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FRIDAY 15 August 2014 NO. 2115

FOR IMPORT / EXPORT DECISION-MAKERS

Gaping cargo stats hole to be plugged

Alan Peat

Three bodies are busy examining their statistical data with the intention of at long last filling an historical gap in SA's market stats – to create for the first time a monthly statistical analysis of SA's airfreight market.

Companies in any transport business have always had some source of market stats on which to base their production and marketing strategy. But,

said Alwyn Rautenbach, chairman of the Air Cargo Operators' Committee (Acoc), the SA airfreight industry has always been bereft of such figures.

Airlines have always been very cagey about releasing any figures of their own because of the competitive advantage that this would give to opposition airlines, he told FTW. And the other bodies and companies in the air cargo industry have been equally unwilling to publicly

release whatever statistical data they may have.

"But at long last," Rautenbach said, "Acoc, the SA Revenue Service (Sars) and the Airports Company of SA (Acsa) have finally got together with the intention of creating SA's first regular release of market stats."

These three bodies are currently in the process of examining the figures that each compiles in an attempt to produce an accurate statistical picture

of the airfreight industry's activities.

"We are looking to see why any discrepancies may occur between Acsa and Sars data," said Rautenbach. "And once this is all sorted out we'll see if they can be compiled and published through SA Statistics."

He also assured the airlines that their sensitivity to revealing individual figures would not be disturbed.

"The Sars stats are purely related to cargo categories,

volumes and values on each air cargo route," he said. "Nothing related to individual airlines is included."

But what it will do, he added, is to fill that gaping hole in the SA air cargo industry. "It will provide that accurate picture of the market that has never been available before for the SA aviation industry. And it will give us all a clear indication of just how we need aim our business products and marketing strategy."



Dr Michelle Bachelet, president of Chile, and SA president Jacob Zuma after agreeing a Memorandum of Understanding

Toasting the deal

President of Chile, Dr Michelle Bachelet, and president Jacob Zuma toasted the strengthening of bilateral relations between the two countries at the Union Buildings last Friday during a Chilean state visit to South Africa.

The two leaders agreed that a Memorandum of Understanding (MoU) on the establishment of a Joint Trade and Investment Commission should be implemented as soon as possible, said a Department of International Relations and Cooperation

spokesperson. He noted that the Joint Commission would meet in Santiago Chile before the end 2014 in order to finalise a short-, medium- and long-term plan of action.

Zuma and Bachelet also highlighted the discontinuation of the South Africa Airways (SAA) direct route to Buenos Aires in March 2014 "with regret" and called on the relevant transport authorities of both countries to improve connectivity between the regions.

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DUTY CALLS

Dual Remedies for Potato Chips

On 08 August 2014 the International Trade Administration Commission of South Africa (Itac) announced the conclusion of the investigation into the alleged dumping of frozen potato chips, classifiable under tariff subheading 2004.10.20, originating in or imported from Belgium and The Netherlands.

On 25 July 2014 the South African Revenue Service (Sars) imposed a safeguard on frozen potato chips, which is due remain in force for a period of two years. In the anti-dumping investigation Itac recommended to the Minister of Trade and Industry that he impose definitive anti-dumping duties. The Minister decided to suspend the imposition of the anti-dumping duties until the termination of the safeguard duty on frozen potato chips.

We are not aware of a prior instance, domestic or international, of the application of back-to-back trade remedies.

Wire Ropes and Cables Sunset Review

Sars on 08 August 2014 imposed anti-dumping duties on wire ropes and cables of a diameter exceeding 32mm, classifiable under tariff subheading 7312.10, originating in or imported from Germany and the United Kingdom, and on stranded wire of a diameter exceeding or equal to 12.7mm, classifiable under tariff subheading 7312.10, originating in or imported from the People's Republic of China.

Customs Control Bill – 2nd Batch of Rules for Comment

On 04 August 2014 Sars published what it calls “the second batch” of draft rules proposed under Chapters 11 to 20 and Chapter 24 of

the Customs Control Act, 2014 (Act No. 31 of 2014).

Comments are to be provided on a Comment Sheet template by no later than 26 September 2014.

WTO Releases 2013 Trade Statistics

The World Trade Organisation (WTO) on 05 August 2014 updated its Statistics Database, which now includes trade statistics for 2013 on global exports and imports of merchandise and on trade in commercial services. The statistics are available by country, region and commodity/service.

Cheque Payment Limit – R50 000

On 08 August 2014 Sars announced the substitution of Rule 120.12 of the Customs and Excise Act which stipulates that no cheque payment in excess of R50 000, including any payment relating to value-added tax, may be made on imported goods, unless

the Commissioner for Sars directs otherwise.

Duty Calls’ Watch List

Comment on the proposed increase in the “General” rate of customs duty is due by 15 August 2014:

On (i) wire of iron or non-alloy steel: plated or coated with zinc; (ii) barbed wire of iron or steel; (iii) other grill, netting and fencing, welded at the intersection; and (iv) other cloth, grill, netting and fencing.

On lead-acid, of a kind used for starting piston engines.

Customs and Excise Course

From 01 to 03 October 2014 the University of Pretoria is presenting a course in customs and excise taxes.



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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YOUR ORIGINAL MULTI-PURPOSE LINE BETWEEN NORTH WEST CONTINENT, UK, US GULF AND SOUTHERN AFRICA

Adele Mackenzie

Operations at the Beitbridge border post are once again under scrutiny as the Cross Border Road Transport Agency (CBRTA) gets ready to launch its research study next month which highlights major operational inefficiencies and cross-border delays.

A source at CBRTA told FTW that the research study had concluded that the system was inefficient, there was a lack of cooperation between agencies, the border post infrastructure was inadequate and there were too many documents and control points involved. The South African Revenue Service (Sars) said the situation had “improved significantly” since the study was conducted, he added.

A transporter who wished to remain anonymous said trucks carrying a number of different products from South Africa were subjected to the longest delays at the border post at an average of two days – and up to four days during peak periods. “There are just too many steps to go through before a truck is cleared to enter Zimbabwe and then of course the whole process is duplicated again.” He said first the truck had to pass

Research study into Beitbridge delays set for release

Duplication of processes adds unnecessary delays

through a weighbridge, then the driver and the truck had to go through security checks, customs, truck inspections, health and immigration.

Easyclear general manager, Michael Henning, noted that the biggest delays were usually caused through incomplete or incorrect

documentation, not excluding customs documentation, but added that the modernisation process had addressed many of these through the implementation of the automated cargo management system (ACM) and service manager.

He said additional delays were caused by sheer volumes at immigration and Customs which would only improve as the systems in place improved. Henning agreed that there were duplications when cargo cleared the South African side and moved to Zimbabwe, although there are processes in place to reduce this through systems integration.

“It’s likely to be some time before the talks at ministerial level between South Africa and Zimbabwe, and other countries that border South Africa, bear any fruit,” he said. Henning added that “much

progress” had been made by Sars and the Department of Transport (DoT) to alleviate the congestion and said the administration delays were now a thing of the past due to the modernisation process. He said that more needed to be done to achieve seamless flow of communication and quicker turnaround times but commented that to his knowledge the channels of communication were now open for the integration of various government departments.

A spokesperson for Sars noted in an email to FTW that the new Customs Management System (CMS) had “substantially improved efficiency, productivity and service” with Sars now able to respond to requests within seven seconds. “The system has cut inspection times from eight to two hours,” she said.



Trucks waiting in line to cross the border are often subject to frustrating delays.

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New CEO takes the reins at hartrodt

Joy Orlek

Newly appointed managing director and CEO of freight forwarding and logistics major a. hartrodt, Guido Ghiselli, brings to the position extensive experience in the industry from both sides of the spectrum – as customer and service provider.

Born and raised in Bologna in Italy, he studied mechanics at a technical institute before joining the automatic machinery manufacturing field – in particular for the tobacco industry. After six years in Italy, he took up a senior position at the company's Japanese office.

“As technical director I was in charge of service procurement and assistance, so although I wasn't directly involved with shipments in terms of booking and documentation, I was on the receiving end of procurement and was in charge of establishing the logistics for the supply of spare parts to customers and factories,” Ghiselli told FTW.

This was the perfect platform for his next move to a. hartrodt, Japan where he headed up the operation.

“Coming from a

manufacturing background I was able to provide a different perspective – I knew about the service needs of customers and this has been hugely valuable in my new role in the logistics space.”

Having lived and worked for almost 20 years in a mature market like Japan where service and facilities are first world, Ghiselli believes he has much value to offer in the South African context where he intends to replicate the tried and tested standards and systems.

The priority, he says, will be to grow the South African company's visibility and market its strengths.

He also sees tremendous potential in over-border trade and outgoing MD Gerald Rowe, who will continue with the company until the end of next year, will be pushing the Africa agenda.

And this will not only be on a local basis but from a group perspective, he said.

“In a nutshell it will be all about reinforcing our identity as a privately owned international network which is one of our strengths.”



Guido Ghiselli

Photo: Shannon Van Zyl



New Megafreight branch manager

Madelein Denicker has been appointed branch manager of Megafreight based at the company's head office in Johannesburg.

She has notched up several years of industry experience, starting her career with

MSC in 1999 after studying marketing management. She subsequently moved to Toyota Tsusho as export manager for three years and has since been involved in route management and sales as well as imports and exports.



Greiner sets up consultancy

Well-known industry personality Lars Greiner has moved into a new field of operation with the opening of a freight management consultancy.

Greiner, Mendl & Associates (GMA) focuses on capital projects in the mining, infrastructure, oil and gas industries, offering what Greiner believes is a very different concept in the local market.

“We go in and analyse the needs of the project at an early stage and come up with a strategy.”

Greiner believes there is a conflict of interest between the project contractor and

the freight forwarding entity. “Projects are time based and the project manager is paid according to milestones. It's therefore in his interests to ensure that milestones are met. The work of the logistics operator on the other hand is transaction based which means the more transactions he can sell the more money he will make. In other words it's more profitable for him to slow down the shipment. My role is to act as the interface between the two,” said Greiner.

And while projects are his main focus, he has had several requests from FMCG companies wanting to improve their supply chain.



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Maputo expands storage capacity



The Port of Maputo ... on a journey of continuous improvement in infrastructure and operational efficiency.

Liesl Venter

The Maputo Port Development Company (MPDC) is continuing to record steady growth, according to commercial director Johann Botha.

He told FTW this was in line with the significant growth seen at the Port of Maputo in the past five years. The port is now expected to achieve a total throughput of between 19 and 20 million tons this year.

"The expansion and development of the port has been ongoing for the past few years and it is paying off as we continue to see volumes grow," he

said. "Our expansion and growth, however, is still far from over."

Botha said several initiatives were on the cards to sustain the growth, including expanding the port's storage capacity.

"The expansion of the ferrochrome yard is a month away from completion. This will double the handling

capacity to 2.3 million tons per year," he said. "We are also currently in the midst

of a tender process for Phase 5 of the chrome terminal expansion project.

This, once completed, will add 1.1 million tons of handling capacity for chrome ore and chrome concentrate."

Botha said the first cargo in the new facility was expected in January next year.

“

The expansion of the ferrochrome yard is a month away from completion. This will double the handling capacity to 2.3 million tons per year.

— JOHANN BOTHA



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Geographic location will influence marine insurance rate

Joy Orlek

Impressive upgrades at many of southern Africa's major ports are grabbing the headlines, but improved port productivity is only part of the equation.

"From an insurance perspective it's not only about the port infrastructure, but what happens afterwards," says Associated Marine chief operating officer Dave Keeling.

"The delivery mechanism from Durban to Johannesburg is First World – apart from the potholes. It's all very well to use an alternative port but the basic infrastructure from the port to the inland destinations is a critical factor," Keeling told FTW.

And when it comes to marine insurance, geographic location will also influence the rate.

"An all risks marine policy will cover all risks during the normal course of transit. Effectively from time of departure to time of delivery although there are all kinds of

parameters that define when risk attaches and when it's completed. The normal course of transit for an LCL shipment, for example, will be from the supplier's warehouse to the LCL depot where cargo will be stuffed into the container; from the depot to the ship; from port of origin to port of destination to the depot where it's destuffed and from which it's conveyed to final destination. Our cover would only stop short of destination

“

It's all very well to use an alternative port but the basic infrastructure from the port to the inland destinations is a critical factor.

– DAVE KEELING

if the insured elected to store the goods prior to receipt, or if terms of sale so dictated."

The all risks policy will cover normal theft issues, says Keeling, like customs 'sampling', misdirection of the cargo – whether on purpose or accidental – or catastrophe-type risks like floods in the rainy season.

Delay, however, is a specific exclusion and loss or damage as a result of a delay is excluded.

And this is particularly relevant in the case of perishable cargo.

Whether as a result of a shortage of plug points, load-shedding or a faulty genset, if the fruit is damaged as a consequence, additional cover is required.

