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FTW4810

FRIDAY 21 November 2014 NO. 2129

# ftw

FREIGHT & TRADING WEEKLY

Mini feature –  
Dangerous goods  
transport

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FOR IMPORT / EXPORT DECISION-MAKERS

## Transnet inefficiency costing billions

Alan Peat

Full-scale warfare is taking place in Durban over the inefficiency of Transnet at the port – a failure which has been calculated to cost the freight industry a sum creeping up towards a billion rand a year.

And that is purely delays affecting the road transport movements of containers in and out of the Pier 1 and 2 terminals.

And this, according to the Durban Harbour Carriers' Association (DHCA), has pushed the port users' bodies into talks of a class action – a move that would involve truckers, forwarders and shippers in a legal fight to the death with Transnet.

The problem has been getting worse in recent times, according to the trucker body, and has got to the stage where it is now taking two trucks to do the job that one could have handled just a couple of years back.

At meetings last week with a team led by Zeph Ndlovu, senior GM terminals for Transnet Port Terminals

(TPT), an agreement was reached that TPT would chase an average 90 minutes vehicle turnaround time for two weeks. To allow for bad times, TPT was allowed a 240-minute average for two days.

But the first day had already broken the mark, FTW was told – with Pier 2 taking 249 minutes' average for 2722 gate moves.

"And these were quite achievable figures," said DHCA chairman, Kevin Martin.

To prove its case, the association compiled a calculation that came up with figures showing the cost of delays to the SA logistic chain.

As a basis for the calculation a number of assumptions were made:

- That every 1 kilometre of road (double lane) will hold 100 road vehicles;
- That the minimum cost per vehicle is R300 per hour; and
- That the weeks worked are 52 @ average of 6 working days = 312 working days.

- That Pier 1 averages 1 200 moves; Pier 2 avg 2 500 moves; Maydon Wharf avg 150 moves; and Point avg 150 moves = 4 000 gate moves per working day.
- That the average delay per vehicle lost per 24 hours = 2 hours (excluding shift change times).

So, given these, road transport loses a minimum of: 312 working days x 4000 gate moves x 2 hours = 2 496 000 hours per annum.

And that all works out at a stunning cost to the economy (at R300 per hour per vehicle) of R748 800 000 a year.

Other calculations derived from this primary formula show that the cost of one kilometre of trucks is R30 000 per hour over 21 hours (per 24 cycle) = R630 000 per day

That 'A Check' (the entry point for the terminal on Pier 2) holds nearly 380 trucks – or 380 x R300 x 21 hours (on a bad day) = R2 394 000.

That Piers 1 & 2 can hold 10 kilometres + 380 trucks, or

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FTW's circulation department hard at work ... Lorraine de Fonseca, Ferhana Sayed, Avril Kuper and Gladys Nhlapo.

## FTW ditches Post Office

FTW has taken decisive action in the face of the protracted postal workers' strike to ensure that every issue of the publication is in the hands of its readers as soon after printing as possible.

The circulation department of FTW has worked around the clock to break our dependence on the

Post Office for deliveries. As the postal service limps back into action, FTW will be using a combination of new delivery methods – including local and international couriers – to ensure timeous delivery.

Earlier this week we cleared almost all the backlog of copies that were retrieved

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Publisher Anton Marsh

**Editorial**

Editor Joy Orlek  
 Consulting Editor Alan Peat  
 Assistant Editor Liesl Venter  
 Journalist Adele Mackenzie  
 Photographer Shannon Van Zyl

**Correspondents**

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

**Advertising**

Advertising Jodi Haigh (Manager)  
 Yolande Langenhoven  
 Co-ordinators Tracie Barnett, Paula Snell  
 Design & layout Jani Rust  
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Phone + 27 11 327 4062  
 Fax + 27 11 327 4094  
 E-mail jodih@nowmedia.co.za  
 Web www.ftwonline.co.za  
 Now Media Centre  
 32 Fricker Road, Illovo Boulevard,  
 Illovo, Johannesburg.  
 PO Box 55251, Northlands,  
 2116, South Africa.



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**SEZ rule**

On 11 November 2014 the South African Revenue Service (Sars) published draft Rules 21A to the Customs and Excise Act No.91 to 1964 (Provisions for the administration of customs controlled areas within industrial development zones) for comment by 28 November 2014. The notification contained a brief explanation which read: "The draft rules relate to the substitution in the rules for section 21A of Industrial Development Zone (IDZ) for Special Economic Zones (SEZ)".

Our analysis of the draft amendments identified, amongst others, certain omissions. Should you be interested in our analysis, simply send us an email, with "SEZ rule" as the subject.

**Public officer rule**

Sars on 14 November 2014 published draft Rule 59A to the Act (Registration of persons participating in activities regulated by the Act) for comment by 28 November 2014.

