in place where liners were assured they would be getting the perishable cargo over a period of time and that it was not cyclical and based on freight rates alone which are almost always volatile.

“

We need longer contracts guaranteeing us volumes for two or maybe three years. That will allow us to design the best service and have the best infrastructure available.

– ESTEVE SERVAJEAN



'Understand Africa's challenges'

There are big opportunities for agribusiness in Africa but business needs to understand the environment into which it is entering, according to John Purchase, CEO of the South African Agriculture Business Chamber.

"The opportunities exist for the establishment of globally competitive value chains in Africa, but that is provided one can overcome the challenges," he said. "The lack of local markets with integrity, the cost of doing business, the poor productivity in the production environment along with various legal and financial risks have to be taken into consideration," he said. "But that does not mean one must shy away from the African opportunity."

Purchase said the rules of the African game meant that environments could change quickly and understanding that environment was crucial for success.

"You must also understand your business strategy and market, and choose a good local partner to work with in every country you are planning to operate in."



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FTW2482SD

Adele Mackenzie

The logistics industry believes value, understanding customers' needs, and price are the three things that customers most want from their supply chain. And while the industry has a "deep understanding" of customer centricity, the results of Barloworld Logistics supplychainforesight 2014 survey show a "major disconnect" between theory and reality.

Launching the survey results in Johannesburg last week, executive: marketing for Barloworld Logistics, Kate Stubbs, pointed out that despite acknowledging the benefits and importance of customer centricity, a vast majority (67%) of respondents feel that South African companies are "not getting it right." This critical view points to a "disconnect" between understanding

Customers and service providers not on the same page

Disconnect between theory and reality of customer service

what is good for the business and being able to deliver on it, said Stubbs.

Another example of this is that 68% of respondents believe that they sufficiently engage with customers while only 10% view their suppliers as customer centric. Respondents rated lack of appropriate skills, no structure or plan to innovate or embrace continuous change, and lack of alignment with business functions as the top three constraints to achieving customer centricity.

Furthermore, 92% of

respondents agree that customer centricity cannot be achieved without a supply chain strategy focused on delivering customer value.

However, 88% agreed that the supply chain function was seen too often as a way of managing logistics

rather than being core to customer strategy, and that companies struggled to manage the complexity

required by the rise of e-commerce and online shopping.

Sourcing strategies and inventory management are ranked by respondents as the two most important areas of the supply chain that need improvement.

"Again this highlights a gap between what is needed and what is currently being achieved, showing

a considerable number of areas of focus and improvement for companies going forward," said Stubbs.

She also noted that respondents' perceptions of alignment of measurement systems to deliver customer centricity demonstrated an "extremely high need for alignment across all industry sectors". Only 19% of respondents said their systems were aligned, measured and managed, while 19% indicated the exact opposite. This is underscored by the 58% of respondents who said there was room for improvement.

“

There is a gap between what is needed and what is currently being achieved.

— KATE STUBBS



Five new trends drive the 'path to purchase'

Building a customer-centric organisation is not as clear-cut as it seems and often companies miss the fact that customers need the right value proposition to shift their purchase focus.

"In the information age, the focus on serving the customer was data - looking

at a value proposition that centred around what the customer needed to know about the company. Now, as the advent of social media has launched the Connection Economy,

the focus is around building relationships and facilitating conversations," said Raymond de Villiers, chief executive of Digital Life. He was speaking at the launch of the Barloworld Logistics supplychainforesight 2014 survey in Johannesburg last week.

Customers now ask companies: "How well do you know me?"

And how can you meet my needs?" said De Villiers, pointing to five new trends around understanding customers and what drives them, and meeting their needs:

“

The focus is around building relationships and facilitating conversations.

— RAYMOND DE VILLIERS



The Tesco's virtual store in a subway in Korea ... customers photograph what they want, send a request, and groceries are delivered to their door.

1. Access is more important than brand

In the connected age, customers want 24-hour access to a company either via social media or online or via a helpline.

2. Developing countries are more open to brands

A well-known brand name still carries some weight in emerging markets, but developed countries' customers want more interaction and connection.

3. Customers are online and talking

People enjoy helping by sharing praise and complaints, and social media provides the platform for that.

4. The path to purchase is more complex

Purchasing decisions are made online - based on the above trends - and the way to remain competitive is for companies to understand

clearly what customers want and to provide it.

5. Customers have different ways of connecting

Understanding how customers connect and meeting them along their path of connectivity will give companies a competitive edge. A great example of this, said De Villiers, was how Tesco's Korea realised that their customers' patterns included long hours at work, long commutes on the subway and then home. Tesco's created an innovative way for commuters to purchase groceries by creating virtual shopping shelves at subway stations and providing life-sized photos of the products with built-in QR codes. Commuters simply take photos of the products they want, send a request and their groceries are delivered to their door by the time they get home.

— Adele Mackenzie



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AFRICA BEAT

Africa logistics loses competitiveness battle

Rail focus must move away from bulk to general cargo

Ed Richardson

African exports will continue to be uncompetitive due to high logistics costs until the continent takes the rail focus away from the movement of bulk and focuses on the transport of general cargo instead.

The Africa land mass of 30 million square kilometres is served by just 66 011 km of rail, most of which is “concentrated in the coastal areas established in the colonial era to transport raw materials and labour to ports,” says John Meyer – Mining Analyst/Partner SP Angel.

Meyer said in contrast India, at three million square kilometres, was served by a rail network of 63 974 km

which “allows transportation between states supporting labour migration and intra-region trade”.

The impact is measurable: South Africa scores 3.7 in the global Logistics Performance Index, putting it 23rd in the world and number one on the continent. African number two is Egypt, which is ranked 57th in the world.

Intra-African trade – which should be a significant driver of economic growth – is one of the casualties.

According to a United Nations Conference on Trade and Development (Unctad) 2013 report on Intra-Africa trade between 2007 and 2011, the average share of intra-African exports in total merchandise exports in Africa was 11%, compared to

50% in developing Asia, 21% in Latin America and 70% in Europe.

As a result, South African manufacturers and exporters have few logistics advantages over their competitors elsewhere on the globe.

For mining companies focusing on the export of raw materials there is, however, good news.

New rail links are being laid and existing links upgraded from mining areas to the ports across the continent.

Major projects in Southern Africa include a US\$1.1bn project to connect Chingola (Zambia) and the Benguela line (Angola) through a 554km link; US\$3bn is to be

spent on a 525km line from Tete province in Mozambique to the coastal Macuse (north of Beira), and a new port to handle 25 million tons a year (mpta); and US\$4.4bn is being spent by Vale to upgrade the Nacala port and build a 912km railway link from Tete to Nacala (Mozambique) through Malawi.

This is in addition to the Transnet plans to spend R205bn to grow rail capacity from the current 200mtpa to around 350mtpa in the 2013-2019 period.



Copper producers shun rail

Despite investments in rail infrastructure, road is still gaining ground over rail, according to mining analyst John Meyer.

“Zambian copper producers used to export the majority of copper by rail through Zimbabwe until a train went missing along with thousands of tons of copper. Now copper miners send trucks individually by road,” he said.

Logistics operators in Ndola told FTW that the train was shunted out to a quiet part of the countryside, the doors ground open (they were welded shut) and the cargo was removed.

Power industry will spark demand for project cargo

While Eskom switches off the lights, power utilities across the sub region are powering up their generation capacity.

The immediate spin-off for the logistics industry will be thousands of tons of project cargo that needs to be moved.

In Zambia, the state-owned Zambia Electricity Supply Corporation (Zesco) is in the process of investing US\$5 billion to bring its capacity to over 2 200 MW.

Much of the first round of investment has been in the

refurbishment of existing hydropower stations, with further expansion in the pipeline.

This will give the country sufficient generating capacity to be able to export power.

It will also bring to an end regular load shedding, which has affected economic growth.

Zesco managing director Cyoriam Chitundu told the Power and Electricity World

Africa 2014 conference that Zambia currently exported about 5% of its capacity to Namibia, the Democratic Republic of Congo (DRC)

and Botswana. Where the opportunity lies for the freight industry

is that the current 66 kV and 200 kV transmission lines linking Zambia to Botswana and Namibia will be upgraded to 330 kV. Tanzania is to get a 330 kV

line within the next three years.

Zesco is also in talks with Mozambique, Angola and Malawi to extend transmission lines into the countries.