"If you bring the delay issue into general cargo, the delay is unlikely to affect a piece of machinery, for example. The all risks policy covers physical loss and damage to cargo and goods. Any loss as a result of the delay will tend to be consequential – like a shortfall

in production – and that can be catered for by advanced loss of profits (alop)."

But according to Keeling this is meaningfully more expensive which is why it's not taken very often.

Delays either in the port or on the inland leg must therefore be carefully factored into port decisions. While the ports of Maputo and Walvis Bay have made significant progress in upgrading the inland leg to support additional cargo, other southern African ports clearly have a way to go.

All of which means that it will likely be some time before Durban's dominance as the springboard into the continent faces any real challenges.



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'Anywhere but Durban'

Port plagued by lack of suitable equipment and management

Liesl Venter

Ongoing delays and congestion at South Africa's ports continue to challenge port users.

According to Carl Webb, managing director of Project Logistics Management (PLM), there has been a marked decline in the efficiency of ports in the country – notably the Port of Durban.

"This is despite the major investments that have been made and is mainly due to a lack of suitable equipment and management. And we are paying the price as it is contributing significantly to the already high logistics costs in the country."

According to Webb, delays at the Port of Durban are becoming far more prevalent.

"Operational inefficiencies, the shortage of equipment, the lack of communication by Transnet Port Terminals, the restricted access to the port, as well as the apathy of vessel operators are all adding up and have created a very challenging environment in which to operate."

With very little progress in the operational management of breakbulk cargo, and unacceptably long delays and procedures in place when it comes to containerised cargo, Webb says more and more people are looking elsewhere for service.

"Many shippers are looking at changing to either the ports of Maputo and/or Walvis Bay to improve service. From a

South African perspective we recommend shippers rather use Richards Bay over Durban where possible, as Richards Bay is much more user-friendly and efficient," he said.

“



From a South African perspective we recommend shippers rather use Richards Bay over Durban where possible, as Richards Bay is much more user-friendly and efficient.

– CARL WEBB

SA port upgrades take their toll

Ongoing refurbishment and upgrades at ports in South Africa are taking their toll.

According to Mumtha Naidoo of Bollore Africa Logistics, while the upgrades – especially at the Port of Durban – will pay off in the long run, shippers are paying the price with delays in the delivery of cargo and shipped on board dates.

"This can be very frustrating to end customers," he said. "At the same time the slow turnaround of trucks through the staging areas often means trucks in the queue do not get in by stack closure which compounds the delay and cost as the ports are reluctant to entertain late arrivals."

Naidoo said upgrades to the ports of Port Elizabeth and Ngqura in particular were seen as extremely positive as these would open up more emergency

alternatives to the Durban port, with carriers calling at both terminals.

"Ultimately it is all about cost and delivery," said Naidoo. "While South Africa's ports are not losing business to other ports in the region it is still important to take cost and delivery into consideration."

Vernon Pillay of Bollore Africa Logistics group's ship's agency SOCOPOA agrees saying South African port tariffs are considerably higher than most other ports.

"We have to be cost-competitive in the long run but at the same time that means running an efficient operation with minimum delays. When choosing a port of entry the main considerations undoubtedly remain the port costs, the cost of labour and the level of congestion."

– LIESL VENTER

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Maputo reaps benefits of infrastructure investment

Investment in Mozambican port infrastructure is paying off, with volumes to the country on the increase, says Luis Junaide Lalgy of Lalgy Transport.

"With the current growth in Mozambique it is essential that we continue to invest in infrastructure – not only at the Port of Maputo but also at the Ports of Beira and Nacala," he said. "We are seeing a period of unprecedented growth and to support this we must ensure we have the infrastructure in place to make the most of this growth."

According to Lalgy, while the Port of Maputo has made significant inroads due to the large investments in infrastructure attracting more and more volumes, the challenges at Beira and Nacala remain.

"There is no doubt that the infrastructure improvements in Maputo have led to improved efficiency all round when it comes to loading vessels and delivering or collecting cargo from the port," he told FTW. "Ports are chosen

based on their capacity to handle the required cargo and therefore creating that capacity is essential if the country as a whole is to benefit from the interest it is attracting globally."

At the same time cost and efficiency also come into play. "Not only do we need to ensure we have the right infrastructure and equipment, but we must also operate it efficiently to ensure that it is cost competitive."

But, said Lalgy, it is also important that local companies benefit from the increased volumes.

"In terms of cross-border transport between South Africa and Mozambique, specifically transit cargo through Maputo Port, regrettably the opportunities are not being shared with Mozambican hauliers. This is creating a huge barrier for the local industry to grow while at the same time affecting the employment of more local people," he said.

–Liesl Venter



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Ed Richardson

Red tape and non-tariff barriers are strangling trade despite port, rail and road infrastructure all along the southern African coast from the new Viana terminal 12 kilometres south-east of Luanda in Angola in the west to the new deep water port of Lamu in Kenya to the east.

On paper shippers are spoiled for choice as investment opens up the harbours and improves efficiencies when it comes to the physical movement of containers and bulk.

The introduction of electronic clearing should also be reducing the cost of doing business and speeding up the movement of goods.

However, according to the 2014 World Bank “Doing Business in 2014” report, governments continue to introduce new regulations which slow down the movement of goods.

While technically electronic clearing can be done from anywhere in the world, the constant changes mean that there is still a need for local clearing agents, and that a presence is required at the ports of entry and borders.

For shippers and their logistics suppliers this means that the nearest port geographically may not be the most efficient and cost-effective choice.

South Africa’s ports remain competitive because the government has continued to reduce the time and documents required to

Regulations counteract benefit infrastructure upgrades

export and import through its ongoing customs modernisation programme, according to the report.

Customs does not make it easy, however, as attested by a number of importers in Zambia and Zimbabwe interviewed by FTW over the years.

The World Bank ranks South Africa at 106th in the ease of trading across borders – out of 189 countries.

Angola is ranked 169th; Namibia 141st; Mozambique 131st; Tanzania 139th and Kenya 156th.

Top performer by far of the countries in the southern Africa group is Mauritius, which is ranked 12th in terms of cross-border trade and 20th in overall ease of doing business.

Shippers and logistics companies will be monitoring developments as countries in the region either gear up to facilitate trade through the ports or put the brakes on cargo movement.

Mozambique is cited as having made trading across borders easier by implementing an electronic

single-window system.

Neighbouring Swaziland, which serves as a transit route for cargo being carried between Maputo and other countries such as South Africa, Zimbabwe and Botswana has also made trading across borders easier by “streamlining the process for obtaining a certificate of origin”.

In contrast, Tanzania has made importing more difficult by introducing a requirement to obtain a certificate of conformity before the imported goods are shipped.

On the opposite side of the continent Angola has increased documentation requirements for cross-border trade by introducing a mandatory registration for all traders and a new licence for export and import transactions.

This at a time when the Angolan government is investing millions of dollars in reviving the Benguela rail line between Zambia and the port of Lobito.

Other factors influencing the cost of transport are property prices.

The costs of importing and exporting. Source: Doing Business database.

Indicator	Lowest regional performance	Best regional performance	Regional average	Best global performance
Trading Across Borders (rank)	176 (Malawi)	12 (Mauritius)	129	1 (Singapore)
Documents to export (number)	10 (Angola)	4 (Mauritius)	7	2 (Ireland)
Time to export (days)	53 (Zimbabwe)	10 (Mauritius)	28	6 (5 Economies)
Cost to export (US\$ per container)	3 765 (Zimbabwe)	675 (Mauritius)	1 904	450 (Malaysia)
Documents to import (number)	11 (Malawi)	5 (Mauritius)	8	2 (Ireland)
Time to import (days)	71 (Zimbabwe)	10 (Mauritius)	34	4 (Singapore)
Cost to import (US\$ per container)	5 660 (Zimbabwe)	675 (Seychelles)	2 428	440 (Singapore)

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Namibia, for example, while expanding the port of Walvis Bay and the Walvis Bay Corridors, in 2013 raised the cost of property transfer for businesses.

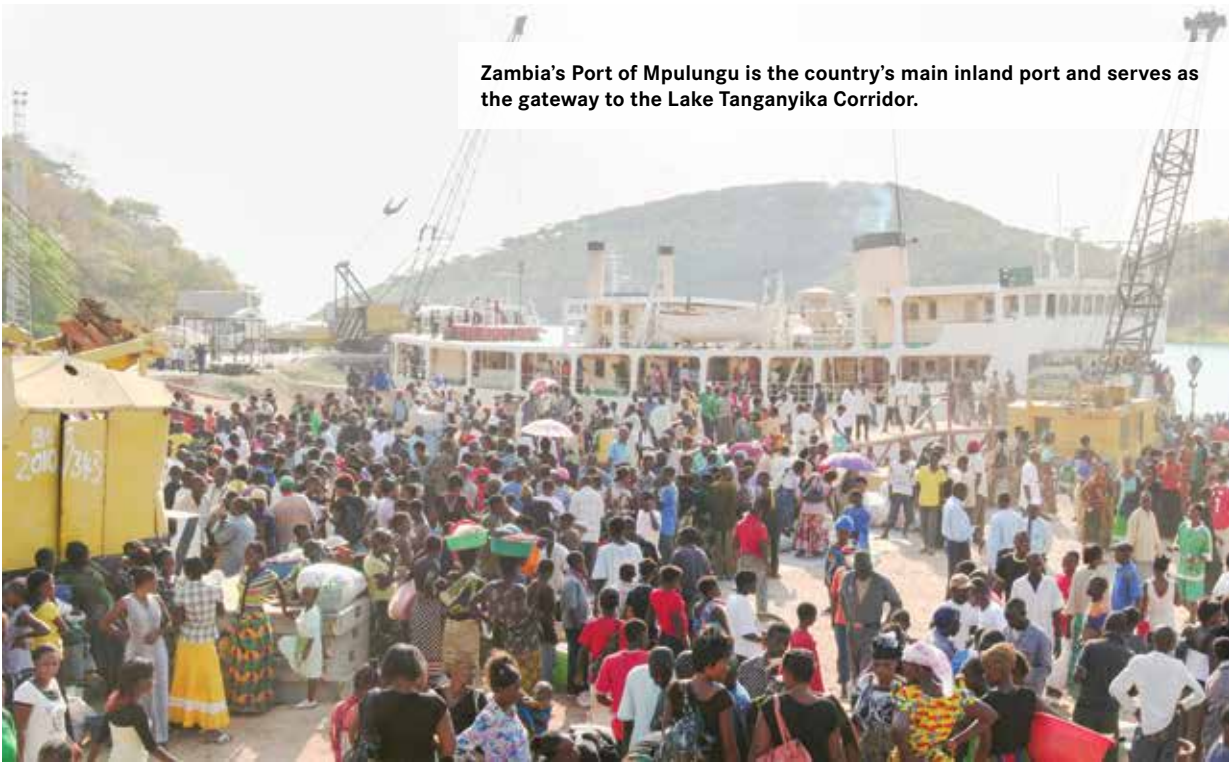
At the same it made transferring property more difficult by requiring conveyancers to obtain a building compliance certificate beforehand, according to the report.

It takes an average of 178 days to register a property in Namibia (the worst performer in the region) compared to 41 in Botswana and the average of 111 days.

Logistics companies which already have warehouses or the land required for warehousing and related activities are therefore in a stronger position than those wanting to expand their presence in the market.

Another major factor to be taken into account when selecting a port gateway for imports and exports is the cost added by corruption – not only in bribes, but also in delays.

Of the port countries in the region, Transparency International's 2013 Global Corruption Index ranks Angola at 153 out of 177 countries evaluated; Namibia 57; South Africa 72; Mozambique 119; Tanzania 111; and Kenya 136.



Zambia's Port of Mpulungu is the country's main inland port and serves as the gateway to the Lake Tanganyika Corridor.

Zambia to invest 'heavily' in inland ports

The Zambian government is investing US\$50 billion to develop its waterways to serve as an alternative, more cost-effective transport mode in the landlocked country.

"Zambia is about 35% rivers and lakes which are currently very under-utilised and which can be developed to take the congestion off the roads," said Yamfwa Makunga, Zambian minister of Public Works and Transport. He was speaking at last month's

Africa 2014 Transport and Infrastructure Show held in Sandton, Johannesburg.

He said that increased road congestion and bureaucracy at border posts in the country was causing delays and adding to the already high cost of transport, not to mention increased carbon emissions. "The waterways are a sustainable, affordable and quicker mode of transport," said Makunga.

The funding of the waterways will go towards developing inland ports,

with 19 ports having been earmarked for construction or upgrade. "A feasibility study is currently ongoing to look at further development of the Port of Mpulungu which serves as a gateway to the Lake Tanganyika Corridor," noted Makunga.

He told FTW on the sidelines of the conference that Zambia was also looking at signing memorandums of understanding (MoUs) with neighbouring countries such as Angola to develop

joint waterway projects.