The draft amendment proposes that a public officer appointed by the company and approved by Sars, in terms of section 246 (Public officers of companies) of the Tax Administration Act, 2011, may apply for registration on behalf of a company if duly authorised by that company.

Should you be interested in our analysis, simply send us an email with "Public officer rule" as the subject.

**Tariff Chapter 99**

On 14 November 2014 Sars published draft tariff amendments in Tariff Chapter 99 in Part 1 of Schedule No 1 to the Act (Personal and Household Effects) for comment by 28 November 2014. This draft amendment proposes the insertion of Additional Notes 9 and 10 in Chapter 99; the substitution of the descriptions of tariff subheadings 9999.00.10 and 9999.00.20; and the insertion of "kg" as the statistical unit.

The draft amendment will ensure that personal and household effects, new or

used, can be either imported or exported under the same commodity code in Schedule No 4 to the Act (General Rebates of Customs Duties, Fuel Levy and Environmental Levy).

Tariff Chapter 99 is a South African specific Tariff Chapter, along with Tariff Chapter 98 "Original Equipment Components" or OEC – the tariff for the motor industry.

Should you be interested in our analysis, simply send us an email with "Tariff Chapter 99" as the subject.

**WTO TBT notifications**

Interested in receiving the weekly "Early Warning System for WTO/TBT Notifications"? Simply contact Ronel Greyvenstein, WTO/TBT enquiry officer at the SABS, at ronel.greyvenstein@sabs.co.za.

This week's Customs Buzz contains the latest weekly notifications.

**Tariff amendments**

There were no tariff amendments (including trade

remedy amendments) for the week ending 14 November 2014. The last amendment was published on 10 October 2014.

**Trade applications**

The last tariff application was published on 22 August 2014 and the last trade remedy application on 19 September 2014.

**Duty Calls' Watch List**

The publication of the 2015 Customs tariff amendments is expected by 29 November 2014.

The anticipated application for an increase in the "General" rate of customs duty on tariff subheadings 7210.41; 7210.49, 7212.30, 7210.61, 7210.90, 7225.99.90, 7210.70 and 7212.40.



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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# Moves afoot to improve perishable transport sector

A project that will implement innovative technologies, improve energy efficiency and reduce the carbon footprint in the transport refrigeration sector in the country is currently under way.

Commissioned by the German Ministry for the Environment, the programme by Deutsche Gesellschaft für Internationale Zusammenarbeit

(GIZ) kicked off in October this year and runs through to March next year, said the programme manager Michael Schuster.

“We already have organisations such as Woolworths and Imperial Logistics supporting the initiative that is ultimately aimed at improving the transport refrigeration sector in the country,” he said at the monthly Transport Forum in Cape Town recently.

“The refrigerated vehicles all look very nice on the outside but on the inside they have many problems. So while an operator may think the vehicle is sealed and

functioning optimally it may very well not be the case.”

He said through a cooperation agreement with the department of trade and industry (dti) the programme would see standardised

processes and procedures implemented across the country – while at the same time new and improved refrigeration systems would be introduced to the market.

“Ultimately the aim is to improve the local environment so that it is on par with the standards in Europe,” said Schuster.

He explained that one of the challenges in the country was that there was no facility to measure the overall

thermal performance of refrigerated vehicle bodies. “Industry stakeholders have identified such a chamber as the single most important measure to reduce greenhouse gas emissions

within the refrigerated transport sector.”

He said a roadmap for the establishment of such a test chamber had been drafted and was currently under discussion.

Schuster said the establishment of a test hall and the parallel introduction of requirements for refrigerated bodies in the country that currently were not being met.

“

While an operator may think the vehicle is sealed and functioning optimally it may very well not be the case.

– MICHAEL SHUSTER

– Liesl Venter

## East African oil boom predicted

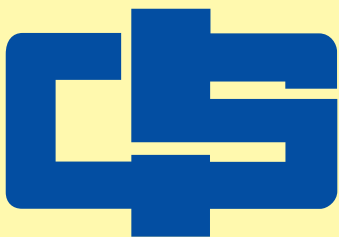
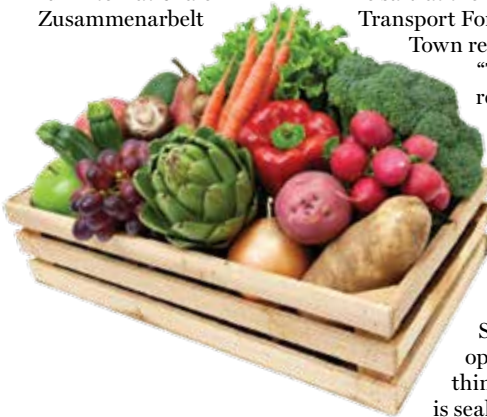
By 2025, East Africa is expected to be producing nearly 1 million barrels of oil equivalent per day (boe/d), led by Mozambique and Tanzania.