Several transmission projects are currently under way to connect several stations in Zambia's different provinces to the national grid and enhance the capacity of existing lines.

Namibia's Nampower is planning to invest R30bn over the next five to six years in order to reduce its

dependence on imported power.

Among Namibia's power projects is the Kudu combined cycle gas turbine at Oranjemund, a hydropower initiative, two potential wind farms, three photovoltaic farms, and a diesel-powered station.

– Ed Richardson

R30bn

Nampower's planned investment over the next 5-6 years.

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Straddles versus RTGs

The debate rages on

Transnet has commissioned a study to find an answer to the Cape's biggest challenge – wind.

But in the meantime, the saga of the cranes at the Cape Town Container Terminal continues with no single long-term solution any nearer to being delivered.

With the debate ongoing regarding what suits the terminal best – rubber tyre gantries (RTGs) or straddle carriers – Transnet has

invested heavily in RTGs at the terminal. A total of 28 are currently in operation, and while all straddle carriers were removed from the terminal, after much pressure from industry nine were re-introduced last year.

“A decision was taken by the group to operate the port with RTGs,” explained Brenda Magqwaka, CTCT manager. “When all is equal these cranes operate exceptionally well, allowing for far denser stacking and fast operations. The wind has however been a problem and the cranes have not worked as well as was hoped for.”

Industry has questioned Transnet's decision repeatedly saying the straddle carriers remain a far better option in a wind environment as they continue to operate in winds over 100km per hour while the RTGs cease operations at around 85km per hour.

With a port plagued by wind such as Cape Town, industry has maintained Transnet's decision to opt for RTGs did not make sense.

Proposals to introduce a 50% RTG and 50% straddle carrier system have been turned down by Transnet based on the large investment made in the RTGs. While the organisation did finally bow to pressure and re-introduce straddle carriers, no more are expected to be added to

operations.

“A study has been commissioned to determine what is the best option for Cape Town,” said Mgwaka, who has been in the firing line of many frustrated port users. “And despite the call for straddle carriers we are



“

Proposals to introduce a 50% RTG and 50% straddle carrier system have been turned down by Transnet based on the large investment made in the RTGs.

– **BRENDA MAGQWAKA**

being told by these experts that this is not the best option for a wind terminal such as Cape Town.”

Various wind strategies have been adopted at the port including a drop and go system which sees the straddle carriers continue to operate in heavy winds.

“We are looking at finding a long-term solution that will address the issue,” Magqwaka told FTW. “Looking at some of the findings of the study so far there are various options including a semi-automated port operation, but that would require further investment.”

– **Liesl Venter**

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LAST WEEK'S TOP STORIES

'China is SA's single largest trading partner'

'South Africa's bilateral trade with China grew by almost a third between 2012 and last year but the bilateral trade composition is "a concern".

Red Bull renews logistics contract

Red Bull has renewed its contract with Imperial Retail Logistics for its national warehousing, primary and secondary distribution services.

Logistics industry prioritises new market growth

Growth and expansion into new markets is a top strategic priority for the logistics industry, followed by financial returns and increased margins and market share. At the core of achieving this is to remain competitive by understanding how customers and their needs have evolved.

Shipping company suspends general rate increase plans

Does the suspension of a general rate increase (GRI) by China Shipping indicate that demand for shipping is still not strong enough, as an analyst from Changjiang Securities told IHS Maritime?

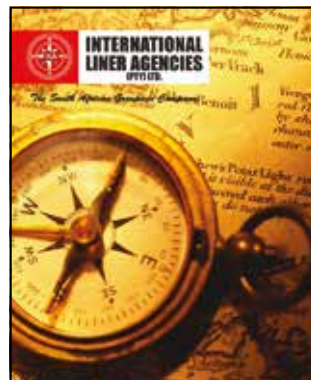
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Solution at hand for high-cube reefer restrictions

... but it comes at a cost

James Hall

Citrus transporters who have been fretting about the impact of new reefer transport regulations on their shipping costs should relax, according to a new study undertaken by the Citrus Growers' Association of South Africa (CGASA). A simple technological solution is at hand, although the wild card is the cost involved.

While product is now economically shipped in "high cube" reefers, these containers exceed new Department of Transportation regulations – Section 224(b) of the Traffic Act (Annexure 1) – stipulating that trucks and trailers may not surpass the 4-3 metre height limit imposed on any vehicle travelling SA roads. Responding to industry requests, the DoT has placed a moratorium on compliance with this regulation until the

last day of 2018. However, citrus shippers have wondered what comes after the moratorium ends. Suggestions have been made that trailer/reefer height should at least be allowed the 4.6-metre height limit permitted by the DoT for double-decker buses.

"The simple conclusion is the use of what has been termed 'low-deck skeletal trailers', which have proven to comply with the regulation," wrote Shane Rademeyer of IMG Agencies and Mitchell Brooke, logistics development manager at CGASA, in the report "Research on Regulatory Aspects of (Citrus)

Reefer Container Transport."

High cube reefers are 2.9m high – and when transported on conventional truck trailers that vary in height between 1.55 metres and 1.65 metres, the total height achieved exceeds DoT regulations by 150mm to 250mm. Low-deck skeletal trailers are 1.4 metres in height.

The glitch to replacing conventional flat-deck trailers with low-deck skeletal trailers

is that demand for the latter has pushed up their cost.

"The complexity comes with the fact that at present these particular trailers are in short supply. Therefore industry

logistical representatives will be required to consult with transporters in terms of beginning and accelerating the procurement of low-deck skeletal trailers to transport 'high cube' IR containers," the study authors point out.

The issue is a serious one for citrus shippers, who have "radically" embraced container technology and have moved away from breakbulk shipping, the study says. The five citrus exporting seasons from 2007 to 2013 saw a 60% increase in the number of citrus pallets exported via containers, according to the PPECB data cited by the authors. During the last season (2013), 85% of the total SA citrus crop was containerised, giving rise to the trend of containers being transported from port to packhouses and inland cold storage facilities to be packed and returned to port.

“

The simple conclusion is the use of what has been termed 'low-deck skeletal trailers', which have proven to comply with the regulation.

– MITCHELL BROOKE



SA's protectionism could backfire

From page 1

place – especially in terms of the European Union – has an impact. The more we increase the duties and tariffs, the less we import which means we have fewer reefers coming into the country so we have fewer reefers available for exports."

He said a "you do this and we do that" scenario was starting to emerge.

"And not just in terms of Europe. The Americans are unhappy extending the wine benefits to South Africa as we have closed off their chicken coming here on the basis of an anti-dumping duty that was imposed. Our actions have repercussions," said Southey.

He maintains that a position of fair trade should be sought at all times with a balance of inward and outward product flows and a price benefit to the consumer.

"We must be wary of these defensive and protectionist activities," he said.

Maputo gets a new tug

P&O Maritime in the Port of Maputo, Mozambique has taken delivery of a new 60-ton ASD (Azimuth Stern Drive) tug, the "Sereia," which will begin operations at the end of March.

Built by Sanmar in Turkey, it joins sister ship, Bulani, a pilot boat and a mooring

vessel already working in the port.

Sereia is part of a US \$15-million package of

\$15m

The P&O Maritime investment in MPDC.

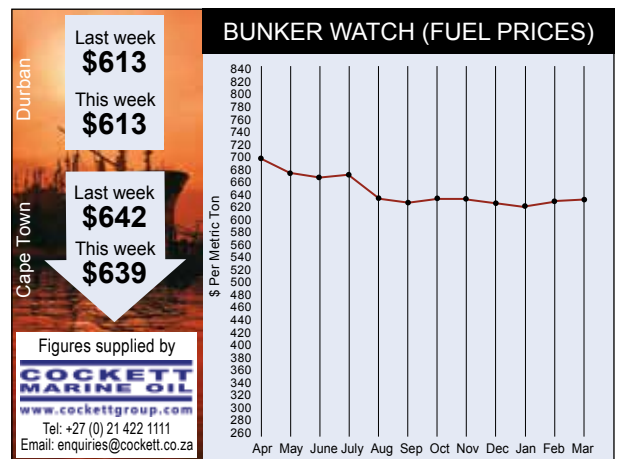
investments P&O Maritime is making as part of its contract with the

Port Authority – Maputo Port Development Company (MPDC).

"This new vessel will add to our capabilities in Maputo, providing additional assets to handle increased traffic through the port," said Rado Antolovic, managing director of P&O Maritime.