Makunga said Zambia and Angola had signed an MoU to construct a US\$40-million canal in Shang'ombo District to link the two countries. "Construction has started and we expect the project to be operational within the next two to three years."

Other plans include the procurement of cargo vessels to navigate the waterways, opening canals and developing inland dry ports.

– Adele Mackenzie

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Risk management should inform port decisions

As southern African ports up their game in order to challenge Durban's dominance as the gateway into the region, cargo risk management is one of the key considerations when weighing up the options.

While premiums don't differ from port to port, the infrastructure and service often determine the degree of risk to which shippers are exposed.

The big issues in any port are varied, says strategic account manager at cargo risk specialist Aon, Shivien Pillay.

"These range from

mishandling of containers in the port to potential strikes and delays caused by congestion," says Pillay. "Since a port is run by a state-owned entity, recovery prospects against these entities are slim," he added. Customs inspections also increase the risk of theft or damage to goods being inspected with potential delays as a result.

Shippers are therefore well advised to insure against unforeseen and accidental loss or damage to cargo caused during normal port handling or as a result of strikes.

"As with all marine insurance, prevention should be the first consideration," says Pillay.

"It involves adequate packing and protection of cargo so that it can withstand the normal rigours of container handling."

Shippers also need to think beyond the cargo. "They should determine whether they are liable for loss or damage caused to containers in which their goods are shipped," says Pillay. "In terms of the bills of lading conditions, the shipping line could hold the shipper liable for the container that has been provided."

While it's simply common sense to ensure that all the relevant shipping documents are

correct to avoid unnecessary delays, Pillay advises that where special loading and handling procedures are involved, an independent marine surveyor should be employed to monitor the shipment.



“

Since a port is run by a state-owned entity, recovery prospects against these entities are slim.

— SHIVIEN PILLAY

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NEW CUSTOMS BILLS

Liesl Venter

The controversy around the country's new customs bills is far from over.

While much of the debate to date has focused on the impact of the bills on inland terminals such as City Deep, other major issues have not been addressed even though industry role-players have taken them up with South African Revenue Service (Sars) officials.

In the past week concerns have been raised over a clause in the new legislation that has now been agreed to by the president stating that a bill of entry must be passed at least two hours before goods are delivered to a port's export stack.

"It is impossible to do that," a logistics expert in the fruit industry told FTW. "There is no way that we can meet that requirement. We are not even talking about the extra administration work that it is going to require."

Customs experts involved

Industry questions 'impossible' export deadline

BoE to be passed two hours before delivery to export stack

in commenting on the rules for the new Act said current legislation stated that an export bill of entry must be passed before the goods are deemed to be exported or at any other time that the Controller deems reasonable. In practice customs currently uses the shipped on board date as the time of export.

"The new legislation is, however, very clear. The goods are considered exported once they are delivered to the stack and therefore the bill of entry must be passed for every export at least two hours before delivery to the stack. This is heading for a very

big mess unless it is sorted out before these acts become operational."

The perishable industry in particular will be severely affected.

Several industry role-players approached by FTW said they were waiting to see the rules guiding this particular clause in the legislation but had already taken it up with officials. "We may still see some reprieve for this in the rules and regulations, but if we don't we have a major problem on our hands."

Mike Walwyn, chairman of the Cape's Port Liaison Forum, where the issue was also raised, said it remained

on the agenda in discussions with Sars.

"There is great concern over this clause in the perishable industry because with several fruits the loading of containers only happens in the wee hours of the morning," he said. "So grapes for example are often loaded from around midnight on a Friday into the early hours of Saturday, arriving at the port at around 6am. Now according to the new law the bill of entry for those grapes has to be submitted to customs two hours before reaching the stack, which would be 4am on a Saturday morning. That is not possible – shipping lines and agents don't work at that time and you won't have a container number and so you will just not be able to do it."

The container number also has to be on the bill of lading for it to be legal – ultimately resulting in a catch 22. Currently customs allows an export bill of entry to be delivered to Sars even though goods have not been packed in a particular container and the container has not been closed and sealed. In terms of the new law, the goods must be packed and sealed in the container before an

export declaration can be submitted to customs, which leaves precious little time before delivery of the container to the export stack. These additional customs control measures are likely to increase the costs associated with exports in a country already struggling with a widening trade deficit.

"But it becomes even more chaotic if one looks at a situation where you are delivering containers on a daily basis," said a source in the perishable industry. "We have deliveries that take place over a week for one vessel and we make those deliveries daily. You could have 70 containers on a vessel – all delivered to the stack spread out over the week. If this legislation was understood correctly we would have to have a bill of lading for each container, together with a separate export bill of entry. It is going to be a shambles with escalating costs which will do nothing to promote exports."

Walwyn said a close watch was being kept on the rules in the hope that the problems pointed out to Sars with regard to this particular issue would be addressed.



Grape exports – a bunch of problems ... they often arrive at the port at around 6am which means the bill of entry would need to be submitted to customs at 4am.



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New rules make simple instructions complex

Industry is set to take on customs over a new ruling requiring an extensive list of items that must be contained in a clearing instruction.

Published in the first nine chapters of rules guiding the new customs legislation, the extensive list has been queried by industry which feels that much of the information required is not only unnecessary but that importers would not have access to it.

"For the first time customs has clearly outlined what has to be on a clearing instruction – and first and foremost is an identity (ID) number," said a source. "Now we clear imports 99% of the time for companies and not for individuals. The request for an ID number

is nonsensical. Whose ID number would you put on the clearing instruction and what happens when they leave the company? It is all good and well when it is a single person importing goods, but from a company point of view there is no need for it, besides the fact that companies don't have IDs."

Currently when clearing for a company, its customs code number is required, but under the new legislation that will no longer suffice and either an ID or passport number must be inserted in the clearing instruction.

"If you are clearing for a retailer like Shoprite or Pick 'n Pay which is bringing in large quantities of goods and is a major organisation

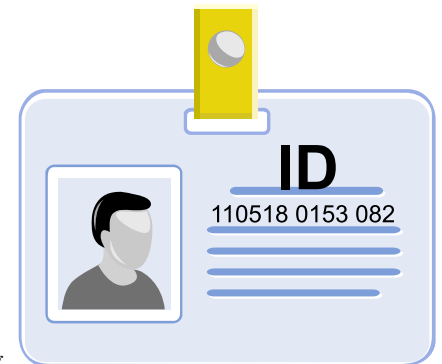
– who is going to give their personal ID number or passport number for the clearing of all that cargo?"

At present clearing instructions are really only used as a guide by freight forwarders and clearing agents as to how the client wants cargo cleared – must it go to a warehouse, be unpacked, delivered immediately etc. "There is no standard template for that. Each clearing agent has his or her own template with information such as the delivery address for the cargo, the duties to be paid and some other basic details. It's also dependent on what the client wants on it."

But what has been a simple instruction will now entail a complex list of items.

"The items they want stipulated on that clearing instruction require detailed understanding of clearing and forwarding which the importer does not have. In fact that is why he/she is employing someone to do it for them," the agent said. "If they do have all that knowledge available, by the time they have completed the instruction then they might as well just have cleared the cargo themselves."

Another commentator on the rules said another concern being raised by



For the first time customs has clearly outlined what has to be on a clearing instruction – and first and foremost is an identity (ID) number.

various participants in the process was the wording used at times in the rules and also the time frames stipulated.

"There are some worrying time frames that are being implemented through the rules. They are much shorter and in some cases impossible to meet," he said.

– Liesl Venter



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Competition spotlight on ship-sharing agreements

Alan Peat

The Association of Shipping Lines (ASL) has continued its long-standing application to the Competition Commission (CC) to be exempted from certain provisions of the Competition Act.

This application has a chequered history, having been made initially during 2000, when it applied for exemption on the grounds that it would maintain and promote exports, promote the competitiveness of small business and was necessary for the economic stability of the industry.

The CC initially refused to consider the application because it said that an exemption "would accord to the maritime industry a special status ... not provided for by the Act".

However, on appeal, the Competition Appeal Court found that the commission was wrong and ordered it to consider ASL's application. The ASL resubmitted, and the new application was gazetted during 2006.

"But," said Jenny Finnigan, partner at Shephstone & Wylie, and specialist in competition, corporate and commercial law, "one of the grounds of the exemption was industry designation and the ASL eventually failed to get the necessary designation. The ASL's application was eventually

withdrawn in 2012."

But, in the Government Gazette of July 25 this year, a CC notice announced that the ASL had again made an application for exemption.

The subject of the application, said the CC, was for a "suite of agreements which involve the sale, exchange or pooling of spaces or slots between shipping lines on container ships bound to, around and from southern Africa or in certain instances, agreements between shipping lines and their customers".

It also noted that some of the agreements constituted what the CC referred to as "consortia agreements". This because they made provision for joint services by two or more shipping lines to customers.

But other agreements, it added, were "purely vertical" as they did not constitute the provision of joint services to customers. But the CC is a bunch of tough cookies to deal with when it comes to exemptions. So how is this latest application by the ASL likely to fare?



“With vessel-sharing and slot chartering they can achieve all the economies of scale of a full service while only having to commit a few resources.”

— ANDREW THOMAS

The SA Competition Act allows the CC to issue exemptions – but under strict parameters, according to Finnigan.

"It would be allowed only if it was deemed necessary to maintain or promote exports; promote the ability of small or black-owned businesses to become



Most lines are involved in vessel-sharing agreements ... and commentators believe that they effectively increase competition because without them only five or six of the major lines would be able to operate on the trades on their own.

competitive; stop decline in an industry; or maintain or establish economic stability within an industry and designated by the minister responsible for that industry," she said.

"The shipping industry is critical to, and has a direct effect on, the SA economy. Whether or not it should be exempted from the Competition Act depends on whether its needs fall within the grounds for exemption listed in that act."

Given the local scene and its maritime market conditions, would an exemption from the act benefit both lines and shippers?

Indeed it would, said Andrew Thomas, who is acting voluntarily for the ASL as the co-ordinator between the shipping lines.

"We already have a number of vessel-sharing agreements between lines on all of SA's main sea trades," he said. "This benefits the lines in that they each don't have to deploy all the vessels that they'd need to run a service on their own. With vessel-sharing and slot

chartering they can achieve all the economies of scale of a full service while only having to commit a few resources."

From the customers' points of view, these multi-line set ups see 20 to 30 lines, some of them relatively small carriers, being able to operate the SA trades, according to Thomas.

"That effectively increases the competition available to the shippers," he added.

"If we didn't have these agreements, then only five or six of the major lines would be able to operate on the trades on their own. And this would reduce the competition available to the shippers."

But, Finnigan pointed out, one of the areas that is bound to raise the suspicions of the CC is the fact that these agreements see contact between opposition lines.

"The way they look at it is, if the lines are free to talk to each other about vessel sharing and slot chartering, what's to stop them taking that a stage further, and talking about naughty things." And by this, she is referring to possible market

sharing and price fixing.

But, according to Thomas, the shipping lines are so sensitive to the enormous legal penalties attached to such behaviour, and with numbers of them having been badly burned in the past, that this is just not on.

"We haven't heard any such comment on our application," he said. "Why would lines meeting to discuss slot-charter agreements go any further? I can't see any reason for this. Not a chance."

Thomas also pointed out that in the 12 years he has spent in the SA shipping industry he has never come across such an issue. "It really doesn't happen," he said.

He couldn't advance any sort of time frame for the CC to come to its final finding on this latest application. However, a meeting with the lawyers and the CC is scheduled for this week after this issue of FTW has gone to print.

"After that, this time frame may become a little clearer," he said. "But at this stage, I just don't know."

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TFR set to sweat its Capecor asset

US cargo could benefit from shorter transit

Liesl Venter

Growing cargo volumes on rail between Cape Town and Johannesburg is high on the agenda of Transnet Freight Rail.

Senior executives of the state-owned freight rail operator spent several days in Cape Town last week meeting with key industry stakeholders, manufacturers and other relevant parties as part of its strategy to grow rail volumes on the Cape Corridor (Capecor).

“Our research shows that there is significant potential for growth on this corridor,” said TFR CEO Siyabonga Gama. “Through alliances this potential can be fully exploited to yield positive results not only for logistics but the greater South African economy.”

He said initial indications showed that the biggest potential on the corridor was from the intermediate manufacturing sector, finished

palletised goods, agriculture and rural extraction type products.

Speaking at a media function in the Mother City, Gama said in the first three years of the organisation’s market demand strategy (MDS), a programme that will see it invest R312 billion in infrastructure upgrades across the various Transnet entities, the initial focus had been on the heavy haul system including the iron ore line from Sishen to Saldanha, the movement of manganese and the coal line through to Richards Bay. At the same time concerted efforts had been made to attract general cargo volumes back to rail, but with a focus on the Natal Corridor (Natcor).

“We have made tremendous progress in that regard and volumes are increasing on the Natcor line. It has been a slow process but we have worked closely with business and industry for value chain development and

growth in order to create competitive supply chains through alliances and close collaborations with customers, the private sector and government.”