Gas discoveries from 2010-2013 account for more than 25% of added reserves worldwide, according to a report by research company IHS.

There are, however, risks to doing business in the region.

“The region is going through a major transformation and it has huge potential to play a crucial role in driving the region’s future growth, while still operating in a risky business environment where the regulatory framework and infrastructure are not in place,” says Stanislas Drochon, director Africa oil & gas at IHS Energy.

– Ed Richardson



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# FMCG growth presents big opportunities

## New store openings generate business in tough economic times

### Alan Peat

Despite the miserly growth in retail sales in the short-term past, there is massive opportunity in SA for logistical and transport companies dealing with fast moving consumer goods (FMCG).

According to Nicholas de Canha, CEO of Imperial Fleet Management, the transportation of FMCG has experienced a significant growth of late in both SA and overborder into Africa.

When FTW checked the latest retail industry sales stats for August, however, we found that retail sales had grown just 2.1% year on year that month.

This, said Nick Paul, director of retail researchers

Trade Intelligence, “reflected the litany of woes that has become the new norm for followers of the business press: weak consumer confidence, higher electricity prices, slow economic growth, elevated household debt, etcetera.”

He also pointed out that, month-on-month, the picture was scarcely better. It was 0.6% after an increase of 1.2% in July and a decline of 0.8% in June.

“The big, if that’s the word, winners in retail sales were general dealers and retailers of hardware, paint and glass,” Paul added, “as punters are more inclined in these hard times to mend than to spend.

“Our own great sector,

classified as “Food, beverages and tobacco in specialised stores” by the hoary sages of Stats SA, declined to the tune of 1.9% year-on-year, which I’m pretty sure is not what you were hoping to hear.”

But other factors tend to justify De Canha’s claims of growth.

“Recently, there have been pretty tough times,” he said. “But we conducted a multi-year market study in coming up with our conclusions.”

And, over the longer-term, that growth has been there.

Also, smaller operators, and some of the major chains, are tending to move more and more to outsourcing their stock distribution as fleet-owning and operating becomes a costly pursuit. This is a trend that is common overseas, for retailers to tend to stick to their retail knitting and contract out any non-retail functions.

“As the market becomes

more sophisticated,” said De Canha, “outsourcing grows – but slowly, slowly.”

Another justification can also be detected in what Darren Folkes, junior retail analyst at Trade Intelligence specialising in the SA FMCG environment, had to tell FTW.

“The actual retail sales are certainly not too good,” he said, “but each retailer’s annual reports

display significant new store openings – both in SA and overborder.

“In recent times the growth in the market (that De Canha highlighted) could come from that rather than actual sales growth.

“There is also a big push into Africa because there is not a great deal of logistics in the continent.”



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## SA's first hazelnut exports expected by 2016

South Africa's first commercial crop of hazelnuts is expected to be ready for export by 2016 as the country readies to take on countries such as Chile, Argentina, New Zealand and Australia as an alternative source for the nut.

The country's first large-scale hazelnut cultivation project in Africa was launched in KwaZulu Natal in 2009 by the Ferrero group through its South African subsidiary, Agrisudafrica. The company uses hazelnuts in many of its chocolate products, including its signature Ferrero Rocher brand.

Tommaso De Gregorio, managing director of Agrisudafrica, told FTW that Ferrero had imported over a million hazelnut plants into South Africa in 2009 and 2010 – the largest import of plant material ever into the country. "As with all nut trees, hazelnuts are a long-term investment

as they need at least five to seven years to mature before entering production and we are excited to start reaping the rewards by 2016," he said.

"We think there are good reasons to invest in hazelnuts. It's an attractive long-term investment, it's something different, and it requires a reduced amount of work compared to crops like cherries. Nuts can also be stored for a long period and can be transported without any problem."

De Gregorio pointed out that South Africa was competing against other southern hemisphere countries such as Chile, Argentina, New Zealand and Australia to produce hazelnuts. Climatic conditions in Chile especially are similar to those in South Africa. The company's Chile operations have been operating for 20 years. "Chile is now a strong and modern hazelnut market. That



Ferrero has imported over a million hazelnut plants into South Africa.

is what we would like to replicate in SA," he said.

Writing in the International TradeProbe publication, economist Asanda Languza said South Africa had huge potential for hazelnut production. "The production of hazelnuts has an added advantage because it has counter seasonality from the northern hemisphere, which produces in September. South Africa could sell hazels between March and April."

De Gregorio noted that Agrisudafrica planned to

eventually expand the cultivation of hazelnuts as a source of raw material for the Ferrero group. He admitted that bringing a new crop to the continent was challenging but that the company's agronomical team had been continuously following up and testing to ensure success.