P&O Maritime was selected through a public tender for maritime navigation services support and started its operations in the Port of Maputo in November 2012.

– Ed Richardson



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Updated until 11am

17 March 2014

OUTBOUND BY DATE - Dates for sailing: 24/03/2014 - 07/04/2014

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 Africa Two WW711W	CMA	28/3	-	-	-	-	LCH 15/04,PKG 21/04
JPO Leo WW713W	CMA	4/4	-	-	-	-	LCH 22/04
Ital Fortuna 0444-047E	COS/EMC/MBA	-	24/3	-	-	-	SIN 08/04,PGU 10/04,PKG 10/04,LCH 11/04,JKT 11/04,SUB 11/04,PEN 11/04,SGN 11/04,DLC 12/04,BLW 12/04,BKK 12/04,SRG 13/04, MNL 13/04,KHH 14/04,UKB 15/04,TKO 15/04,AXA 16/04,NGO 16/04,OSA 16/04,NSA 16/04,NGO 16/04,NSA 24/04,INC 25/04,PGU 26/04,CWN 27/04,BLW 27/04,TAO 28/04, HGG 22/04,TXG 22/04,YOK 22/04,YTN 23/04,KEL 25/04,TXG 26/04
Mol Advantage 4409B	MOL	-	24/3	-	-	-	SIN 11/04,HKG 16/04,TXG 23/04,DLC 24/04,TAO 26/04,BUS 28/04,SHA 01/05
Maersk Seletar 1403	CMA/MSK	-	-	29/3	-	24/3	SIN 16/04,KEL 17/04,PKG 19/04,YOK 21/04,UKB 21/04,BUS 22/04,NSA 24/04,INC 25/04,PGU 26/04,CWN 27/04,BLW 27/04,TAO 28/04, OSA 28/04,NGO 28/04,SUB 28/04,SHA 29/04,HUA 29/04,SRG 29/04,PEN 29/04,XMN 30/04,NGB 01/05,SGN 01/05,HPH 02/05,FOC 03/05
Brotonne Bridge 067	HLC/KLIMOL/PIL	-	30/3	-	-	25/3	PKG 18/04,SIN 19/04,HKG 24/04,SHA 27/04,NGB 29/04,KEL 01/05,KHH 01/05,KEL 01/05,BUS 02/05,INC 02/05,XMN 02/05,YOK 04/05, NGO 04/05,UKB 04/05
Kota Permata VPT111	PIL	-	25/3	-	-	-	SIN 08/05
Maersk Congo 1404	CMA/MSK/SAF	26/3	-	-	-	-	XMN 22/05,FOC 23/05,BUS 26/05,SHA 28/05,NGB 29/05,NSA 02/06
CSCL Lima 0072E	CSC/HLC/KLINDS/NYK/ STS/ZIM	-	-	-	-	27/3	PKG 07/04,SIN 08/04,SHA 15/04,CNZOS 16/04,XMN 18/04,SHK 20/04
Cosco Yingkou 058E	COS/EMC/MBA	-	31/3	-	-	27/3	SIN 15/04,PGU 17/04,PKG 17/04,LCH 18/04,JKT 18/04,SUB 18/04,PEN 18/04,SGN 18/04,DLC 19/04,BLW 19/04,BKK 19/04,SRG 20/04, MNL 20/04,KHH 21/04,UKB 22/04,TKO 22/04,XMN 22/04,HPH 22/04,SHA 23/04,NGO 23/04,OSA 23/04,NSA 25/04,BUS 25/04,TAO 27/04, HGG 29/04,TXG 29/04,YOK 29/04,YTN 30/04,KEL 02/05,TXG 03/05
Kota Nazar NZR068	PIL	-	-	-	-	27/3	SIN 10/05
CMA-CGM Africa Three WW719	CMA	-	-	-	-	-	LCH 13/05
Nona 364E	CMA/KEE/MSK/SAF	28/3	-	-	-	-	PKG 14/04,TPP 16/04
Anna-S VNS001	PIL	-	30/3	-	-	-	SIN 14/05
Msc Azov FI409R	MSC	-	-	-	-	30/3	SIN 17/04,SHA 23/04,HKG 30/04,CWN 01/05
Thai Dawn 142	GRB/JUNG	-	-	-	-	30/3	JKT 16/04,BKK 24/04
Ville D'Orion DH439	CMA/DEL	-	-	-	-	30/3	PKG 13/05,NGB 21/05,SHA 22/05,HKG 26/05
Mol Generosity 4504B	MOL	-	31/3	-	-	-	SIN 18/04,HKG 23/04,TXG 30/04,DLC 01/05,TAO 03/05,BUS 05/05,SHA 08/05
Kota Lambang 092	HLC/KLIMOL/PIL	-	6/4	-	-	1/4	PKG 25/04,SIN 26/04,HKG 01/05,SHA 04/05,NGO 06/05,KEL 08/05,KHH 08/05,KEL 08/05,BUS 09/05,INC 09/05,XMN 09/05,YOK 11/05, NGO 11/05,UKB 11/05
Northern Vivacity Y2V008	PIL	-	1/4	-	-	-	SIN 15/05
Maersk Sembawang 1405	CMA/MSK	-	-	5/4	-	1/4	SIN 23/04,KEL 24/04,PKG 26/04,YOK 28/04,UKB 28/04,BUS 29/04,NSA 01/05,INC 02/05,PGU 03/05,CWN 04/05,BLW 04/05,TAO 05/05, OSA 05/05,NGO 05/05,SUB 05/05,SHA 06/05,HUA 06/05,SRG 06/05,PEN 06/05,XMN 07/05,NGB 08/05,SGN 08/05,HPH 09/05,FOC 10/05
Maersk Cape Coast 1404	CMA/MSK/SAF	2/4	-	-	-	-	XMN 29/05,FOC 30/05,BUS 02/06,SHA 04/06,NGB 05/06,NSA 09/06
Ital Fulgida 0446-048E	COS/EMC/MBA	-	7/4	-	-	3/4	SIN 22/04,PGU 24/04,PKG 24/04,LCH 25/04,JKT 25/04,SUB 25/04,PEN 25/04,SGN 25/04,DLC 26/04,BLW 26/04,BKK 26/04,SRG 27/04, MNL 27/04,KHH 28/04,UKB 29/04,TKO 29/04,XMN 29/04,HPH 29/04,NGO 30/04,OSA 30/04,SHA 30/04,BUS 02/05,NGB 02/05,TAO 04/05, TXG 06/05,YOK 06/05,HKG 06/05,YTN 07/05,KEL 09/05,TXG 10/05
Baleares 1402E	CSC/HLC/KLINDS/NYK/ STS/ZIM	-	-	-	-	3/4	PKG 14/04,SIN 15/04,SHA 22/04,CNZOS 23/04,XMN 25/04,SHK 27/04
Maersk Cabinda 1402	CMA/MSK/SAF	-	4/4	-	-	-	PKG 25/04,YTN 30/04,NSA 01/05,TPP 08/05
Daphne WW721	CMA	-	-	-	-	-	LCH 20/05
CMA-CGM Opal DH441	CMA/DEL	-	-	-	-	5/4	PKG 20/05,NGB 28/05,SHA 29/05,HKG 02/06
Seoul Tower VSW010	PIL	-	6/4	-	-	-	SIN 21/05
Msc Agadir FI410R	MSC	-	-	-	-	6/4	SIN 24/04,SHA 30/04,HKG 07/05,CWN 08/05
Santa Teresa 405E	CMA/CSV/HJL/SAF	-	-	-	-	6/4	PKG 18/04,SIN 19/04,HKG 24/04,SHA 28/04
Thorstream VTH021	PIL	-	-	-	-	7/4	SIN 18/05
Sunny Oasis 4607B	MOL	-	7/4	-	-	-	SIN 25/04,HKG 30/04,TXG 07/05,DLC 08/05,TAO 10/05,BUS 12/05,SHA 15/05