Gama said it was time to increase the focus on Capecor and grow volumes on the line. “The line is definitely not being utilised to its full potential and we think much can be achieved in the agriculture and FMCG sectors.”

“

The line is definitely not being utilised to its full potential and we think much can be achieved in the agriculture and FMCG sectors.

— SIYABONGA GAMA

He said they were targeting both exporters and importers.

“The Port of Cape Town has a distinct advantage in that all American service shipping lines first call Cape Town. It is then another six days before they arrive in Durban and

so there is major opportunity for discharge in Cape Town, using rail to get cargo to

Johannesburg before the vessel even reaches Durban,” he said.

Domestic traffic could also be increased, especially in light of the thriving Western Cape manufacturing sector, he added.



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Ports on alert over Ebola virus

Port Health Authority allays fears of it spreading

Alan Peat

Any fear of the dreaded Ebola virus disease (EVD) entering this country by ship can be allayed, according to Debbie Naidoo, Durban manager of the Port Health Authority.

And that horrifying disease, with its estimated up-to-90% mortality rate, has been spreading like wildfire across Guinea, Liberia, Nigeria and Sierra Leone.

The World Bank has recognised the problem, and has just launched an emergency fund of US\$200 million (the equivalent of just over R2.1bn) intended to fight this spread. But pouring money into the problem is not likely to have much short-term effect on the prevalence of EVD, and this country has had to ensure that its defences are ready.

And this has already happened. Since this latest

outbreak of EVD – the largest in history – the health department, in conjunction with the National Institute for Communicable Diseases, has issued an alert to officials at the country’s ports of entry.

And this includes all the country’s sea ports, said Naidoo.

But the good news is that the standard health procedures for visiting ships adequately cover protection against EVD along with all other highly communicable diseases, she told FTW.

“In terms of our mandate under the international health regulations, all vessels must communicate with us 48 hours before their arrival,” she said. “And they can’t enter harbour without getting clearance from that port’s health authorities.”

The information that must be communicated by each ship includes the

health status of the crew and any crew changes, and the vessel’s ports of call in the preceding 30 days.

And, following this Ebola outbreak, the Port Health Authorities now require that the vessels send their ports of call lists together with Free Pratique applications.

Pratique is the licence given to a ship to enter port, on assurance from the captain that she is free from contagious disease. The clearance granted is commonly referred to as Free Pratique.

“Each of us needs to ensure, with immediate effect, that Port Health receives these ports of call lists for every vessel to avoid delays,” said Naidoo.

And, should there be any suspicion about any vessel and its crew (or perishable cargo) possibly having been exposed to this communicable disease, she added, that vessel will be

immediately placed under quarantine.

This is a ‘state of enforced isolation’ used to restrict the movement of persons on the vessel, and of those allowed to board it.

“And, if any health staff have to board a vessel placed in quarantine,” said Naidoo, “they would only do so wearing specialised protective clothing.”

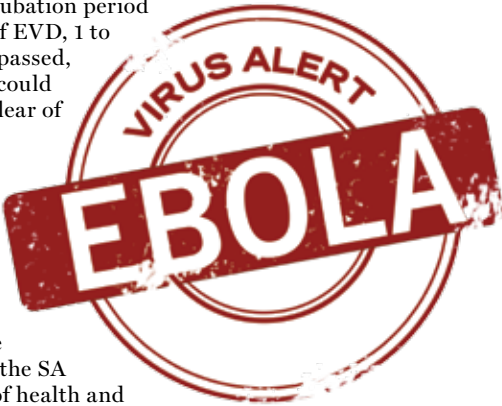
Such a vessel would remain under these quarantine conditions until a suitable incubation period (in the case of EVD, 1 to 21 days) had passed, and the ship could be declared clear of the disease.

“All vessels calling at SA ports,” said Naidoo, “have to comply with all these rulings from the SA department of health and

the international health authorities.

“If they don’t, they could be faced with fines running into millions.”

And Peter Besnard, CEO of the SA Association of Ship Operators and Agents (Saasoa), fully supported the Port Health regulations and informed FTW that he had distributed the authority’s request for assistance to all the member lines and ships’ agents.



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Airlines cut West Africa flights

Port and rail operations unaffected so far

Ed Richardson

Travel and imports of perishable cargo into Guinea, Sierra Leone, and Liberia are being disrupted as a result of the Ebola outbreak

On August 2 Emirates became the first international airline to suspend all flights to Conakry until further notice.

It was followed by British Airways, which has cancelled all flights to Liberia and Sierra Leone until August 31.

Other major airlines serving Guinea, Sierra Leone and Liberia include Royal Air Maroc and Brussels Airlines, while Air France serves Guinea and Sierra Leone, and British Airways serves

Sierra Leone and Liberia.

Air France, which serves most West African nations, has imposed special rules for people boarding in Conakry and Freetown, capital of Sierra Leone.

Regionally, Nigerian airline Arik Air has temporarily suspended flights to Liberia and Sierra Leone.

Asky, a Togo-based airline, has suspended flights. It has announced that it has also stopped transporting food from Conakry, Guinea. The suspension comes after an Asky passenger died from the virus after flying from Liberia to Nigeria.

SAA is, however, continuing to fly to Nigeria,

Ghana, Senegal, Benin and Côte d'Ivoire.

According to Robert Besseling, principal Sub-Saharan Africa Analyst at IHS Country Risk, most of the mining companies in the region report that mine, port and rail operations are unaffected so far, although various precautions have been taken, including frequent medical checks, the imposition of travel restrictions, and the evacuation of non-essential staff.

“Mineral exports, including iron ore and diamonds, are increasingly likely to face disruption if mining companies place local workers on leave,” he warns.

LAST WEEK'S TOP STORIES ON

Zuma 2nd worst leader in sub-Saharan Africa

The American pollster, Gallup, has ranked President Jacob Zuma as the second worst leader in sub-Saharan Africa.

Egypt to build 'second' Suez Canal

Flooding the international press was the news that Egypt has revealed a plan to build a “second” Suez Canal alongside the existing 163-kilometre canal in a multi-billion bid to boost its economy.



Solar production facility opened in CT

Chinese-owned company, Jinko Solar, has opened its R80m, 120 MW solar PV module production facility in Epping, Cape Town.

US/Africa leaders announce \$17bn investment deals

United States and African leaders have announced \$17 billion in investment deals as part of a campaign to improve trade relations.

Tidal surging cuts CT's port productivity

Productivity at the Port of Cape Town's container terminal has been holding its own despite problems during the winter months with tidal surging.

The terminal has managed to improve its gantry crane moves per hour significantly over the past few years and averages around 34 moves per hour, according to statistics revealed to FTW.

But this decreased slightly in the past month to around 32 moves per hour due to surging, a

Transnet Port Terminals (TPT) spokesman said.

He said surging was a general occurrence during the winter months when the northwest wind blew strongly. Typically it impacts on operations as it causes movement of the berthed vessels, making crane operation difficult.

Mike Walwyn, chairman of the forum, said the port had made major inroads in dealing with wind but said little could be done in this case.

– Liesl Venter

EUKOR - FAR EAST / BRAZIL

VESSEL	VOY	KOR	XIN	SHA	SIN	DBN	ELS	SAN	MDV	VIT	BRH
MORNING CRYSTAL	030	sld	-	12/08	18/08	29/08	31/08	09/09	12/09	17/09	03/10

EUKOR - FAR EAST / WEST AFRICA

VESSEL	VOY	KOR	XIN	SHA	SIN	DBN	LUA	LAG	TEA	DAK	BRH
MORNING CONCERT	077	sld	sld	13/08	23/08	06/09	14/09	18/09	22/09	27/09	07/10

EUKOR - EUROPE / SA / EAST AFRICA

VESSEL	VOY	TIL	BRH	ANT	WVS	PE	ELS	DES	MOM	TAM	SIN
LAVENDER ACE	025	sld	sld	sld	12/08	16/08	-	22/08	24/08	-	04/09



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CHB - Chiba Xing-China	KWA - Kwangyang, Korea	SAL - Salvador, Brazil
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COL - Colombo, Sri Lanka	LAG - Lagos	SAV - Savannah, GA
CON - Conakry, Guinea	LIB - Libreville	SHR - Sheerness, UK
COT - Cotonou, Benin	LOB - Lobito, Angola	SHA - Shanghai, China
DAK - Dakar, Senegal	LOM - Lome, Togo	SHJ - Sharjah
DAM - Damman	LUA - Luanda	SIN - Singapore
DBN - Durban	LYG - Liyungang	SOU - Southampton, UK
DES - Des Moines	MAS - Maseru	TAM - Tamateve
DON - Doha, Qatar	MEL - Melbourne, Australia	TEA - Tema
DIJ - Douala	MDV - Montevideo	TIL - Tilbury, UK
ELS - East London, SA	MOJ - Moji, Japan	ULS - Ulsan, Korea
FRE - Fremantle, Australia	MOM - Mombasa	VIT - Vitoria, Brazil
GUN - Gunsan, Korea	NAG - Nagoya	WVS - Walvis Bay, Namibia
HAR - Harbin, China	PE - Port Elizabeth, SA	YOK - Yokohama
HUA - Huangpu, China	PKG - Port Kelang	XIN - Xingang, China
JEB - Jebel Ali	POI - Pointe Noire, Congo	ZAR - Zarate, Argentina

FTW4707



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TFR rules out branch line concessioning

Liesl Venter

Transnet Freight Rail is pushing a collaboration rather than concessioning agenda when it comes to its policy on branch lines.

Set to spend R200-R400m on reinstating branch lines, Siyabonga Gama, CEO of Transnet Freight Rail, told journalists in Cape Town last week that Transnet had in the past concessioned branch lines and that it had not worked.

“We are not going to go down that road again and will always keep ownership of the lines,” he said, “but we are open to working with the private sector where the different parties bring what they can to the table. We have formulated a model that allows the private sector to come in and have access to the lines.”

He said revival programmes for some 20 branch lines were currently being looked at – with at least three high on the agenda. This includes the Belmont-Douglas line, the Port Shepstone-Harding line and the Nkwalini-Melmoth line.

“Some of the lines are operational at present, others

are not. To get them going again is going to require investment and effort. That will come from the private sector and us,” he said. “What is important is that volumes on these lines are key to their sustainability. The investments required are high and it would not be viable to spend this much capital on lines that are not sustainable in the long term.”

Whilst not committing to specifics on how it would work in practice he said it would be done on a “hub and spoke type system”.

He said TFR was looking at branch lines in areas where the local community was

driving demand.

“If one looks at the Nkwalini line then there is major potential. A private operator is already running a tourism steam train on it and so we have been in discussion with various community role-players to look at ways of bringing cargo back onto the line from the Ceres area that it services.”

He said the line linked with TFR’s national line in Worcester and so it made sense to push for more cargo on the line.

“But we can’t do it alone – we need the fruit industry

and the other cargo owners as well as the community at large to be involved. We want the private sector to invest with us and then preferably those people who are using the lines.”

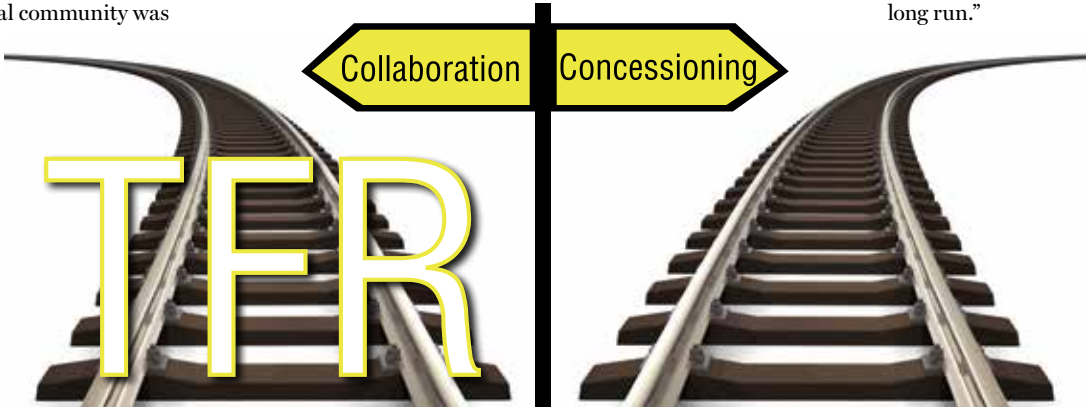
He said several phases had been identified for branch line upgrading with a 23 million ton ramp-up currently under way. “We are bringing partners on board from the private sector to work with us. It is slow going and will take time to achieve the goals we have set.”

Over and above this, Gama said, TFR was committed to

unlocking a further 30 million tons of capacity on lines servicing mostly the coal mines. “The coal can then be transported by rail to Eskom or if they don’t want it, it can be moved to the ports for export.”