According to De Gregorio, the current setup in Kokstad, KwaZulu Natal includes two farms with all the agricultural equipment and trained employees.

– Adele Mackenzie

## Cold storage in Maputo

Multi-modal customs terminal operator STM has added a cold storage facility to its Maputo operation, catering for perishables down to a minimum temperature of 3 degrees Celsius.

According to South African agent Transitex Global Logistics Operations, the facility will cater for temperature-sensitive goods in transit moving to international markets.

Cargo unloading, handling and packaging of goods as well as delivery to final destination are among the services available – all in a secure environment.

The industrial refrigeration service complements the comprehensive range of services already on offer at the terminal. These include the movement of cargo by rail or road, storage of industrial machinery and goods under customs control, as well as consolidation and deconsolidation of commodities.

The facility is already up and running.

**UPCOMING FEATURES**

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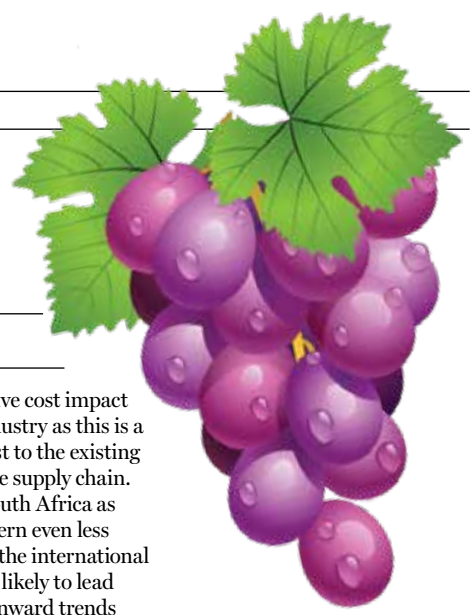
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FTW6850

# A bunch of challenges awaits grape exporters



## 'Impossible' timelines in new Customs Act

The South African Association of Freight Forwarders has yet to get comment from SA Revenue Services regarding its complaints over timelines in the new Customs Control Act.

In terms of the new legislation, all cargo leaving South Africa must be available in an export stack at least 12 hours before the stack closes.

A customs declaration for an export consignment must also be submitted to customs at least two hours before the cargo is delivered to the stack.

These are just some of the changes in the new draft requirements that are currently out for public comment and that will bring about serious changes with far-reaching and

significant, if not potentially catastrophic, economic impact if accepted in their current format.

"We have imparted the severity of the situation to Customs and how it will negatively impact trade," said Clifford Evans of Ceva Logistics and a member of the Saaff working group currently commenting on the new legislation.

"Grapes for instance are packed in the middle of the night with containers being sealed and sent off as they are closed. They arrive at the stack at 3am in the morning very often on the weekend," said one exporter FTW spoke to. "This leaves no time at all

to pass the export customs declaration before the container reaches the stack as is required in terms of the new draft Customs legislation, unless the customs declaration is drafted and submitted outside official business hours."

Another exporter said the way that fruit was currently packed and exported would have to change completely to comply with the new customs laws.

"It is going to mess up the market completely as our fruit is going to get to market late and that is something we can ill afford," he said. "Over and above that we are significantly increasing the administrative burden on exporters. It is going

to have a massive cost impact on the fruit industry as this is a huge added cost to the existing systems and the supply chain. It will make South Africa as an export concern even less competitive in the international markets and is likely to lead to further downward trends in exports, which the South African economy can ill afford."

Speaking at an Exporters' Club Western Cape function recently, Saaff's Jean Pool said currently cargo owners of perishable goods were permitted to clear their export shipments after they had been exported, with existing concessions allowing for the passing of an entry after the actual export.

"This will now change. The new act stipulates that the goods must be packed into a container that has to be sealed before the export customs declaration for that particular container can be passed. And this customs declaration must at the same time be passed with customs at least two hours before it reaches the stack, and at least twelve hours before the stack closes," he said. "I wonder how on earth all these exacting requirements are going to be coordinated within the trade to avoid falling foul of the new customs legislation and thereby incurring exorbitant customs penalties which will simply drive up the export costs further? In the short term, this will undoubtedly benefit Sars' capacity for generating even more revenue, but at what

ultimate cost to our struggling South African economy?"

The fruit industry packs fruit in the dead of night and often up to 60 containers are sent piecemeal, and over a seven-day period, to the stack before the bill of lading covering all the cargo, and a single customs declaration, is issued. Now a bill of lading and a separate export customs declaration will have to be produced for each container – and before it reaches the stack – which has the potential of raising the cost of these logistical manoeuvres sixty times.

"Besides everything else it is just physically impossible to do that unless we just tell every table grape exporter right now that they can't send grapes out of the country any more," said a source.