To: Mediterranean and Black Sea							
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Kota Hidayah HDY100	PIL	-	-	-	-	26/3	HFA 15/04,ASH 15/04
Jolly Quarzo 022	LMC/STS	-	-	-	-	25/3	BLA 19/04,MRS 21/04,GOI 22/04,SAL 28/04,TUN 20/05,MLA 20/05,UAY 22/05,BEY 22/05,BEN 22/05,AXA 24/05,TIP 24/05
Msc Arbatax NZ412R	MSC/HLC/HSL/LTI	-	26/3	-	-	-	VEC 13/04,SPE 18/04,LIV 18/04,GOI 19/04,NPK 19/04,HFA 19/04,FOS 20/04,BLA 23/04,AXA 25/04
Rhodoss 142B	DAL/MOL/MSK/SAF	-	31/3	26/3	-	-	ALG 13/04,ORN 16/04,CAZ 19/04,BLA 20/04,VEC 21/04,AXA 21/04,GIT 21/04,PSD 21/04,UAY 22/04,LIV 24/04,KOP 25/04,MAR 25/04, SAL 25/04,GOI 26/04,NPK 26/04,BEY 26/04,SKG 26/04,IST 27/04,TRS 27/04,PIR 29/04,MPT 29/04,MER 30/04,SKG 01/05,EYP 04/05, GEM 05/05,IJM 06/05,HFA 09/05,CAR 13/05,ASH 16/05
Kota Halus HLU356	PIL	-	-	-	-	-	HFA 28/05,ASH 28/05
Maersk Volta 1404	MSK/SAF	26/3	-	-	-	-	ALG 15/04
CSCL Lima 0072E	CSC/HLC/KLINDS/NYK/ STS/ZIM	-	-	-	-	27/3	HFA 06/05,ASH 06/05,AXA 11/05,PIR 12/05,CND 12/05,MER 14/05,IJM 17/05
Msc Barbara NZ413R	MSC/HLC/HSL/LTI	-	2/4	29/3	-	27/3	VEC 20/04,SPE 25/04,LIV 25/04,GOI 26/04,NPK 26/04,HFA 26/04,FOS 27/04,BLA 30/04,AXA 02/05
MOL Caledon 143B	DAL/MOL/MSK/SAF	-	7/4	2/4	-	30/3	ORN 23/04,CAZ 26/04,BLA 27/04,VEC 28/04,AXA 28/04,GIT 28/04,PSD 28/04,UAY 29/04,LIV 01/05,KOP 02/05,MAR 02/05,SAL 02/05, GOI 03/05,NPK 03/05,BEY 03/05,SKG 03/05,IST 04/05,TRS 04/05,PIR 06/05,MPT 06/05,MER 07/05,SKG 08/05,EYP 11/05,GEM 12/05, IJM 13/05,HFA 15/05,CAR 20/05,ASH 22/05
Kota Jelita JLT044	PIL	-	-	-	-	-	HFA 30/05,ASH 30/05
Haruka 143B	DAL/MOL/MSK/SAF	-	7/4	2/4	-	31/3	ALG 20/04,ORN 23/04,CAZ 26/04,BLA 27/04,VEC 28/04,AXA 28/04,GIT 28/04,PSD 28/04,UAY 29/04,LIV 01/05,KOP 02/05,MAR 02/05, SAL 02/05,GOI 03/05,NPK 03/05,BEY 03/05,SKG 03/05,IST 04/05,TRS 04/05,PIR 06/05,MPT 06/05,MER 07/05,SKG 08/05,EYP 11/05, GEM 12/05,IJM 13/05
Baleares 1402E	CSC/HLC/KLINDS/NYK/ STS/ZIM	-	-	-	-	3/4	HFA 13/05,ASH 13/05,AXA 18/05,PIR 19/05,CND 19/05,MER 21/05,IJM 24/05
Clara Maersk 1408	MSK/SAF	4/4	-	-	-	-	ALG 24/04
Msc Rita NZ414R	MSC/HLC/HSL/LTI	-	-	6/4	-	4/4	VEC 27/04,SPE 02/05,LIV 02/05,GOI 03/05,NPK 03/05,HFA 03/05,FOS 04/05,BLA 07/05,AXA 09/05

To: UK, North West Continent & Scandinavia								
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Sophie 4113	MAC	27/3	-	-	-	-	VGO 13/04,LZI 15/04,RTM 17/04,PFT 20/04,IMM 20/04,HUL 20/04,ANR 21/04,ORK 23/04,DUO 23/04,BIO 26/04,HMQ 28/04, BXE 30/04,KRS 30/04,LAR 30/04,OSL 01/05,OFQ 02/05,CPH 02/05,GOT 02/05,GOO 02/05,GRG 02/05,HEL 02/05,HEL 04/05, KTK 04/05,STO 04/05	
Msc Arbatax NZ412R	MSC/HLC/HSL/LTI	-	26/3	-	-	-	RTM 11/04,LZI 11/04,FXT 12/04,HMQ 13/04,ANR 14/04,LEH 16/04,LIV 17/04,BIO 17/04,BRV 18/04,VGO 20/04,HEL 20/04,LEI 21/04, KTK 21/04,STO 23/04,KLJ 25/04,LED 28/04	
Rhodoss 142B	DAL/MOL/MSK/SAF	-	31/3	26/3	-	-	RTM 16/04,LGP 18/04,VGO 18/04,BIO 20/04,BRV 21/04,ANR 22/04,LZI 22/04,DUO 23/04,MTX 23/04,LEI 24/04,LEH 25/04,HMQ 26/04, CPH 29/04,HEL 29/04,GOT 29/04,OFQ 30/04,OSL 30/04,OSL 30/04,GDN 02/05,GDY 02/05,LED 04/05,URO 20/05	
Maersk Volta 1404	MSK/SAF	26/3	-	-	-	-	LEI 21/04,LZI 23/04	
Red Cedar 4114	MAC	4/4	1/4	-	-	29/3	7/4	VGO 22/04,LZI 24/04,RTM 26/04,HMQ 29/04,PFT 29/04,IMM 29/04,HUL 29/04,BXE 01/05,KRS 01/05,LAR 01/05,ORK 02/05, DUO 02/05,OSL 02/05,ANR 03/05,OFQ 03/05,CPH 03/05,GOT 03/05,GOO 03/05,GRG 03/05,HEL 03/05,BIO 05/05,HEL 05/05, KTK 05/05,STO 05/05
Msc Barbara NZ413R	MSC/HLC/HSL/LTI	-	2/4	29/3	-	27/3	RTM 18/04,LZI 18/04,FXT 19/04,HMQ 20/04,ANR 21/04,LEH 23/04,LIV 24/04,BIO 24/04,BRV 25/04,VGO 27/04,HEL 27/04,LEI 28/04, KTK 28/04,STO 30/04,KLJ 02/05,LED 05/05	
MOL Caledon 143B	DAL/MOL/MSK/SAF	-	7/4	2/4	-	30/3	RTM 23/04,LGP 25/04,VGO 25/04,BRV 27/04,BIO 27/04,ANR 29/04,LZI 29/04,DUO 30/04,MTX 30/04,LEI 01/05,LEH 02/05,HMQ 02/05, CPH 05/05,HEL 05/05,GOT 05/05,OFQ 06/05,OSL 06/05,OSL 06/05,GDN 08/05,GDY 08/05,LED 10/05,URO 27/05	
Haruka 143B	DAL/MOL/MSK/SAF	-	7/4	2/4	-	31/3	VGO 25/04,BIO 27/04,LZI 29/04,LEI 01/05	
Clara Maersk 1408	MSK/SAF	4/4	-	-	-	-	VGO 27/04,LEI 28/04,LZI 30/04	
Msc Rita NZ414R	MSC/HLC/HSL/LTI	-	-	6/4	-	4/4	RTM 25/04,LZI 25/04,FXT 26/04,HMQ 27/04,ANR 28/04,LEH 30/04,LIV 01/05,BIO 01/05,BRV 02/05,VGO 04/05,HEL 04/05,LEI 05/05, KTK 05/05,STO 07/05,KLJ 09/05,LED 12/05	
Golden Karoo 4115	MAC	-	-	-	-	-	7/4	VGO 04/05,LZI 06/05,RTM 08/05,HMQ 11/05,PFT 11/05,IMM 11/05,HUL 11/05,BXE 13/05,KRS 13/05,LAR 13/05,ORK 14/05,DUO 14/05, OSL 14/05,ANR 15/05,OFQ 15/05,CPH 15/05,GOT 15/05,GOO 15/05,GRG 15/05,HEL 15/05,BIO 17/05,HEL 17/05,KTK 17/05,STO 17/05