Gama said ensuring the right commodities were being moved on branch lines was just as important.

“The viability of the lines relies heavily on the commodities being moved and would require sustained investments. The benefit of course would be to the entire region as there would be more economic development in the long run.”



Iron ore line shutdown under way

Transnet Freight Rail has shut down its export iron ore line for annual maintenance, the state-owned rail operator said last week.

According to TFR spokesman Mike Asefovitz, this is due to annual maintenance not being able to take place during normal occupational conditions.

“The line was shut down on Tuesday August 12 with the work expected to be concluded by Thursday August 21,”

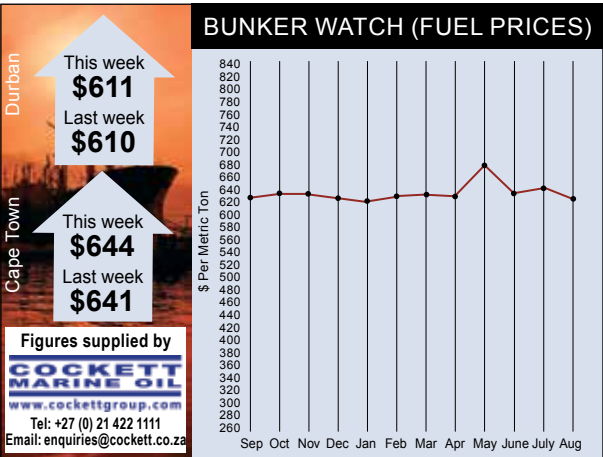
he said. “During this time specialised infrastructure maintenance and upgrade projects will be conducted over the entire section of the 861km railway line between Sishen in the Northern Cape and Saldanha in the Western Cape.”

Asefovitz said the time would also be used for training of staff as well as holding key meetings involving as many of the role-players as possible.

“At the same time the other stakeholders in the supply chain such as the mines also use this time to upgrade their own facilities and equipment.”

Asefovitz said the cost of the shutdown was in the region of R114 million and included the installation work by contractors, materials used and labour.

At least 58 million tons of iron ore is moved along the line and two million tons of manganese per annum.



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OUTBOUND BY DATE - Dates for sailing: 18/08/2014 - 01/09/2014									
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 Eiffel 473	CMA/DEL/MSK/SAF	-	23/8	-	-	-	-	TXG 20/09,TAO 23/09,SHA 25/09,NGB 26/09,NSA 29/09,CWN 01/10,SIN 07/10,TPP 09/10,PKG 11/10	
ER Canada 475	CMA/DEL/MSK/SAF	-	30/8	-	-	-	-	TXG 27/09,TAO 30/09,SHA 02/10,NGB 03/10,NSA 06/10,CWN 08/10,SIN 14/10,TPP 16/10,PKG 18/10	
Budapest Bridge 018	HLC/KLIMOL/PIL	-	18/8	-	-	-	-	PKG 04/09,SIN 06/09,HKG 11/09,SHA 14/09,NGB 17/09,KEL 18/09,KHH 18/09,BUS 19/09,INC 19/09,KEL 19/09,XMN 20/09,YOK 21/09,NGO 21/09,UKB 21/09	
Cosco Jeddah 011E	COS/EMC/MBA	-	18/8	-	-	-	-	SIN 02/09,PGU 04/09,PKG 04/09,LCH 05/09,JKT 05/09,SUB 05/09,PEN 05/09,SGN 05/09,DLC 06/09,BLW 06/09,BKK 06/09,SRG 07/09,MNL 07/09,TPE 08/09,UKB 09/09,TYO 09/09,XMN 09/09,HPH 09/09,SHA 10/09,NGO 10/09,OSA 10/09,NGB 12/09,BUS 12/09,TAO 14/09,HKG 16/09,TXG 16/09,YOK 16/09,YTN 17/09,KEL 19/09,TXG 20/09	
Thorco Aurora 001	GRB/UNG	-	-	-	-	18/8	-	JKT 04/09,SIN 07/09,PGU 08/09	
Msc Ajaccio 430R	MSC	-	-	-	-	20/8	-	SIN 31/08,HKG 04/09,SHA 07/09,NGB 08/09,CWN 11/09	
Maersk Seletar 1408	CMA/MSK/SAF	-	-	23/8	-	20/8	-	SIN 10/09,KEL 11/09,PKG 13/09,UKB 15/09,BUS 16/09,KHH 17/09,NSA 19/09,INC 19/09,HKG 20/09,YTN 21/09,PGU 21/09,CWN 22/09,TAO 22/09,OSA 22/09,NGO 22/09,BLW 22/09,SUB 23/09,HUA 24/09,SRG 24/09,PEN 24/09,XMN 25/09,SGN 26/09,KAN 26/09,HPH 27/09,YOK 29/09	
Mol Integrity 082	HLC/KLIMOL/PIL	-	23/8	-	-	20/8	-	PKG 11/09,SIN 13/09,HKG 18/09,SHA 21/09,KEL 25/09,KHH 25/09,NGB 25/09,BUS 26/09,INC 26/09,KEL 27/09,YOK 28/09,NGO 28/09,UKB 28/09,XMN 28/09	
Ever Refine 0466-104E	COS/EMC/MBA	-	25/8	-	-	21/8	-	SIN 09/09,PGU 11/09,PKG 11/09,LCH 12/09,JKT 12/09,SUB 12/09,PEN 12/09,SGN 12/09,DLC 13/09,BLW 13/09,BKK 13/09,SRG 14/09,MNL 14/09,TPE 15/09,UKB 16/09,TYO 16/09,XMN 16/09,HPH 16/09,SHA 17/09,NGO 17/09,OSA 17/09,BUS 19/09,NGB 19/09,TAO 21/09,YTN 21/09,HKG 21/09,TXG 23/09,YOK 23/09,KEL 26/09,TXG 27/09	
Kota Ganding GND017	PIL	-	21/8	-	-	-	-	SIN 03/10	
Mol Gateway 6613B	MOL	-	22/8	-	-	-	-	SIN 11/09,HKG 17/09,TXG 24/09,DLC 25/09,TAO 27/09,BUS 29/09,SHA 02/10	
Maersk Conakry 1408	CMA/MSK/SAF	22/8	-	-	-	-	-	TPP 12/09,XMN 18/09,FOC 19/09,BUS 22/09,SHA 24/09,NGB 26/09,NSA 29/09	
Imara VIM003	PIL	-	-	-	-	-	23/8	SIN 14/09	
Chicago 479	CMA/DEL/MSK/SAF	23/8	-	-	-	-	-	TXG 11/10,TAO 14/10,SHA 16/10,NGB 17/10,NSA 20/10,CWN 22/10,SIN 28/10,TPP 30/10,PKG 01/11	
NYK Isabel 0364E	CSC/HLC/KLINDS/NYK/STS/ZIM	-	-	-	-	25/8	-	SIN 05/09,SHA 16/09,CNZOS 17/09,XMN 19/09,SHK 21/09	
Adrian Schulte 431R	MSC	-	-	-	-	26/8	-	SIN 09/09,HKG 13/09,SHA 16/09,NGB 17/09,CWN 20/09	
Kota Langsar 041	HLC/KLIMOL/PIL	-	31/8	-	-	26/8	-	PKG 18/09,SIN 20/09,HKG 26/09,SHA 28/09,NGB 30/09,KEL 02/10,KHH 02/10,KEL 02/10,XMN 03/10,BUS 04/10,INC 04/10,YOK 05/10,NGO 05/10,UKB 05/10	
Maersk Sembawang 1412	CMA/MSK/SAF	-	-	30/8	-	27/8	-	SIN 17/09,KEL 18/09,PKG 20/09,UKB 22/09,BUS 23/09,KHH 24/09,NSA 26/09,INC 26/09,HKG 27/09,YTN 28/09,PGU 28/09,CWN 29/09,TAO 29/09,OSA 29/09,NGO 29/09,BLW 29/09,SUB 30/09,HUA 01/10,SRG 01/10,PEN 01/10,XMN 02/10,SGN 03/10,KAN 03/10,HPH 04/10,YOK 06/10	
Cosco Istanbul 006E	COS/EMC/MBA	-	1/9	-	-	28/8	-	SIN 16/09,PGU 18/09,PKG 18/09,LCH 19/09,JKT 19/09,SUB 19/09,PEN 19/09,SGN 19/09,DLC 20/09,BLW 20/09,BKK 20/09,SRG 21/09,MNL 21/09,TPE 22/09,UKB 23/09,TYO 23/09,XMN 23/09,HPH 23/09,SHA 24/09,NGO 24/09,OSA 24/09,NGB 26/09,BUS 26/09,TAO 28/09,HKG 30/09,TXG 30/09,YOK 30/09,YTN 01/10,KEL 03/10,TXG 04/10	
Kota Puri VPR102	PIL	-	28/8	-	-	-	-	SIN 10/10	
Safmarine Chilka 1408	CMA/MSK/SAF	29/8	-	-	-	-	-	TPP 19/09,XMN 25/09,FOC 26/09,BUS 29/09,SHA 01/10,NGB 03/10,NSA 06/10	
Nyk Veronica 0366E	CSC/HLC/KLINDS/NYK/STS/ZIM	-	-	-	-	29/8	-	SIN 11/09,SHA 16/09	
Mol Guardian 6711B	MOL	-	29/8	-	-	-	-	SIN 18/09,HKG 24/09,TXG 01/10,DLC 02/10,TAO 04/10,BUS 06/10,SHA 09/10	
Tirua 426N	CMA/CSV/HJS/SAF	-	-	-	-	29/8	-	PKG 15/09,SIN 16/09,HKG 21/09,SHA 25/09,NGB 28/09,CWN 30/09	
Glovis Summit 002	GLV	30/8	-	-	-	-	-	USN 09/10	
CMA-CGM Puccini 481	CMA/DEL/MSK/SAF	30/8	-	-	-	-	-	TXG 18/10,TAO 21/10,SHA 23/10,NGB 24/10,NSA 27/10,CWN 29/10,SIN 04/11,TPP 06/11,PKG 08/11	
To: Mediterranean and Black Sea								Updated daily on http://www.ftwonline.co.za	
Kota Arif ARF137	PIL	-	-	-	-	21/8	-	HFA 20/09,ASH 20/09	
Kota Jelita JLT046	PIL	-	-	-	-	25/8	-	HFA 23/09,ASH 23/09	
Msc Tomoko NZ433R	MSC/HLC/HSL/LTI	-	20/8	-	-	-	-	VEC 07/09,SPE 12/09,LIV 12/09,GOI 13/09,NPK 13/09,HFA 13/09,FOS 14/09,BLA 17/09,AXA 19/09	
Jolly Quazar 184	LMC	-	-	-	-	22/8	-	BLA 17/09,MRS 19/09,GOI 20/09,SAL 24/09,TUN 18/10,MLA 18/10,UAY 20/10,BEY 20/10,BEN 20/10,AXA 22/10,TIP 22/10	
Maersk Ceres 145B	DAL/MOL/MSK/SAF	-	24/8	22/8	-	18/8	-	ALG 07/09,ORN 10/09,CAZ 13/09,BLA 14/09,VEC 15/09,AXA 15/09,GIT 15/09,PSD 15/09,UAY 16/09,LIV 18/09,KOP 19/09,MAR 19/09,SAL 19/09,GOI 20/09,NPK 20/09,BEY 20/09,SKG 20/09,IST 21/09,TRS 21/09,PIR 23/09,MPT 23/09,MER 24/09,SKG 25/09,EYP 28/09,GEM 29/09,IJM 30/09,HFA 02/10,CAR 07/10,ASH 09/10	
Msc Beijing NZ434R	MSC/HLC/HSL/LTI	-	27/8	23/8	-	21/8	-	VEC 14/09,SPE 19/09,LIV 19/09,GOI 20/09,NPK 20/09,HFA 20/09,FOS 21/09,BLA 24/09,AXA 26/09	
Claes Maersk 1412	MSK/SAF	22/8	-	-	-	-	-	ALG 11/09	
Jolly Diamante 232	LMC	-	24/8	-	-	-	-	BLA 30/09,MRS 02/10,GOI 03/10,SAL 06/10,TUN 31/10,MLA 31/10,UAY 02/11,BEY 02/11,BEN 02/11,AXA 04/11,TIP 04/11	
NYK Isabel 0364E	CSC/HLC/KLINDS/NYK/STS/ZIM	-	-	-	-	25/8	-	HFA 04/10,ASH 04/10,AXA 09/10,PIR 10/10,CND 10/10,MER 12/10,IJM 15/10	
MOL Pressence 145B	DAL/MOL/MSK/SAF	-	31/8	29/8	-	25/8	-	ALG 14/09,ORN 17/09,CAZ 20/09,BLA 21/09,VEC 22/09,AXA 22/09,GIT 22/09,PSD 22/09,UAY 23/09,LIV 25/09,KOP 26/09,MAR 26/09,SAL 26/09,GOI 27/09,NPK 27/09,BEY 27/09,SKG 27/09,IST 28/09,TRS 28/09,PIR 30/09,MPT 30/09,MER 01/10,SKG 02/10,EYP 05/10,GEM 06/10,IJM 07/10,HFA 09/10,CAR 14/10,ASH 16/10	
Msc Lucy NZ435R	MSC/HLC/HSL/LTI	-	-	30/8	-	28/8	-	VEC 21/09,SPE 26/09,LIV 26/09,GOI 27/09,NPK 27/09,HFA 27/09,FOS 28/09,BLA 01/10,AXA 03/10	
Kota Anggun AGN160	PIL	-	-	-	-	-	-	HFA 01/11,ASH 01/11	
Cecilie Maersk 1414	MSK/SAF	29/8	-	-	-	-	-	ALG 18/09	
Nyk Veronica 0366E	CSC/HLC/KLINDS/NYK/STS/ZIM	-	-	-	-	29/8	-	HFA 10/10,ASH 10/10,AXA 15/10,PIR 16/10,CND 16/10,MER 18/10,IJM 21/10	
Kota Nipah NPH054	PIL	-	-	-	-	-	-	HFA 05/11,ASH 05/11	
Dal Karoo 145B	DAL/MOL/MSK/SAF	-	-	-	-	1/9	-	ALG 21/09,ORN 24/09,CAZ 27/09,BLA 28/09,VEC 29/09,AXA 29/09,GIT 29/09,PSD 29/09,UAY 30/09,LIV 02/10,KOP 03/10,MAR 03/10,SAL 03/10,GOI 04/10,NPK 04/10,BEY 04/10,SKG 04/10,IST 05/10,TRS 05/10,PIR 07/10,MPT 07/10,MER 08/10,SKG 09/10,EYP 12/10,GEM 13/10,IJM 14/10,HFA 16/10,CAR 21/10,ASH 23/10	
To: UK, North West Continent & Scandinavia								Updated daily on http://www.ftwonline.co.za	
Msc Tomoko NZ433R	MSC/HLC/HSL/LTI	-	20/8	-	-	-	-	RTM 05/09,LZI 05/09,FXT 06/09,HMQ 07/09,ANR 08/09,LEH 10/09,LIV 11/09,BIO 11/09,BRV 12/09,VGO 14/09,HEL 14/09,LEI 15/09,KTK 15/09,STO 17/09,KLJ 19/09,LED 22/09	
Maersk Ceres 145B	DAL/MOL/MSK/SAF	-	24/8	22/8	-	18/8	-	RTM 10/09,LGP 12/09,VGO 12/09,BRV 14/09,BIO 14/09,ANR 16/09,LZI 16/09,DUO 17/09,MTX 17/09,LEI 18/09,LEH 19/09,HMQ 19/09,CPH 22/09,HEL 22/09,GOT 22/09,OFQ 23/09,OSL 23/09,OSL 23/09,GDN 25/09,GDY 25/09,LED 27/09,URO 14/10	
Msc Beijing NZ434R	MSC/HLC/HSL/LTI	-	27/8	23/8	-	21/8	-	RTM 12/09,LZI 12/09,FXT 13/09,HMQ 14/09,ANR 15/09,LEH 17/09,LIV 18/09,BIO 18/09,BRV 19/09,VGO 21/09,HEL 21/09,LEI 22/09,KTK 22/09,STO 24/09,KLJ 26/09,LED 29/09	
Navarra 015	GRB	-	-	-	-	-	22/8	VGO 11/09,BIO 14/09,PRU 22/09,ANR 26/09	
Claes Maersk 1412	MSK/SAF	22/8	-	-	-	-	-	LEI 15/09,LZI 17/09	
MOL Pressence 145B	DAL/MOL/MSK/SAF	-	31/8	29/8	-	25/8	-	RTM 17/09,LGP 19/09,VGO 19/09,BRV 21/09,BIO 21/09,ANR 23/09,LZI 23/09,DUO 24/09,MTX 24/09,LEI 25/09,LEH 26/09,HMQ 26/09,CPH 29/09,HEL 29/09,GOT 29/09,OFQ 30/09,OSL 30/09,OSL 30/09,GDN 02/10,GDY 02/10,LED 04/10,URO 21/10	
Blue Master 4126	MAC	-	1/9	-	-	28/8	26/8	VGO 19/09,LZI 21/09,RTM 23/09,ANR 25/09,PFT 26/09,IMM 26/09,HUL 26/09,ORK 29/09,DUO 29/09,BIO 02/10,HMQ 03/10,BXE 05/10,KRS 05/10,LAR 05/10,OSL 06/10,OFQ 07/10,CPH 07/10,GOT 07/10,GOO 07/10,GRG 07/10,HEL 07/10,HEL 09/10,KTK 09/10,STO 09/10	
Msc Lucy NZ435R	MSC/HLC/HSL/LTI	-	-	30/8	-	28/8	-	RTM 19/09,LZI 19/09,FXT 20/09,HMQ 21/09,ANR 22/09,LEH 24/09,LIV 25/09,BIO 25/09,BRV 26/09,VGO 28/09,HEL 28/09,LEI 29/09,KTK 29/09,STO 01/10,KLJ 03/10,LED 06/10	
Cecilie Maersk 1414	MSK/SAF	29/8	-	-	-	-	-	VGO 21/09,LEI 22/09,LZI 24/09	
Glovis Century 014	GLV	-	-	1/9	-	29/8	-	SSK 27/09,EME 29/09,BRV 30/09,ANR 03/10	
Dal Karoo 145B	DAL/MOL/MSK/SAF	-	-	-	-	1/9	-	RTM 24/09,LGP 26/09,VGO 26/09,BRV 28/09,BIO 28/09,ANR 30/09,LZI 30/09,DUO 01/10,MTX 01/10,LEI 02/10,LEH 03/10,HMQ 03/10,CPH 06/10,HEL 06/10,GOT 06/10,OFQ 07/10,OSL 07/10,OSL 07/10,GDN 09/10,GDY 09/10,LED 11/10,URO 28/10	