Evans said they were holding out that Sars would see reason in the timelines given and accept the commentary from industry.

"We have found them extremely reasonable to date in terms of accepting our commentary and even making the changes necessary to the rules and regulations guiding our new laws," he said.

– Liesl Venter



Clifford Evans and Jean Pool explain the new customs legislation at the recent Exporters Club Western Cape function.

Photo: Halden Krog



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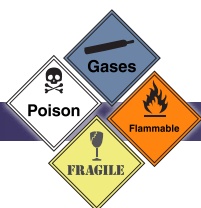
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**DANGEROUS GOODS TRANSPORT**

# Everyday items pose major airfreight risk

## Consignor ignorance often to blame

Lyse Comins

**T**he chance of a serious incident involving passenger aircraft is probably more likely to emanate from dangerous goods than from a terrorist threat.

This was the warning from David Alexander, general manager of Professional Aviation Services, which specialises in risk services, cargo security and consultation on the safe movement of dangerous goods by air.

“We are very aware that there are a large number of dangerous goods items being shipped by air innocently by consignors who have no idea of the threat posed to aircraft by everyday items such as paint, cleaning fluids and so on,” Alexander said.

“It is important to know that not only can there be vast temperature changes in the holds of aircraft, but certain holds on certain aircraft are not pressurised,” he said.

“The combination of two materials in separate packages

caused by severe turbulence is also a threat if these materials are not packed and declared in accordance with the International Air Transport Association’s Dangerous Goods Regulations,” he said.

Several incidents involving dangerous goods have caused aeroplane crashes in recent years – and a major culprit has been lithium battery shipments that have caught alight. A joint report by the US Federal Aviation Administration and Transport Canada predicted there would be an average of six aircraft accidents between 2013 and 2021, with four of them likely to be caused by battery fires.

Alexander said levels of

awareness of the rules of moving dangerous goods among freight forwarding organisations and air carriers, especially charter carriers, in South Africa was not at an acceptable level.

“What’s even more regrettable is that the knowledge of consignors domestically and internationally is dismal,” he said.

“The major risks posed by dangerous goods transported by land, sea and air are non-compliance with the specific Dangerous Goods Regulations applicable to each mode of transport,” he said.

However, he added that local awareness of dangerous

goods regulations was probably far ahead of other African countries and on a par with most countries, except the USA, Australia and some European countries.

“Safe movement and tracking is mainly the remit of the freight forwarder. We consult with our clients – both shippers/consignors and forwarders – in terms of compliance with the International Civil Aviation Organisation (Icao) Technical Standards and the Iata Dangerous Goods Regulations for identification, classification, packing, marking, labelling and documentation,” Alexander said.



### Top dangerous goods transported in SA

1. Explosives – transported mainly by road.
2. Gases– transported in bulk and breakbulk by road and rail.
3. Flammable liquids – moved by road, rail and pipeline.
4. Combustible and dangerous solids.
5. Toxic and poisonous substances.

Source: Professional Aviation Services

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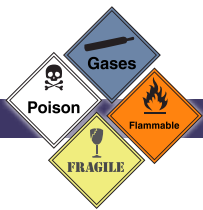
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## DANGEROUS GOODS TRANSPORT

# Non-declaration of dangerous goods poses major headache

Lyse Comins

**N**on-disclosure of the contents of containers to avoid the additional costs incurred to move dangerous goods is a major concern for the SA Maritime Safety Authority, according to CEO Sobantu Tilayi.

“There is an incentive to hide the dangerous goods,” he said, “and since South Africa is a beneficiation destination and world leader in mining, it moves large volumes of dangerous goods such as explosives and chemicals, posing a compliance headache for authorities.

“South Africa produces a lot of explosives given

that we have a mining industry that produces dynamite and we handle a great deal of chemicals that become input into various production lines,” he said.

“We are also a beneficiation destination in that we import chemicals and add on for export, and also a great deal of oil. And while that does not get handled through our terminals, it remains the biggest worry,” he said.

Tilayi said much of SA’s dangerous goods were exported to Europe, while explosives were destined for Brazil and Chile to be used in new mine developments.

Dangerous explosives, classified as Class 1 Dangerous Goods in

terms of regulations in the SA National Standards, are not permitted to be transported by road, he said.

“Whether or not and how that is being policed is our biggest headache at the moment,” he said.