OUTBOUND BY DATE - Dates for sailing: 24/03/2014 - 07/04/2014

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
To: East Africa							Updated daily on http://www.ftwonline.co.za
Jolly Quarzo 022	LMC/STS	-	-	-	25/3	-	MPM 19/03,DAR 29/03,MBA 01/04
Hoegh Delhi 50	HOE/HUA	-	-	-	26/3	-	MPM 28/03
Tai Happiness 14043	MUR	-	-	-	26/3	-	MBA 31/03,DAR 10/04
African Falcon 14044	MUR	-	-	-	29/3	-	MBA 04/04
Buxcliff IZ413A	MSC	-	-	-	29/3	-	FTU 20/04
Msc Namibia ZN410A	MSC	-	-	-	30/3	-	MPM 31/03,BEW 03/04,MBA 08/04,DAR 12/04
Mytilini IZ414A	MSC	-	-	-	6/4	-	FTU 25/04
Msc Chiara ZN411A	MSC	-	-	-	6/4	-	BEW 09/04,MBA 14/04,DAR 18/04,MNC 24/04
Onego Buran 8R005R	UAF	-	-	-	7/4	-	MPM 10/04,MNC 15/04,PMA 18/04

To: West Africa							Updated daily on http://www.ftwonline.co.za
Bosun MU716	CMA/DEL	-	24/3	28/3	-	1/4	LAD 27/02,PNR 05/03,TIN 10/03
Kota Hidayah HDY100	PIL	-	-	-	26/3	-	TEM 27/02,LFW 04/03,LOS 05/03,TIN 08/03
ER Bremerhaven MU718	CMA/DEL	-	-	27/3	-	31/3	LAD 28/02,PNR 05/03,TIN 09/03
Isolde MU721	CMA/DEL	-	30/3	3/4	-	7/4	LAD 07/03,PNR 12/03,TIN 16/03
CMA-CGM Africa Two WW711W	CMA	28/3	-	-	-	-	APP 07/03,TIN 08/03,ONN 13/03,ABJ 18/03
JPO Leo WW713W	CMA	4/4	-	-	-	-	APP 14/03,TIN 15/03,ONN 20/03,ABJ 25/03
Benguela 30503A	NDS	-	25/3	-	-	-	LAD 31/03,PNR 04/04,LOB 11/04,BOA 11/04,MSZ 12/04,MAT 12/04,SZA 14/04,LBV 14/04,CAB 15/04,DLA 15/04
Msc Arabatx NZ412R	MSC/HLC/HSL/LTI	-	26/3	-	-	-	LPA 06/04,DKR 08/04,ABJ 09/04,TEM 11/04,APP 17/04,TIN 18/04
Caecilia Shulte 33S	MSC/MOL/MSK/OAC/SAF	-	25/3	-	-	-	LUD 27/03
Dubai Star 776	GSL/ZIM	-	-	-	24/3	-	APP 02/04,LOS 05/04,TEM 10/04
Kota Permata VPT111	PIL	-	25/3	-	-	-	LOS 02/04,TIN 04/04,TEM 06/04,ABJ 10/04
AS Castor ZA412A	MSC	-	26/3	-	-	-	LAD 31/03,LOB 03/04,MSZ 09/04
Kota Halus HLU356	PIL	-	-	-	-	-	LOS 06/04,TIN 09/04,TEM 12/04,LFW 16/04
Maersk Volta 1404	MSK/SAF	26/3	-	-	-	-	LAD 17/03,CKY 05/04
Maersk Congo 1403	CMA/MSK/SAF	26/3	-	-	-	-	APP 01/04,TIN 04/04,LAD 13/04
Antonia Schulte MU729	CMA/DEL	1/4	-	-	26/3	-	LAD 04/04,PNR 09/04,TIN 13/04
Kota Nazar NZR068	PIL	-	-	-	27/3	-	PNR 03/04,LAD 09/04,LOB 16/04
Eco Crossfire 14051	MUR	-	-	-	27/3	-	LAD 08/04,LOS 12/04,TEM 16/04,LFW 18/04
RHL Concordia 391W	CMA/MSK/SAF	-	27/3	-	-	-	PNR 04/04,TEM 09/04,ABJ 13/04
Msc Barbara NZ413R	MSC/HLC/HSL/LTI	-	2/4	29/3	-	27/3	LPA 13/04,DKR 15/04,ABJ 16/04,TEM 18/04,APP 24/04,TIN 25/04
CSC/L San Jose 0051W	CSC/HLC/KLI/INDS/NYK/SMU/STS	-	-	-	27/3	-	LFW 04/04,TEM 06/04,TIN 08/04,COO 13/04
Camilla 0008A	MOL	-	28/3	-	-	-	LAD 03/04
UAL Afunghi 5147???	UAL	-	30/3	-	28/3	-	LAD 09/04,SZA 11/04,PNR 13/04,SSG 17/04
Safmarine Longa SA14002	DAL/MSK/SAF	-	2/4	-	28/3	-	SON 11/04,MAT 14/04,PNR 20/04
CMA-CGM Africa Three WW719	CMA	-	-	-	-	-	APP 04/04,TIN 05/04,ONN 10/04,ABJ 15/04
Clipper Hunter 10/14	ASL	-	28/3	-	-	-	LAD 02/04,SZA 06/04,MAL 11/04
Niledutch Buffalo 30198A	NDS	-	5/4	-	29/3	-	PNR 07/04,LAD 12/04,BOA 14/04,LOB 15/04,MAT 15/04,MSZ 17/04,SZA 17/04,LBV 17/04,CAB 18/04,DLA 18/04
Kota Jelita JLT044	PIL	-	-	-	-	-	LOS 10/04,TIN 12/04,TEM 15/04,LFW 18/04
Anna-S VNS001	PIL	-	30/3	-	-	-	LFW 06/04,COO 07/04,ONN 12/04,DLA 15/04
Ville D'Orion DH439	CMA/DEL	-	-	-	30/3	-	PNR 08/04,LAD 11/04
Nyk Silva 0351W	CSC/HLC/KLI/INDS/NYK/SMU/STS	-	-	-	30/3	-	LFW 10/04,TEM 13/04,TIN 15/04,COO 20/04
Maria-Katharina S 777	GSL/ZIM	-	-	-	31/3	-	APP 09/04,LOS 12/04,TEM 17/04,COO 21/04
Ulsnis ZA413A	MSC	6/4	1/4	-	-	-	LAD 08/04,LOB 12/04
Northern Vivacity Y2V008	PIL	-	1/4	-	-	-	LOS 09/04,TIN 11/04,TEM 13/04,ABJ 17/04
Border 109S	MSC/MOL/MSK/OAC/SAF	-	5/4	-	1/4	-	LUD 07/04
Maersk Cape Coast 1403	CMA/MSK/SAF	2/4	-	-	-	-	APP 08/04,TIN 11/04,LAD 20/04
Isabelle Schulte MU731	CMA/DEL	-	-	-	3/4	-	LAD 12/04,PNR 17/04,TIN 21/04
Mercur Harbour 1401	CMA/MSK/SAF	-	3/4	-	-	-	PNR 11/04,TEM 16/04,ABJ 20/04
Msc Rita NZ414R	MSC/HLC/HSL/LTI	-	-	6/4	-	4/4	LPA 20/04,DKR 22/04,ABJ 23/04,TEM 25/04,APP 01/05,TIN 02/05
Clara Maersk 1408	MSK/SAF	4/4	-	-	-	-	LAD 26/03,CKY 13/04,NDB 18/04
Daphne WW721	CMA	-	-	-	-	-	APP 11/04,TIN 12/04,ONN 17/04,ABJ 22/04
CMA-CGM Opal DH441	CMA/DEL	-	-	-	5/4	-	PNR 15/04,LAD 18/04
Seoul Tower VSW010	PIL	-	6/4	-	-	-	LFW 13/04,COO 14/04,ONN 19/04,DLA 22/04
CSC/L Manzanillo 0097W	CSC/HLC/KLI/INDS/NYK/SMU/STS	-	-	-	6/4	-	LFW 17/04,TEM 20/04,TIN 22/04,COO 27/04
Thorstream VTH021	PIL	-	-	-	7/4	-	PNR 15/04,LAD 21/04,LOB 26/04