OUTBOUND BY DATE - Dates for sailing: 18/08/2014 - 01/09/2014

Name of Ship/Voy/Line		WBAY	CT	PE	EL	DBN	RBAY	Loading for
To: East Africa								Updated daily on http://www.ftwonline.co.za
Rickmers Malaysia 418n	OAC	-	-	-	-	20/8	-	BEW 27/08
Jolly Quarzo 184	LMC	-	-	-	-	22/8	-	MPM 17/08,MNC 25/08,DAR 27/08,MBA 29/08
Msc Chiara ZN425A	MSC	-	-	-	-	18/8	-	BEW 21/08,MBA 26/08,DAR 29/08,MNC 01/09
Seroja Tiga IZ434A	MSC	-	-	-	-	22/8	-	FTU 13/09
Caecilia Shulte 37N	OAC	23/8	27/8	-	-	-	-	BEW 10/09
Jolly Diamante 232	LMC	-	24/8	-	-	-	-	MPM 31/08,MNC 08/09,DAR 10/09,MBA 13/09
Msc Positano ZN426A	MSC	-	-	-	-	25/8	-	MPM 26/08,BEW 28/08,MBA 03/09,DAR 06/09
Glovis Century 014	GLV	-	-	1/9	-	29/8	-	MPM 26/08
Msc Levina IZ435A	MSC	-	-	-	-	29/8	-	FTU 13/09
Msc Jasmine ZN427A	MSC	-	-	-	-	1/9	-	BEW 03/09,MBA 08/09,DAR 12/09,MNC 16/09

To: West Africa								Updated daily on http://www.ftwonline.co.za
Kota Arif ARF137	PIL	-	-	-	-	21/8	-	LOS 09/07,TEM 23/07,LFW 26/07,COO 29/07
Kota Jelita JLT046	PIL	-	-	-	-	25/8	-	LOS 23/07,TIN 25/07,LFW 01/08,TEM 05/08,PNR 09/08
Bosun MU757	CMA/DEL	-	-	-	-	21/8	-	LAD 22/07,PNR 24/07,TIN 31/07,LFW 09/08
Letavia MU759	CMA/DEL	-	-	-	-	18/8	-	LAD 27/07,PNR 01/08,TIN 04/08,LFW 06/08
CMA-CGM Eiffel 473	CMA/DEL/MSK/SAF	-	23/8	-	-	-	-	PNR 06/08,LAD 09/08
AS Castor ZA431A	MSC	23/8	-	-	-	-	-	LAD 14/08,LOB 17/08,MSZ 20/08
ER Canada 475	CMA/DEL/MSK/SAF	-	30/8	-	-	-	-	PNR 13/08,LAD 16/08
Msc Tomoko NZ433R	MSC/HLC/HSL/LTI	-	20/8	-	-	-	-	LPA 31/08,DKR 02/09,ABJ 03/09,TEM 05/09,APP 11/09,TIN 12/09
Maersk Ceres 145B	DAL/MOL/MSK/SAF	-	24/8	22/8	-	18/8	-	AGA 12/09
CSCL Panama 0055W	CSCLHLC/KLINDS/NYK/SMU/STS	-	-	-	-	18/8	-	LFW 28/08,TEM 31/08,TIN 02/09,COO 07/09
Osaka Tower 30211A	PIL	-	21/8	-	-	18/8	-	PNR 27/08,LAD 29/08,BOA 03/09,MAT 04/09,LOB 05/09,SZA 06/09,LBV 06/09,CAB 07/09,DLA 07/09,MSZ 10/09
Zagora ZA433A	MSC	-	20/8	-	-	-	-	LAD 28/08,LOB 31/08,MSZ 04/09
Clemens Schulte 1403	CMA/MSK/SAF	20/8	-	-	-	-	-	PNR 25/08,TEM 27/08,ABJ 31/08
Quadriga 761W	CMA	-	20/8	-	-	-	-	TIN 29/08,DLA 26/09,ABJ 07/10,PNR 12/10
Kota Ganding GND017	PIL	-	21/8	-	-	-	-	LOS 29/08,TIN 02/09,COO 03/09,TEM 06/09
Msc Beijing NZ434R	MSC/HLC/HSL/LTI	-	27/8	23/8	-	21/8	-	LPA 07/09,DKR 09/09,ABJ 10/09,TEM 12/09,APP 18/09,TIN 19/09
Border 113	MSC/DAL/MOL/MSK/OAC/SAF	-	27/8	24/8	-	22/8	-	LUD 29/08
Camilla 0014A	MOL	-	22/8	-	-	-	-	LAD 28/08
Claes Maersk 1412	MSK/SAF	22/8	-	-	-	-	-	LAD 11/08,CKY 31/08
Nlledutch Elephant 30212A	PIL	-	24/8	-	-	22/8	-	PNR 01/09,LAD 04/09,BOA 08/09,MAT 09/09,SZA 11/09,LBV 11/09,CAB 12/09,DLA 12/09,LOB 13/09,MSZ 18/09
Chicago 479	CMA/DEL/MSK/SAF	23/8	-	-	-	-	-	PNR 27/08,LAD 30/08
Bonny 0324W	CSCLHLC/KLINDS/NYK/SMU/STS	-	-	-	-	24/8	-	LFW 05/09,TEM 07/09,TIN 10/09,COO 14/09
Thorsky 795	GSU/ZIM	-	-	-	-	24/8	-	APP 02/09,TEM 03/09,LOS 04/09,COO 08/09
MOL Pressence 145B	DAL/MOL/MSK/SAF	-	31/8	29/8	-	25/8	-	AGA 19/09
Msc Grace ZA434A	MSC	30/8	26/8	-	-	-	-	LAD 02/09,LOB 06/09
Carl Schulte 1403	CMA/MSK/SAF	27/8	-	-	-	-	-	PNR 01/09,TEM 03/09,ABJ 07/09
CMA-CGM Africa Four 763	CMA	-	27/8	-	-	-	-	TIN 05/09,DLA 03/10,ABJ 14/10,PNR 19/10
Hammonia Africa 796	GSU/ZIM	-	-	-	-	27/8	-	APP 05/09,LOS 07/09,TEM 11/09,COO 15/09
Kota Puri VPR102	PIL	-	28/8	-	-	-	-	LOS 05/09,TIN 09/09,TEM 11/09,ABJ 14/09
Kota Anggun AGN160	PIL	-	-	-	-	-	-	LOS 11/09,TIN 13/09,LFW 15/09,TEM 17/09
Msc Lucy NZ435R	MSC/HLC/HSL/LTI	-	-	30/8	-	28/8	-	LPA 14/09,DKR 16/09,ABJ 17/09,TEM 19/09,APP 25/09,TIN 26/09
Cecilie Maersk 1414	MSK/SAF	29/8	-	-	-	-	-	LAD 18/08,CKY 07/09
Daphne MU773	CMA/DEL	-	-	-	-	-	-	LAD 05/09,PNR 08/08,TIN 11/09,LFW 20/09
Glovis Century 014	GLV	-	-	1/9	-	29/8	-	LAD 06/09,LOS 10/09,TEM 13/09,DKR 19/09
Moranto 100W	PIL	-	31/8	-	-	29/8	-	PNR 08/09,LAD 11/09,BOA 15/09,MAT 16/09,SZA 18/09,LBV 18/09,CAB 19/09,DLA 19/09,LOB 21/09,MSZ 26/09
CMA-CGM Puccini 481	CMA/DEL/MSK/SAF	30/8	-	-	-	-	-	PNR 03/09,LAD 06/09
Kota Nipah NPH054	PIL	-	-	-	-	-	-	LOS 12/09,TIN 14/09,LFW 17/09,TEM 19/09
Dal Karoo 145B	DAL/MOL/MSK/SAF	-	-	-	-	1/9	-	AGA 26/09
UAL Discoverer 514...	UAL	-	-	-	-	1/9	-	LAD 19/09,SZA 23/09,PNR 27/09,SSG 01/10
Anna Chris 39/14	ASL	-	1/9	-	-	-	-	LAD 08/09,SZA 12/09,MAL 14/09