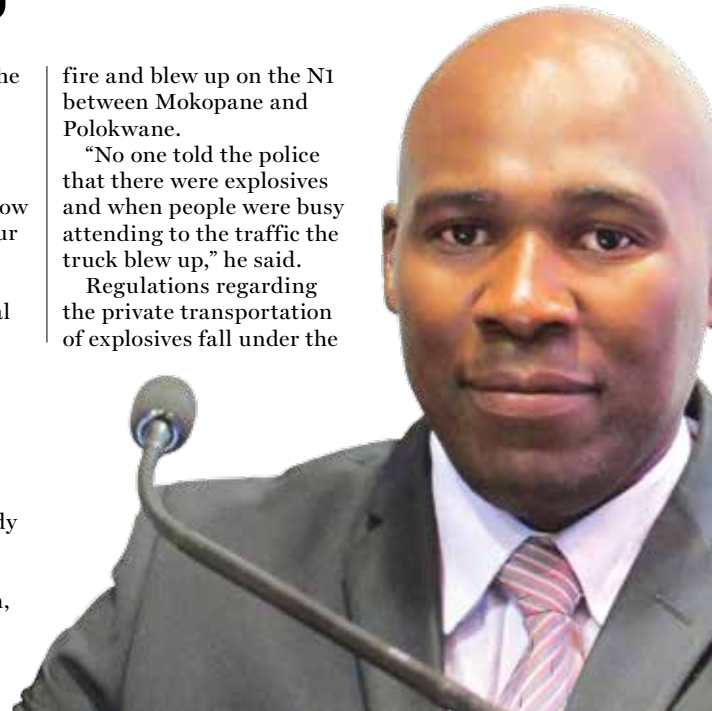
Tilayi said the National Ports Consultative Committee was presently engaged in a “huge discussion” on the issue and risks of the transportation of dangerous goods.

Tilayi recalled a tragedy in February where five people were killed, including four policemen, after a truck carrying blasting cartridges to Zambia crashed with a grocery truck, caught

fire and blew up on the N1 between Mokopane and Polokwane.

“No one told the police that there were explosives and when people were busy attending to the traffic the truck blew up,” he said.

Regulations regarding the private transportation of explosives fall under the



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There is an incentive to hide the dangerous goods because of the additional costs incurred to transport them.

– SOBANTU TILAYI

However, Tilayi said there had been no recent non-compliance-related maritime accidents.

“We believe every sustainable business respects the environment we work in. Any dangerous act has an impact on our human capacity. It’s just a matter of time before your business is affected and it is also likely to harm our country,” Tilayi said.

Tilayi said SA had a strong reputation for abiding by international protocols and it was up to the entire industry to prove it constantly upheld its reputation.

Explosives Act and require vehicles to be issued with a permit by an appointed SAPS explosives inspector, while the International Maritime Dangerous Goods Code regulates the movement and handling of dangerous cargoes.

Tilayi said not all port users were as familiar with these regulations as they should be, which could result in non-disclosure and inappropriate stowing.

## IMO works towards harmonisation of regulations

Poor or incorrect packing accounted for 37% of cargo incidents in the global supply chain, according to

data released in 2013 by the Cargo Incident Notification System (CINS). It was set up by members of the global Container Owners Association, covering a reported 60% of maritime container movements.

Misdeclaration of cargo accounted for 24% of incidents, while 84% of substances involved in incidents were dangerous goods, according to Francine Hattingh of Eikos’s marine liability department. The report revealed that half of the incidents

involving dangerous goods were related to leakage and 25% to misdeclaration.

Hattingh said the International Maritime Organisation had been working on regulation harmonisation across the intermodal supply

chain. “In South Africa we still have diverse Acts and regulatory enactments, which must be cross-referenced. New regulations under the Fire Brigade Services Act of 1987 were published in May this year and create obligations

regarding emergency plans and reporting of spills, dangerous goods permits and inspections with respect to vehicles carrying dangerous goods,” she said. “When these come into force they will supplement the National Road Traffic Regulations,” she said.

It’s imperative that the industry keeps up to date with general and hazardous goods regulations, she added. “Both marine cargo and liability policies void cover for any non-compliance with legislation, which usually comes to light

during the survey process following report of an incident,” she said.

– Lyse Comins

**37%**

The percentage of cargo incidents caused by poor packing.

**24%**

Percentage of incidents caused by misdeclaration.



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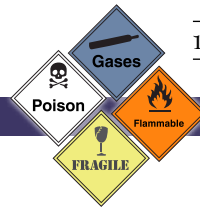
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**DANGEROUS GOODS TRANSPORT**

## Trained drivers go above and beyond

Specialist dangerous goods transport company, Waste Resource Management, has taken its service offering beyond the mere conveyance of hazardous goods.

“Our comprehensive driver training programme means our drivers are skilled in the handling and offloading of dangerous goods, risk assessment and cleaning up of spills,” general manager Ludwig Hartmann told FTW. “Most companies just train drivers in the conveyance of the goods – our drivers are able to identify risk themselves.”