To: Indian Ocean Islands							Updated daily on http://www.ftwonline.co.za
Maersk Seletar 1403	CMA/MSK	-	-	29/3	-	24/3	PLU 05/04
Maersk Innoshima 1406	DAL/MSK/SAF	-	-	30/3	-	27/3	PLU 05/04
Buxcliff IZ413A	MSC	-	-	-	29/3	-	PLU 07/04,TMM 10/04,PDG 11/04,DIE 14/04,LON 15/04,MJN 17/04,TLE 23/04
Hoegh Treasure 111	HOE/HUA	-	-	-	30/3	-	TMM 03/04,LPT 05/04,PLU 07/04
Maersk Sembawang 1405	CMA/MSK	-	-	5/4	-	1/4	PLU 12/04
Northern Dependant 1406	DAL/MSK/SAF	-	-	6/4	-	3/4	PLU 12/04
Mytilini IZ414A	MSC	-	-	-	6/4	-	PLU 14/04,LON 15/04,TMM 17/04,MJN 17/04,PDG 19/04,DIE 20/04,TLE 23/04

To: North America							Updated daily on http://www.ftwonline.co.za
Msc Nilgün 002	MSC/MSK/SAF	-	25/3	-	-	-	NYC 16/04,BAL 18/04,ORF 19/04,CHU 21/04,FEP 22/04,NAS 23/04,MIA 24/04,POP 24/04,MHH 24/04,GEC 25/04,SDQ 25/04,TOV 25/04,SLU 26/04,PHI 26/04,GDT 26/04,SJO 27/04,BAS 27/04,VIJ 27/04,RSU 28/04,PAP 28/04,KTN 28/04,HQN 29/04,BGI 29/04,STG 29/04,MSY 01/05
Msc Martina 010	MSC/MSK/SAF	-	1/4	-	26/3	-	NYC 23/04,BAL 25/04,ORF 26/04,CHU 28/04,FEP 29/04,NAS 30/04,MIA 01/05,POP 01/05,MHH 01/05,GEC 02/05,SDQ 02/05,TOV 02/05,SLU 03/05,PHI 03/05,GDT 03/05,SJO 04/05,BAS 04/05,VIJ 04/05,RSU 05/05,PAP 05/05,KTN 05/05,HQN 06/05,BGI 06/05,STG 06/05,MSY 08/05
Ital Fortuna 0444-047E	COS/EMC/MBA	-	24/3	-	-	-	LAX 20/04,OAK 23/04,TIW 25/04,BCC 27/04
Rhodos 142B	DAL/MOL/MSK/SAF	-	31/3	26/3	-	-	BAL 29/04,MIA 04/05,HAL 05/05,POS 06/05,CAU 10/05,SAV 10/05,SEA 10/05,NYC 11/05,BCC 11/05,ORF 13/05,LGB 13/05,PDX 13/05,MTR 15/05,CHU 15/05,KIN 16/05,TOD 17/05,SJU 20/05,HQN 20/05,SCT 21/05,MSY 22/05,PEF 22/05,ATM 22/05,LAX 25/05,PCR 26/05,MAN 26/05,OAK 27/05,PAG 29/05
Atlantic Impala 401	CSA/HLC	5/4	2/4	-	24/3	27/3	MTR 24/04,BAL 01/05,SAV 04/05
Msc Maya 002	MSC/MSK/SAF	-	-	27/3	-	2/4	NYC 30/04,BAL 02/05,ORF 03/05,CHU 05/05,FEP 06/05,NAS 07/05,MIA 08/05,POP 08/05,MHH 08/05,GEC 09/05,SDQ 09/05,TOV 09/05,SLU 10/05,PHI 10/05,GDT 10/05,SJO 11/05,BAS 11/05,VIJ 11/05,RSU 12/05,PAP 12/05,KTN 12/05,HQN 13/05,BGI 13/05,STG 13/05,MSY 15/05
Cosco Yingkou 058E	COS/EMC/MBA	-	31/3	-	27/3	-	LAX 27/04,OAK 30/04,TIW 02/05,BCC 04/05
MOL Caledon 143B	DAL/MOL/MSK/SAF	-	7/4	2/4	30/3	-	BAL 06/05,MIA 11/05,HAL 12/05,POS 13/05,CAU 17/05,SAV 17/05,SEA 17/05,NYC 18/05,BCC 18/05,ORF 20/05,LGB 20/05,PDX 20/05,MTR 21/05,CHU 22/05,TOD 23/05,KIN 23/05,SJU 27/05,HQN 27/05,MSY 28/05,PEF 28/05,SCT 28/05,ATM 29/05,LAX 01/06,PCR 02/06,MAN 02/06,OAK 03/06,PAG 05/06
Maersk Varna 021	MSC/MSK/SAF	-	-	3/4	-	-	NYC 07/05,BAL 09/05,ORF 10/05,CHU 12/05,FEP 13/05,NAS 14/05,MIA 15/05,POP 15/05,MHH 15/05,GEC 16/05,SDQ 16/05,TOV 16/05,SLU 17/05,PHI 17/05,GDT 17/05,SJO 18/05,BAS 18/05,VIJ 18/05,RSU 19/05,PAP 19/05,KTN 19/05,HQN 20/05,BGI 20/05,STG 20/05,MSY 22/05
Ital Fulgida 0446-048E	COS/EMC/MBA	-	7/4	-	3/4	-	LAX 04/05,OAK 07/05,TIW 09/05,BCC 11/05
Amber Lagoon 1415	GAL	-	-	-	6/4	4/4	HQN 01/05,MSY 05/05,JKV 27/05

To: Australasia							Updated daily on http://www.ftwonline.co.za
Ital Fortuna 0444-047E	COS/EMC/MBA	-	24/3	-	-	-	BSA 19/04,SYD 21/04,MLB 24/04
Maersk Seletar 1403	CMA/MSK	-	-	29/3	-	24/3	AKL 26/04,LYT 26/04,TRG 27/04,NPE 28/04,TRG 28/04,LYT 29/04,FRE 29/04,TIU 30/04,POE 30/04,NSN 02/05,NPL 02/05
Hoegh Delhi 50	HOE/HUA	-	-	-	26/3	-	FRE 09/04,MLB 14/04,PKL 17/04,BSA 19/04,TRG 23/04,NPE 24/04,WLG 26/04,LYT 27/04
Cosco Yingkou 058E	COS/EMC/MBA	-	31/3	-	27/3	-	BSA 26/04,SYD 28/04,MLB 01/05
Buxcliff IZ413A	MSC	-	-	-	29/3	-	FRE 18/04,ADL 19/04,MLB 23/04,SYD 26/04,TRG 30/04,LYT 02/05
Hoegh Treasure 111	HOE/HUA	-	-	-	30/3	-	TRG 26/04,NPE 27/04,WLG 29/04,LYT 30/04
Maersk Sembawang 1405	CMA/MSK	-	-	5/4	-	1/4	AKL 03/05,LYT 03/05,TRG 04/05,NPE 05/05,TRG 05/05,LYT 06/05,FRE 06/05,TIU 07/05,POE 07/05,NSN 09/05,NPL 09/05
Ital Fulgida 0446-048E	COS/EMC/MBA	-	7/4	-	3/4	-	BSA 03/05,SYD 05/05,MLB 08/05
Tortugas CO407	WWL	-	-	4/4	6/4	-	FRE 18/04,MLB 23/04,PKL 26/04,BSA 28/04
Mytilini IZ414A	MSC	-	-	-	6/4	-	FRE 25/04,ADL 26/04,MLB 30/04,SYD 03/05,TRG 07/05,LYT 09/05