To: Indian Ocean Islands								Updated daily on http://www.ftwonline.co.za
Maersk Innoshima 1412	DAL/MSK/SAF	-	-	24/8	-	21/8	-	PLU 30/08
Seroja Tiga IZ434A	MSC	-	-	-	-	22/8	-	PLU 31/08,TMM 03/09,LON 03/09,PDG 05/09,MJN 05/09,DIE 07/09,TLE 14/09
Northern Dependant 1412	DAL/MSK/SAF	-	-	31/8	-	28/8	-	PLU 06/09
Msc Levina IZ435A	MSC	-	-	-	-	29/8	-	PLU 10/09,TMM 11/09,PDG 14/09,TLE 14/09,LON 24/09,MJN 24/09,DIE 28/09

To: North America								Updated daily on http://www.ftwonline.co.za
Maersk Varna 023	MSC/MSK/SAF	-	19/8	-	-	-	-	NYC 10/09,BAL 12/09,ORF 13/09,CHU 15/09,FEP 16/09,NAS 17/09,MIA 18/09,POP 18/09,MIHH 18/09,GEC 19/09,SDQ 19/09,TOV 19/09,SLU 20/09,PHI 20/09,GDT 20/09,SJO 21/09,BAS 21/09,VUJ 21/09,RSU 22/09,PAP 22/09,KTN 22/09,HQN 23/09,BGI 23/09,STG 23/09,MSY 25/09
Msc Challenger 007	MSC/MSK/SAF	-	26/8	-	-	20/8	-	NYC 17/09,BAL 19/09,ORF 20/09,CHU 22/09,FEP 23/09,NAS 24/09,MIA 25/09,POP 25/09,MIHH 25/09,GEC 26/09,SDQ 26/09,TOV 26/09,SLU 27/09,PHI 27/09,GDT 27/09,SJO 28/09,BAS 28/09,VUJ 28/09,RSU 29/09,PAP 29/09,KTN 29/09,HQN 30/09,BGI 30/09,STG 30/09,MSY 02/10
Cosco Jeddah 011E	COS/EMC/MBA	-	18/8	-	-	-	-	LAX 14/09,OAK 17/09,TIW 19/09,BCC 21/09
Maersk Ceres 145B	DAL/MOL/MSK/SAF	-	24/8	22/8	-	18/8	-	BAL 23/09,MIA 28/09,HAL 29/09,POS 30/09,CAU 04/10,SAV 04/10,SEA 04/10,NYC 05/10,BCC 05/10,ORF 07/10,LGB 07/10,PDX 07/10,MTR 08/10,CHU 09/10,TOD 10/10,KIN 10/10,SJU 14/10,HQN 14/10,MSY 15/10,PEF 15/10,SCT 15/10,ATM 16/10,LAX 19/10,PCR 20/10,MAN 20/10,OAK 21/10,PAG 23/10
Ever Refine 0466-104E	COS/EMC/MBA	-	25/8	-	-	21/8	-	LAX 21/09,OAK 24/09,TIW 26/09,BCC 28/09
Maersk Vinius 026	MSC/MSK/SAF	-	-	23/8	-	27/8	-	NYC 24/09,BAL 26/09,ORF 27/09,CHU 29/09,FEP 30/09,NAS 01/10,MIA 02/10,POP 02/10,MIHH 02/10,GEC 03/10,SDQ 03/10,TOV 03/10,SLU 04/10,PHI 04/10,GDT 04/10,SJO 05/10,BAS 05/10,VUJ 05/10,RSU 06/10,PAP 06/10,KTN 06/10,HQN 07/10,BGI 07/10,STG 07/10,MSY 09/10
MOL Pressence 145B	DAL/MOL/MSK/SAF	-	31/8	29/8	-	25/8	-	BAL 30/09,MIA 05/10,HAL 06/10,POS 07/10,CAU 11/10,SAV 11/10,SEA 11/10,NYC 12/10,BCC 12/10,ORF 14/10,LGB 14/10,PDX 14/10,MTR 15/10,CHU 16/10,TOD 17/10,KIN 17/10,SJU 21/10,HQN 21/10,MSY 22/10,PEF 22/10,SCT 22/10,ATM 23/10,LAX 26/10,PCR 27/10,MAN 27/10,OAK 28/10,PAG 30/10
Cosco Istanbul 006E	COS/EMC/MBA	-	1/9	-	-	28/8	-	LAX 22/09,OAK 01/10,TIW 03/10,BCC 05/10
Maersk Vallvik 017	MSC/MSK/SAF	-	-	28/8	-	-	-	NYC 01/10,BAL 03/10,ORF 04/10,CHU 06/10,FEP 07/10,NAS 08/10,MIA 09/10,POP 09/10,MIHH 09/10,GEC 10/10,SDQ 10/10,TOV 10/10,SLU 11/10,PHI 11/10,GDT 11/10,SJO 12/10,BAS 12/10,VUJ 12/10,RSU 13/10,PAP 13/10,KTN 13/10,HQN 14/10,BGI 14/10,STG 14/10,MSY 16/10
Dal Karoo 145B	DAL/MOL/MSK/SAF	-	-	-	-	1/9	-	BAL 07/10,MIA 12/10,HAL 13/10,POS 14/10,CAU 18/10,SAV 18/10,SEA 18/10,NYC 19/10,BCC 19/10,ORF 21/10,LGB 21/10,PDX 21/10,MTR 22/10,CHU 23/10,TOD 24/10,KIN 24/10,SJU 28/10,HQN 28/10,MSY 29/10,PEF 29/10,SCT 29/10,ATM 30/10,LAX 02/11,PCR 03/11,MAN 03/11,OAK 04/11,PAG 06/11

To: Australasia								Updated daily on http://www.ftwonline.co.za
Cosco Jeddah 011E	COS/EMC/MBA	-	18/8	-	-	-	-	BSA 13/09,SYD 15/09,MLB 18/09
Maersk Seletar 1408	CMA/MSK/SAF	-	-	23/8	-	20/8	-	AKL 20/09,TRG 21/09,NPE 22/09,LYT 23/09,TIU 24/09,POE 24/09,FRE 24/09,NSN 26/09,NPL 26/09,SYD 30/09,MLB 01/10,BSA 05/10,ADL 05/10
Ever Refine 0466-104E	COS/EMC/MBA	-	25/8	-	-	21/8	-	BSA 20/09,SYD 22/09,MLB 25/09
Glorius Leader CO424	WWL	-	-	-	22/8	-	-	FRE 03/09,MLB 08/09,PKL 10/09,BSA 13/09
Seroja Tiga IZ434A	MSC	-	-	-	-	22/8	-	FRE 11/09,ADL 12/09,MLB 16/09,SYD 19/09,TRG 23/09,LYT 25/09
Glovis Summit 1	GLV/HOE/HUA	27/8	-	-	-	-	-	FRE 15/09,MLB 20/09,PKL 22/09,BSA 24/09,TRG 28/09,NPE 29/09,WLG 01/10,LYT 02/10
Maersk Sembawang 1412	CMA/MSK/SAF	-	-	30/8	-	27/8	-	AKL 27/09,TRG 28/09,NPE 29/09,LYT 30/09,TIU 01/10,POE 01/10,FRE 01/10,NSN 03/10,NPL 03/10,SYD 07/10,MLB 08/10,BSA 12/10,ADL 12/10
Tiranna CO425	WWL	-	-	27/8	28/8	29/8	-	FRE 09/09,MLB 14/09,PKL 16/09,BSA 19/09
Cosco Istanbul 006E	COS/EMC/MBA	-	1/9	-	-	28/8	-	BSA 27/09,SYD 29/09,MLB 02/10
Msc Levina IZ435A	MSC	-	-	-	-	29/8	-	FRE 21/09,ADL 22/09,MLB 26/09,SYD 29/09,TRG 03/10,LYT 05/10
Glovis Summit 002	GLV	30/8	-	-	-	-	-	FRE 16/09,MLB 22/09,PKL 24/09,BSA 26/09

OUTBOUND BY DATE - Dates for sailing: 18/08/2014 - 01/09/2014									
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	
Kota Arif ARF137	PIL	-	-	-	-	21/8	-	CMB 04/09,HZL 08/09,NSA 10/09,JEA 17/09	
Kota Jelita JLT046	PIL	-	-	-	-	25/8	-	CMB 07/09,HZL 12/09,NSA 13/09,JEA 20/09	
Bosun MU757	CMA/DEL	-	-	-	-	21/8	-	MUN 02/09,KLF 05/09,JEA 06/09	
Letavia MU759	CMA/DEL	-	-	-	-	18/8	-	MUN 31/08,KLF 03/09,JEA 05/09	
Cosco Jeddah 011E	COS/EMC/MBA	-	18/8	-	-	-	-	CMB 07/09,NSA 09/09	
Jolly Quarzo 184	LMC	-	-	-	-	22/8	-	JED 08/09,RUH 28/09,AQJ 03/10,MSW 03/10,PZU 03/10,HOD 04/10,AUH 08/10,DXB 10/10,KWI 10/10,NSA 10/10,BAH 13/10,BND 13/10,DMN 13/10,DOH 13/10,MCT 13/10,BQM 15/10	
Msc Ajaccio 430R	MSC	-	-	-	-	20/8	-	CMB 27/08	
Ever Refine 0466-104E	COS/EMC/MBA	-	25/8	-	-	21/8	-	CMB 14/09,NSA 16/09	
Maersk Innoshima 1412	DAL/MSK/SAF	-	-	24/8	-	21/8	-	JEA 11/09,SLL 17/09	
Seroja Tiga IZ434A	MSC	-	-	-	-	22/8	-	SLL 08/09,JEA 12/09,BQM 14/09,NSA 17/09,MUN 19/09	
Jolly Diamante 232	LMC	-	24/8	-	-	-	-	JED 22/09,RUH 12/10,AQJ 17/10,MSW 17/10,PZU 17/10,HOD 18/10,AUH 22/10,DXB 24/10,KWI 24/10,NSA 24/10,BAH 27/10,BND 27/10,DMN 27/10,DOH 27/10,MCT 27/10,BQM 29/10	
Adrian Schulte 431R	MSC	-	-	-	-	26/8	-	CMB 05/09	
Northern Dependant 1412	DAL/MSK/SAF	-	-	31/8	-	28/8	-	JEA 18/09,SLL 24/09	
Cosco Istanbul 006E	COS/EMC/MBA	-	1/9	-	-	28/8	-	CMB 21/09,NSA 23/09	
Kota Anggun AGN160	PIL	-	-	-	-	-	-	CMB 16/10,HZL 21/10,NSA 22/10,JEA 29/10	
Msc Levina IZ435A	MSC	-	-	-	-	29/8	-	SLL 18/09,JEA 22/09,BQM 24/09,NSA 27/09,MUN 29/09	
Daphne MU773	CMA/DEL	-	-	-	-	-	-	MUN 19/10,KLF 22/10,JEA 24/10	
Kota Nipah NPH054	PIL	-	-	-	-	-	-	CMB 19/10,HZL 25/10,NSA 26/10,JEA 01/11	
To: South America								Updated daily on http://www.ftwonline.co.za	
Maersk Ceres 145B	DAL/MOL/MSK/SAF	-	24/8	22/8	-	18/8	-	PBL 09/10,BAQ 12/10,GYE 13/10,CLL 14/10,LAG 14/10,LJO 15/10,VPZ 18/10,SAI 20/10,IQQ 21/10,BUN 24/10,PRQ 24/10,ARI 25/10,ANF 26/10	
MOL Pressence 145B	DAL/MOL/MSK/SAF	-	31/8	29/8	-	25/8	-	PBL 16/10,BAQ 19/10,GYE 20/10,CLL 21/10,LAG 21/10,LJO 22/10,VPZ 25/10,SAI 27/10,IQQ 28/10,BUN 31/10,PRQ 31/10,ARI 01/11,ANF 02/11	
Msc Azov 431A	MSC	-	-	-	-	25/8	-	SSZ 04/09,PNG 06/09,BUE 09/09,MVD 11/09,NVT 13/09	
Santa Ines 432W	MSC	-	-	-	-	30/8	-	SSZ 09/09,PNG 11/09,BUE 14/09,MVD 16/09,NVT 19/09	
Dal Karoo 145B	DAL/MOL/MSK/SAF	-	-	-	-	1/9	-	PBL 23/10,BAQ 26/10,GYE 27/10,CLL 28/10,LAG 28/10,LJO 29/10,VPZ 01/11,SAI 03/11,IQQ 04/11,BUN 07/11,PRQ 07/11,ARI 08/11,ANF 09/11	