Part of a group of companies that specialises in the destruction of hazardous and healthcare risk waste, Waste Resource Management was set up two years ago as the transport arm. “We previously outsourced to transport operators but found that several did not meet our standards of compliance and therefore chose to bring the service in-house.

“We do transportation and on site management – but through our group of companies we can also provide the hazardous waste disposal side.”

While its current customer base comprises the big pharmaceutical multinationals and companies that



generate chemical waste, it is now targeting the transport of all dangerous goods, using a fleet of 8-ton and smaller trucks.

Hartmann, who has notched up 14 years of experience in the healthcare risk waste industry, says the company is currently working towards the new SANS10231 standard.

It’s due to be gazetted shortly and will tighten up current legislation related to the transport of dangerous goods. “We want to make sure that we are fully compliant ahead of schedule,” he told FTW.

– Joy Orlek

“  
Most companies just train drivers in the conveyance of the goods – our drivers are able to identify risk themselves.”

– LUDWIG HARTMANN

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# Non-declaration could void insurance claims

Lyse Comins

Incidents of theft of dangerous cargo in transit through South Africa have become a problem for freight forwarders, according to global risk management group Eikos.

Managing director Hugh Reimers, said cases had been reported where clients had lodged claims after fuel, for example, had been stolen from containers in transit, endangering life and limb.

"We have had claims where quite large quantities of petrol have been stolen out of containers," he said.

"The thieves are handling petrol and other hazardous substances and they don't have the necessary fire protection, which could obviously have a catastrophic result," he said.

Reimers said to his knowledge there had been no recent injuries reported.

He added that clients opting for marine cargo insurance were diligent about declaring dangerous

goods as claims could be refuted on the basis of misinformation.

"Insurance is based on the declaration of all material facts and if they did not declare the fact that the cargo they were moving was hazardous then it would be problematic for them to claim if they had a loss," he said.

Reimers said there was a demand for insurance to cover debris removal costs and pollution liability, which could translate into millions of rands. "There are people, generally smaller operators, who take a chance with their cargo but when people are moving product like this they tend to insure it. Some of the less significant carriers don't buy adequate liability cover and this is potentially

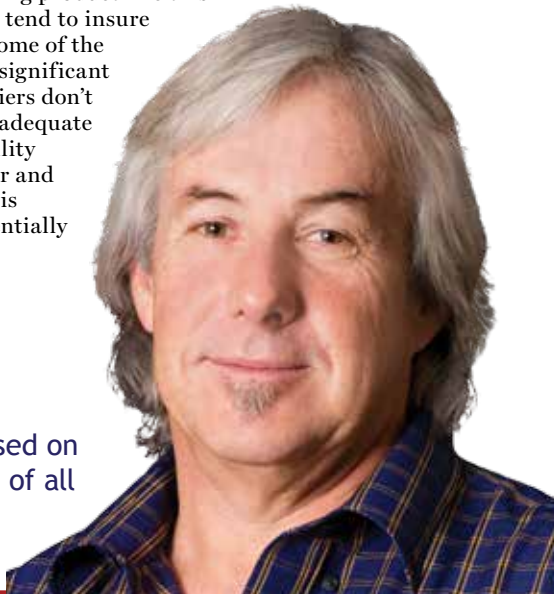
a major risk to their business," he said.

However, Reimers said accidents involving dangerous goods were not common locally. "We don't see a lot of claims for hazardous products but I think it's an indicator that people responsible for moving these products know they are hazardous and ensure appropriate measures are taken to avoid loss or damage. When there is an accident it's because it hasn't been packed or handled properly, generally because cargo hasn't been declared properly," he said.

“

Insurance is based on the declaration of all material facts.

– HUGH REIMERS



## Dangerous goods added to Fiata training schedule

South African freight forwarders and operators have a high level of awareness of dangerous goods but there are still some operators in the supply chain who jeopardise safety through their unprofessional attitude.

This was the observation of Mark Goodger, managing director of Global Maritime Learning Solutions (GMLS), a firm which aims to secure the international logistics supply chain by providing skills and knowledge transfer to southern African countries.

"Some elements of the chain have an attitude of 'this is Africa - anything goes'. They need to put this aside and bring their professionalism to the level of first world countries around the globe," Goodger said.

"It needs everyone in the supply chain to make it work safely."

Goodger, who has facilitated the International Federation of Freight Forwarders Association (Fiata) diploma for the past three years, said a module on dangerous goods had recently been added to the course.

"Previously Dangerous Goods was considered a specialised subject only but it has now been added to the training schedule, which confirms its elevation as an integral part of everyday freight forwarding and logistics," Goodger said.

The transportation of

“



Some elements of the chain have an attitude of 'this is Africa - anything goes'.

– MARK GOODGER

dangerous goods is regulated by a raft of national and international regulations.

"We offer various courses on the packing, marking, handling, storage and transport of dangerous goods. These include face-to-face training and an online platform," he said.