OUTBOUND BY DATE - Dates for sailing: 24/03/2014 - 07/04/2014

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			
Bosun MU716	CMA/DEL	- 24/3	28/3	-	1/4	-	MUN 14/04,KLF 17/04,JEA 19/04
Kota Hidayah HDY100	PIL	- -	-	-	26/3	-	CMB 08/04
ER Bremerhaven MU718	CMA/DEL	- -	27/3	-	31/3	-	MUN 13/04,KLF 16/04,JEA 18/04
Isolde MU721	CMA/DEL	- 30/3	3/4	-	7/4	-	MUN 20/04,KLF 23/04
Jolly Quarzo 022	LMC/STS	- -	-	-	25/3	-	JED 11/04,RUH 01/05,AQJ 06/05,MSW 06/05,PZU 06/05,HOD 07/05,AUH 11/05,DXB 13/05,KWI 13/05,NSA 13/05,BAH 16/05, BND 16/05,DMN 16/05,DOH 16/05,MCT 16/05,BQM 18/05
Ital Fortuna 0444-047E	COS/EMC/MBA	- 24/3	-	-	-	-	CMB 13/04,NSA 15/04
TBN tba	MUR	- -	-	-	26/3	-	BQM 11/04,JEA 19/04
Kota Halus HLU356	PIL	- -	-	-	-	-	CMB 17/05,HZL 22/05
Cosco Yingkou 058E	COS/EMC/MBA	- 31/3	-	-	27/3	-	CMB 20/04,NSA 22/04
Maersk Innoshima 1406	DAL/MSK/SAF	- -	30/3	-	27/3	-	JEA 17/04,SLL 23/04
Buxcliff IZ413A	MSC	- -	-	-	29/3	-	SLL 15/04,JEA 19/04,MUN 22/04
Msc Azov FI409R	MSC	- -	-	-	30/3	-	SLL 15/04
Kota Jelita JLT044	PIL	- -	-	-	-	-	CMB 16/05,HZL 20/05
Northern Dependant 1406	DAL/MSK/SAF	- -	6/4	-	3/4	-	JEA 24/04,SLL 30/04
Ital Fulgida 0446-048E	COS/EMC/MBA	- 7/4	-	-	3/4	-	CMB 27/04,NSA 29/04
Msc Agadir FI410R	MSC	- -	-	-	6/4	-	CMB 17/04
Mytilini IZ414A	MSC	- -	-	-	6/4	-	SLL 22/04,JEA 26/04,MUN 29/04

To: South America				Updated daily on http://www.ftwonline.co.za			
Rhodos 142B	DAL/MOL/MSK/SAF	- 31/3	26/3	-	-	-	PBL 15/05,BAQ 18/05,GYE 19/05,CLL 20/05,LAG 20/05,LIO 21/05,VPZ 24/05,SAI 26/05,IQQ 27/05,BUN 30/05,PRQ 30/05,ARI 31/05, ANF 01/06
Mol Genesis 5008A	HSD/MOL	- 28/3	-	-	-	-	SSZ 04/04,PNG 06/04,BUE 08/04,MVD 10/04,SFS 15/04,NVT 16/04
MOL Caledon 143B	DAL/MOL/MSK/SAF	- 7/4	2/4	-	30/3	-	PBL 22/05,BAQ 25/05,GYE 26/05,CLL 27/05,LAG 27/05,LIO 28/05,VPZ 31/05,SAI 02/06,IQQ 03/06,BUN 06/06,PRQ 06/06,ARI 07/06, ANF 08/06
Wehr Elbe 201	HSD/STS	- -	1/4	-	30/3	-	BUE 16/04,RIG 19/04,ITJ 21/04,SSZ 24/04,RIO 25/04
Msc Agrigento 410A	MSC	- -	-	-	1/4	-	SSZ 12/04,NVT 14/04,BUE 18/04,PNG 22/04

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	-	-	-	-	-	-
Africa Union Transport	783-8611	301-6025	-	-	-	-	-	-	-
Alpha Shipping Agency (Pty) Ltd	450-2576	207-1662	-	-	-	-	-	-	-
BLS Marine	-	201-4552	-	-	-	-	-	-	-
Bridge Marine	625-3300	460-0700	927-9700	-	-	-	-	-	-
CMA CGM Shipping Agencies	409-8120	319-1300	552-1771	087 803-3380	797-4197	-	-	274-450	-
Combine Ocean	407-2200	328-0403	419-8550	501-3427	-	-	-	-	-
Cosren Shipping Agency	622-5658	307-3092	418-0690	501-3400	-	-	-	-	-
CSAL (Mitchell Cotts)	788-6302	302-7555	421-5580	-	788-9933	-	-	219-571	-
CSAV Group Agencies SA	771-6900	335-9000	405-2300	-	-	-	-	-	-
Delmas Shipping	-	-	-	-	-	-	-	274-467	-
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
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	-	-	-	-	-	-
HUAL Hoegh Autoliners	513-2900	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	402-1830	581-3994	797-9210	700-8200	-	219-550	Maputo (0925821) 226 600
K.Line Shipping SA	253-1200	328-0900	421-4232	581-8971	-	722-1851	-	-	-
Lagendijk Brothers Holdings	-	309-5959	-	-	-	-	-	-	-
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	-	-	-	-	-	-
Mitchell Cotts Maritime	788-6302	302-7555	421-5580	581-3994	788-9933	700-8200	-	219-550	Saldanha Bay (022) 714-1259
Mitsui OSK Lines SA	601-2000	580-2200	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	-	581-3369	788-9933	731-1707	-	219-571	-
Ocean Africa Container Lines	-	302-7100	412-2860	-	-	-	-	-	-
Panargo	-	335-2400	434-6780	-	789-8951	-	-	-	Saldanha Bay (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	-	207-1451	911-0939	581-0240	788-9900	-	-	-	Saldanha Bay (022) 714-1908 Mossel Bay (044) 690 7117/9
Wallenius Wilhelmsen Logistics	-	584-3600	-	581-1103	-	726-9883	-	-	-
ZIM Integrated Shipping Services LTD	082 556 1977	534-3300	-	-	-	-	-	-	-