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 Cottis)	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	-	-	-	-	-	-	-
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	-	-	-
Legendijk Brothers Holdings	-	309-5959	-	-	-	-	-	-	-
LBH South Africa	-	309-5959	421-0033	-	788-0953	-	-	-	Saldanha Bay (022) 714-1203
Lloydfairica	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 Cottis 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	-
Mettall 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 Cottis 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	-	-	-	-	-	-	-
Portoo (Pty) Ltd.	-	207-4532	421-1623	-	-	-	-	-	-
RNC Shipping	-	-	511-5130	-	-	-	-	-	-
Safbulk	-	-	408-9100	-	-	-	-	-	-
Safmarine	277-3500	336-7200	408-6911	501-3000	-	813-0100	335-8787	209-839	-
Seaglow Shipping	236-8500	570-7800	-	-	-	-	-	-	-
Seascape (Appelby Freight Svcs)	616-0595	-	-	-	-	-	-	-	-
Sea-Act Shipping cc	475-5245	-	-	-	-	-	-	-	-
Seaclad Maritime	442-3777	327-9400	419-1438	-	-	-	-	-	-
Sharaf Shipping	263-8540	584-2900	-	-	-	-	-	-	-
Southern Chartering	302-0000	-	-	-	-	-	-	-	-
Stella Shipping	450-2642	304-5346	-	-	-	-	-	-	-
Voigt Shipping	-	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	-	-	-
Wilhelmsen Ships Service	-	274-3200	527-9360	360-2477	751-3400	726-9883	-	-	Saldanha Bay (022) 714-0410
ZIM Integrated Shipping Services LTD	082 556 1977	534-3300	-	-	-	-	-	-	-

INBOUND BY DATE - Dates for sailing: 18/08/2014 - 01/09/2014															
Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAY	Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAY
Adrian Schulte 431R	MSC	-	-	-	-	26-Aug	-	Maersk Langkloof 145A	DAL/MOL/MSK/SAF	-	01-Sep	-	-	-	-
Anna Chris 39/14	ASL	-	29-Aug	-	-	-	-	Maersk Seletar 1407	CMA/MSK/SAF	-	-	22-Aug	-	-	-
AS Castor ZA431A	MSC	22-Aug	31-Aug	-	-	-	-	Maersk Sembawang 1411	CMA/MSK/SAF	-	-	29-Aug	-	23-Aug	-
AS Castor ZA435A	MSC	-	-	-	-	-	-	Maersk Vallvik 017	MSC/MSK/SAF	-	-	27-Aug	-	31-Aug	-
Atlantic Impala 405	CSA/HLC	25-Aug	-	-	-	30-Aug	-	Maersk Varna 023	MSC/MSK/SAF	-	18-Aug	-	-	-	-
Blue Master 4219	MAC	-	-	-	-	-	22-Aug	Maersk Vilnius 026	MSC/MSK/SAF	-	01-Sep	22-Aug	-	24-Aug	-
Bonny 0324W	CSC/HLC/KLI/INDS/NYK/SMU/STS	-	-	-	-	23-Aug	-	Mol Gateway 6613B	MOL	-	21-Aug	-	-	-	-
Border 113	OAC	31-Aug	25-Aug	23-Aug	-	19-Aug	-	Mol Guardian 6711B	MOL	-	28-Aug	-	-	-	-
Bosun MU757	CMA/DEL	-	-	-	-	20-Aug	-	Mol Integrity 082	HLC/KLI/MOL/PIL	-	22-Aug	-	-	-	-
Caecilia Shulte 37N	MSC/DAL/MOL/MSK/OAC/SAF	-	26-Aug	-	-	30-Aug	-	MOL Pressence 145A	DAL/MOL/MSK/SAF	-	18-Aug	20-Aug	-	22-Aug	-
Caecilia Shulte 37S	OAC	20-Aug	-	-	-	-	-	Mol Solution 050	HLC/KLI/MOL/PIL	-	-	-	-	31-Aug	-
Camilla 0013A	MOL	-	21-Aug	-	-	-	-	Moranto 100W	PIL	-	30-Aug	-	-	26-Aug	-
Carl Schulte 1403	CMA/MSK/SAF	26-Aug	-	-	-	-	-	Msc Ajaccio 430R	MSC	-	-	-	-	19-Aug	-
Cecilie Maersk 1413	MSK/SAF	27-Aug	-	-	-	-	-	Msc Arbatax 431A	MSC/HLC/HSL/LTI	-	29-Aug	-	-	-	-
Chicago 479	CMA/DEL/MSK/SAF	22-Aug	-	-	-	-	-	Msc Azov 431A	MSC	-	-	-	-	22-Aug	-
Claes Maersk 1411	MSK/SAF	20-Aug	-	-	-	-	-	Msc Beijing 429A	MSC/HLC/HSL/LTI	-	-	-	-	19-Aug	-
Clemens Schulte 1403	CMA/MSK/SAF	19-Aug	-	-	-	-	-	Msc Challenger 007	MSC/MSK/SAF	-	25-Aug	-	-	-	-
CMA-CGM Africa Four 763	CMA	-	26-Aug	-	-	-	-	Msc Grace ZA430A	MSC	-	26-Aug	-	-	-	-
CMA-CGM Eiffel 473	CMA/DEL/MSK/SAF	-	22-Aug	-	-	-	-	Msc Grace ZA434A	MSC	28-Aug	-	-	-	-	-
CMA-CGM Puccini 481	CMA/DEL/MSK/SAF	29-Aug	-	-	-	-	-	Msc Jasmine ZN423A	MSC	-	-	-	-	21-Aug	-
Cosco Istanbul 006W	COS/EMC/MBA	-	31-Aug	-	-	25-Aug	-	Msc Levina 428	MSC	-	-	-	-	27-Aug	-
Dal Karoo 145A	DAL/MOL/MSK/SAF	-	25-Aug	27-Aug	-	29-Aug	-	Msc Lucy 430A	MSC/HLC/HSL/LTI	-	21-Aug	-	-	26-Aug	-
Daphne MU773	CMA/DEL	-	-	-	-	-	-	Msc Maureen 432R	MSC	-	-	-	-	31-Aug	-
ER Canada 475	CMA/DEL/MSK/SAF	-	29-Aug	-	-	-	-	Niledutch Elephant 30212A	PIL	-	23-Aug	-	-	19-Aug	-
Ever Reach 0468-109W	COS/EMC/MBA	-	-	-	-	01-Sep	-	Northern Dependant 1411	DAL/MSK/SAF	-	-	30-Aug	-	26-Aug	-
Ever Refine 0466-104W	COS/EMC/MBA	-	24-Aug	-	-	18-Aug	-	NYK Isabel 0364E	CSC/HLC/KLI/INDS/NYK/ZIM	-	-	-	-	24-Aug	-
Glorius Leader CO424	WWL	-	-	-	22-Aug	-	-	Nyk Veronica 0366E	CSC/HLC/KLI/INDS/NYK/ZIM	-	-	-	-	28-Aug	-
Glovis Century 014	GLV	-	-	31-Aug	-	27-Aug	-	Osaka Tower 30211A	PIL	-	20-Aug	-	-	-	-
Glovis Summit 1	GLV/HOE/HUA	26-Aug	-	-	-	-	-	Paglia 011	GLV	-	-	-	-	28-Aug	-
Golden Karoo 4222	MAC	28-Aug	-	-	-	-	-	Purple Beach 1420	GAL	-	-	-	-	18-Aug	28-Aug
Hammonia Africa 796	GSL/ZIM	-	-	-	-	26-Aug	-	Quadriga 761W	CMA	-	19-Aug	-	-	-	-
Imara VIM003	PIL	-	-	-	-	-	21-Aug	Red Cedar 4221	MAC	-	-	19-Aug	-	21-Aug	27-Aug
Isolde MU761	CMA/DEL	-	27-Aug	-	-	01-Sep	-	Rickmers Malaysia 419	OAC	-	-	-	-	01-Sep	-
Jolly Quarzo 184	LMC	-	01-Sep	-	-	19-Aug	-	Safmarine Chilka 1408	CMA/MSK/SAF	28-Aug	-	-	-	-	-
Kota Anggun AGN160	PIL	-	01-Sep	-	-	-	-	Santa Ines 432W	MSC	-	-	-	-	28-Aug	-
Kota Arif ARF137	PIL	-	-	-	-	20-Aug	-	Seroja Tiga 427	MSC	-	-	-	-	22-Aug	-
Kota Ganding GND017	PIL	-	20-Aug	-	-	-	-	Texas 1403	CMA/MSK/SAF	-	-	-	-	30-Aug	-
Kota Jelita JLT046	PIL	-	-	-	-	24-Aug	-	Thai Dawn 145	GRB/UNG	-	-	-	-	26-Aug	-
Kota Langsar 041	HLC/KLI/MOL/PIL	-	30-Aug	-	-	24-Aug	-	Thorsky 795	GSL/ZIM	-	-	-	-	23-Aug	-
Kota Nipah NPH054	PIL	-	-	-	-	-	-	Tiranna CO425	WWL	-	-	27-Aug	28-Aug	29-Aug	-
Kota Puri VPR102	PIL	-	27-Aug	-	-	-	-	Tirua 426N	CMA/CSV/HJS/SAF	-	-	-	-	28-Aug	-
Letavia MU759	CMA/DEL	-	-	-	-	18-Aug	-	Tombarra CX407	WWL	-	-	27-Aug	-	-	-
Maersk Conakry 1408	CMA/MSK/SAF	21-Aug	-	-	-	-	-	UAL Discoverer 514...	UAL	-	-	-	-	28-Aug	-
Maersk Innoshima 1411	DAL/MSK/SAF	-	-	23-Aug	-	19-Aug	-	Zagora ZA429A	MSC	-	20-Aug	-	-	-	-
								Zagora ZA433A	MSC	-	-	-	-	-	-

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)
		GAL	Gulf Africa Lines (King and Sons)	MAR	Marimed (Marimed Ship.)	STS	Stella Shipping (Stella)
CMA	CMA-CGM (Shipping Agencies)	GLV	Glovis (Sharaf Shipping Agency)	MBA	Maruba (Alpha Shipping)	TSA	Transatlantic (Mitchell Cotts)
CNT	Conti Lines (Portco SA)	GRB	Gearbulk	MSC	Mediterranean Shipping Co. (MSC)	UAFL	United Africa Feeder Line (DAL Agency)
CSA	Canada States Africa Line (Mitt Cotts)	GSL	Gold Star Line (Zim Southern Africa)	MSK	Maersk Line	UAL	Universal Africa Lines (Seaclad Maritime)
CSC	China Shipping Container Lines (Seaclad Maritime)	HJS	Hanjin Shipping (Sharaf Shipping Agency)	MOL	Mitsui Osk Lines (Mitsui Osk Lines)	UASC	United Arab Shipping Company (Seaclad Maritime)
CSV	CSAV (CSAV Group Agencies SA)	HLC	Hapag – Lloyd	MOZ	Mozline (King & Sons)	UNG	Unigear (Gearbulk)
COS	Cosren (Cosren)	HSD	Hamburg Sud South Africa	MUR	MUR Shipping	WHL	Wan Hai Lines (Seaglow Shipping Services)
DAL	Deutsche Afrika Linien (DAL Agency)	HSL	Hugo Stinnes Schifffahrt (Diamond Shipping Services)	NDS	Nile Dutch Africa Line B.V. (Nile Dutch South Africa)	WWL	Wallenius Wilhelmsen Logistics
DEL	Delmas CMA-CGM (Shipping Agencies)	HOE	Hoegh Autoliners (Socopao)	NYK	Nippon Yusen Kaisha Line (Mitchell Cotts Maritime)	ZIM	ZIM Integrated Shipping Services LTD
DSA	Delmas ASAF (Century)	KLI	K Line Shipping SA				
ESA	Evergreen Agency (SA) (Pty) Ltd	LAU	NYK Cool Southern Africa	OAC	Ocean Africa Container Line (Ocean Africa)		
		LIV	Livchem (Alpha Shipping)	PIL	Pacific International Line - (Foreshore Shipping)		