Inbound

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17 March 2014

INBOUND BY DATE - Dates for sailing: 24/03/2014 - 07/04/2014

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAY	Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAY
Alexandra 142A	DAL/MOL/MSK/SAF	-	31-Mar	02-Apr	-	05-Apr	-	Maersk Cape Coast 1403	CMA/MSK/SAF	01-Apr	-	-	-	-	-
Amber Lagoon 4206	MAC	-	-	-	-	-	27-Mar	Maersk Cape Coast 1404	CMA/MSK/SAF	01-Apr	-	-	-	-	-
Amoliani 142A	DAL/MOL/MSK/SAF	-	07-Apr	-	-	-	-	Maersk Congo 1403	CMA/MSK/SAF	25-Mar	-	-	-	-	-
Anna-S VNS001	PIL	-	28-Mar	-	-	-	-	Maersk Congo 1404	CMA/MSK/SAF	25-Mar	-	-	-	-	-
Antonia Schulte MU729	CMA/DEL	31-Mar	-	-	-	25-Mar	-	Maersk Innoshima 1405	DAL/MSK/SAF	-	-	29-Mar	-	26-Mar	-
AS Castor ZA408A	MSC	-	26-Mar	-	-	-	-	Maersk Seletar 1402	CMA/MSK/SAF	-	-	27-Mar	-	-	-
Atlantic Impala 401	CSA/HLC	-	-	-	-	-	24-Mar	Maersk Sembawang 1404	CMA/MSK/SAF	-	-	03-Apr	-	28-Mar	-
Baleares 1402E	CSC/HLC/KLI/INDS/NYK/ZIM	-	-	-	-	01-Apr	-	Maersk Varna 021	MSC/MSK/SAF	-	-	02-Apr	-	06-Apr	-
Beethoven 778	GSL/ZIM	-	-	-	-	07-Apr	-	Maersk Volta 1403	MSK/SAF	24-Mar	-	-	-	-	-
Bosun MU716	CMA/DEL	-	-	27-Mar	-	31-Mar	-	Maria-Katharina S 777	GSL/ZIM	-	-	-	-	30-Mar	-
Brottonne Bridge 067	HLC/KLI/MOL/PIL	-	28-Mar	-	-	-	-	Merkur Harbour 1401	CMA/MSK/SAF	-	02-Apr	-	-	-	-
Budapest Bridge 016W	HLC/KLI/MOL/PIL	-	-	-	-	06-Apr	-	MOL Caledon 143A	DAL/MOL/MSK/SAF	-	24-Mar	26-Mar	-	29-Mar	-
Caecilia Shulte 33N	MSC/MOL/MSK/OAC/SAF	-	02-Apr	-	-	06-Apr	-	Mol Generosity 4504B	MOL	-	30-Mar	-	-	-	-
Camilla 0007A	MOL	-	27-Mar	-	-	-	-	Mol Genesis 5008A	HSD/MOL	-	27-Mar	-	-	-	-
Clara Maersk 1407	MSK/SAF	31-Mar	-	-	-	-	-	Msc Agrigento 410A	-	-	-	-	-	30-Mar	-
Clipper Hunter 10/14	ASL	-	25-Mar	-	-	-	-	Msc Algeciras 411A	-	-	-	-	-	06-Apr	-
Clipper Hunter 9/14	ASL	-	25-Mar	-	-	-	-	Msc Barbara 408A	MSC/HLC/HSL/LTI	-	-	-	-	24-Mar	-
CMA-CGM Africa Three WW719	CMA	-	-	-	-	-	-	Msc Chiara ZN406A	MSC	-	-	-	-	01-Apr	-
CMA-CGM Africa Two WW711W	CMA	27-Mar	-	-	-	-	-	Msc Martina 010	MSC/MSK/SAF	-	31-Mar	-	-	-	-
CMA-CGM Opal DH441	CMA/DEL	-	-	-	-	05-Apr	-	Msc Maya 002	MSC/MSK/SAF	-	07-Apr	26-Mar	-	30-Mar	-
Cosco Yingkou 058W	COS/EMC/MBA	-	30-Mar	-	-	24-Mar	-	Msc Messina 409R	MSC	-	-	-	-	07-Apr	-
CSCL Lima 0072E	CSC/HLC/KLI/INDS/NYK/ZIM	-	-	-	-	25-Mar	-	Msc Nicole ZN407A	MSC	-	-	-	-	07-Apr	-
CSCL Manzanillo 0097W	CSC/HLC/KLI/INDS/NYK/SMU/STS	-	-	-	-	04-Apr	-	Msc Nilgun 002	MSC/MSK/SAF	-	24-Mar	-	-	-	-
CSCL San Jose 0051W	CSC/HLC/KLI/INDS/NYK/SMU/STS	-	-	-	-	25-Mar	-	Msc Rita 409A	MSC/HLC/HSL/LTI	-	27-Mar	-	-	01-Apr	-
Daphne WW721	CMA	-	-	-	-	-	-	Mytilini 408R	MSC	-	-	-	-	26-Mar	-
ER Bremerhaven MU718	CMA/DEL	-	-	26-Mar	-	30-Mar	-	Niledutch Beijing 30199A	NDS	-	-	-	-	05-Apr	-
Golden Karoo 4208	MAC	-	-	24-Mar	-	28-Mar	03-Apr	Niledutch Buffalo 30198A	NDS	-	05-Apr	-	-	26-Mar	-
Green Mountain 4209	MAC	28-Mar	01-Apr	04-Apr	-	06-Apr	-	Ningbo Express 410A	MSC/HLC/HSL/LTI	-	02-Apr	-	-	07-Apr	-
Haruka 143A	DAL/MOL/MSK/SAF	-	24-Mar	26-Mar	-	29-Mar	-	Nona 364E	CMA/KEE/MSK/SAF	26-Mar	-	-	-	-	-
Hoegh Delhi 50	HOE/HUA	-	-	-	-	26-Mar	-	Northern Dependand 1405	DAL/MSK/SAF	-	-	05-Apr	-	02-Apr	-
Hoegh Treasure 111	HOE/HUA	-	-	-	-	30-Mar	-	Northern Vivacity Y2V008	PIL	-	31-Mar	-	-	-	-
Isabelle Schulte MU731	CMA/DEL	-	-	-	-	02-Apr	-	Nyk Silva 0351W	CSC/HLC/KLI/INDS/NYK/SMU/STS	-	-	-	-	28-Mar	-
Isolde MU721	CMA/DEL	-	29-Mar	02-Apr	-	06-Apr	-	Onego Buran 8R004R	UAF	-	-	-	-	07-Apr	-
Ital Fulgida 0446-048W	COS/EMC/MBA	-	06-Apr	-	-	31-Mar	-	Purple Beach 1410	GAL	07-Apr	-	-	-	-	-
Jolly Diamante 030	LMC/STS	-	-	-	-	07-Apr	-	RHL Concordia 391W	CMA/MSK/SAF	-	26-Mar	-	-	-	-
Jolly Quarzo 022	LMC/STS	-	31-Mar	-	-	-	-	Safmarine Longa SA14001	DAL/MSK/SAF	-	-	-	-	25-Mar	-
JPO Leo WW713W	CMA	03-Apr	-	-	-	-	-	Safmarine Longa SA14002	DAL/MSK/SAF	05-Apr	31-Mar	-	-	-	-
Kota Haliu HLU356	PIL	-	-	-	-	-	-	Santa Teresa 405E	CMA/CSV/HJL/SAF	-	-	-	-	04-Apr	-
Kota Hidayah HDY100	PIL	-	-	-	-	24-Mar	-	Seoul Tower VSW010	PIL	-	04-Apr	-	-	-	-
Kota Jelita JLT044	PIL	-	-	-	-	-	-	Sunny Oasis 4607B	MOL	-	06-Apr	-	-	-	-
Kota Lambang 092	HLC/KLI/MOL/PIL	-	04-Apr	-	-	30-Mar	-	Thorstream VTH021	PIL	-	-	-	-	05-Apr	-
Kota Nazar NZR068	PIL	-	-	-	-	25-Mar	-	Toki Arrow 019	GRB/UNG	-	-	-	-	05-Apr	-
Kota Permata VPT111	PIL	-	24-Mar	-	-	-	-	Tortugas CO407	WWL	-	-	04-Apr	05-Apr	06-Apr	-
Lombardia 1408	GAL	-	-	-	-	26-Mar	-	Tove Maersk 1403	MSK/SAF	07-Apr	-	-	-	-	-
Maersk Cabinda 1402	CMA/MSK/SAF	-	03-Apr	-	-	-	-	Ulsnis ZA409A	MSC	-	30-Mar	-	-	-	-
								Ulsnis ZA413A	MSC	03-Apr	-	-	-	-	-
								Ville D'Orion DH439	CMA/DEL	-	-	-	-	29-Mar	-

ABBREVIATIONS

ASL	Angola South Line (Meihuizen International/Seascope cc)	ESL	Ethiopian Shipping & Logistics Services	LMC	Ignazio Messina (Ignazio Messina)	SAF	Safmarine (Safmarine)
CHL	Consortium Hispania Lines (Seaclad Maritime)	EUK	Eukor Car Carriers (Diamond Shipping Services)	MAC	Macs (King & Sons)	SHL	St Helena Line (RNC Shipping)
CMA	CMA-CGM (Shipping Agencies)	GAL	Gulf Africa Lines (King and Sons)	MAR	Marimed (Marimed Ship.)	STS	Stella Shipping (Stella)
CNT	Conti Lines (Portico SA)	GLO	Glovis (Sharaf Shipping Agency)	MBA	Maruba (Alpha Shipping)	TSA	Transatlantic (Mitchell Cotts)
CSA	Canada States Africa Line (Mitt Cotts)	GRB	Gearbulk	MSC	Mediterranean Shipping Co. (MSC)	UAF	United Africa Feeder Line (DAL Agency)
CSC	China Shipping Container Lines (Seaclad Maritime)	GSL	Gold Star Line (Zim Southern Africa)	MSK	Maersk Line	UAL	Universal Africa Lines (Seaclad Maritime)
CSV	CSAV (CSAV Group Agencies SA)	HJL	Hanjin Shipping (Sharaf Shipping Agency)	MOL	Mitsui Osk Lines (Mitsui Osk Lines)	UASC	United Arab Shipping Company (Seaclad Maritime)
COS	Cosren (Cosren)	HLC	Hapag - Lloyd	MOZ	Mozline (King & Sons)	UNG	Unigear (Gearbulk)
DAL	Deutsche Afrika Linien (DAL Agency)	HSD	Hamburg Sud South Africa	MUR	MUR Shipping	WHL	Wan Hai Lines (Seaglow Shipping Services)
DEL	Delmas CMA-CGM (Shipping Agencies)	HSL	Hugo Stinnes Schiffahrt (Diamond Shipping Services)	NDS	Nile Dutch Africa Line B.V. (Nile Dutch South Africa)	WWL	Wallenius Wilhelmsen Logistics
DSA	Delmas ASAF (Century)	HOE	Hoegh Autoliners (Socopao)	NYK	Nippon Yusen Kaisha Line (Mitchell Cotts Maritime)	ZIM	ZIM Integrated Shipping Services LTD
ESA	Evergreen Agency (SA) (Pty) Ltd	KLI	K Line Shipping SA	OAC	Ocean Africa Container Line (Ocean Africa)		
		LAU	NYK Cool Southern Africa	PIL	Pacific International Line - (Foreshore Shipping)		
		LIV	Livchem (Alpha Shipping)				

Notice any errors?

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