"GMLS is presently on a huge customs compliance roll-out training plan as well as the training of supply chain security and protection in terms of the Authorised Economic Operator (AEO) and the preferred trader programmes. It is vital that companies bring themselves up to date with these new initiatives," he said.

"GMLS is committed to increasing the skills levels of all personnel involved in the handling and transport of dangerous goods by sea or air and we see this as vital to the industry right now - and not only when and if government decides it to be so," he said.

– Lyse Comins

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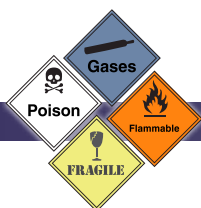
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## DANGEROUS GOODS TRANSPORT

# 'Check the credentials of training providers'

Adele Mackenzie

**R**oughly 10% of South African transporters; handling and storage facilities are fully compliant with the South African National Road Traffic Act's dangerous goods regulations. The other 90% are potentially a ticking time bomb with an accident waiting to happen.

This is according to the directors of Hazcom DGR, a company established last year to bridge the gaps in the market by offering training and "one-stop-shop services" for comprehensive legal compliance in respect of fleets, drivers, goods handling methods and storage configurations.

"Non-compliance is a result of three main factors – a perceived high cost attached to training; an unwillingness to give staff the time off for proper training; and a lack of proper knowledge," said Brendan Adams, Hazcom director of training and compliance.

Company MD, Johan Muller, added: "The transport industry is currently flooded with so-called accredited providers of training and vehicle compliance services, but the majority of these often fall short of the mark due to insufficient experience and knowledge."

He pointed out to FTW that recent truck accidents – including the accident involving 54 vehicles on Johannesburg's N12 highway last month – could have been that much

worse if the truck that caused the incident was transporting dangerous goods. "If something as seemingly insignificant as the wrong placarding had been on the truck, the emergency response teams would not have known how to manage the situation properly and potentially more lives could have been lost. In addition, the insurance company could have repudiated any potential claim," noted Muller.

Adams added that a big company could possibly absorb the cost of writing off a vehicle or goods worth millions – not to mention a loss of reputation and other costs incurred by an accident – but this could potentially "kill" a small operator's business.

"The average freight truck



This truck, photographed on the N1, is in blatant contravention of several dangerous goods transport regulations, including the fact that the placarding identifying the hazard of the cargo is both upside down and defaced.

is worth around R2 million and the average value of goods amounts to approximately R1.5 to R2 million. If you weigh this up against the annual fee of around R750 to train a driver in the correct procedures and regulations around dangerous goods, it is small change," he noted. Muller said that other consequences of a non-compliant vehicle range from steep fines to having both the

vehicle and goods impounded.

The company directors, Muller, Adams and sales director Sharon Long, have a collective 65 years of experience in the logistics, dangerous goods handling and traffic law enforcement industries. "We provide training from the point of loading to the point of off-loading, which helps our clients significantly decrease their risk.



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# Woolworths wants to get clothing sector on track

South African retailer Woolworths is working on a strategy to see more goods transported by rail across the country.

Speaking at the recent Transport Forum in Cape Town, Justin Smith, who heads up the Woolworths sustainability programme,

the Good Business Journey (GBJ), said it was important for the retailer to see more of its freight on rail.

“We have initiated talks with Transnet Freight Rail and are in the process of developing a strategy,” he said. “But it is in the very early stages yet and a lot of work

will have to be done before it becomes a reality.”

He said due to reliability of delivery and the necessity for a dependable service the group was also considering the use of rail only for its clothing sector.

“We are not ready to include food into this discussion at this stage,” he told FTW.

“



We are hoping to see a pilot project to determine the viability of putting some of our goods onto rail.

– JUSTIN SMITH

# Airlines keen to grow their own fuel

Airlines see biofuels as a potential cost saver over conventional hydrocarbons, according to a United Nations Conference on Trade and Development (Unctad) report.

The writers of the “The State of the Biofuels Market” say “airlines are now looking not only for cheaper alternatives but also pursuing options to decarbonise air transport”.

These changes are being motivated by the consequences of climate change, the globalisation of markets and services, the rising demand for energy in the face of potential resources decline, and the drastically rising volumes of freight traffic. These have induced an increase in cost of aviation turbine fuel and emergence of stricter climate efficiency laws.

Currently the aviation industry’s contribution to global greenhouse gas emissions amounts to “only 1.5%, which is far less than the impact of other forms of transport,” says the report.

– Ed Richardson

Smith said the strategy was not necessarily aimed at driving down logistics costs at this stage but was part of the GBJ efforts towards a more sustainable business model.

“We understand the importance of the road to rail strategy and that more cargo needs to be on rail. From a sustainability perspective it is important to do so,” he said.

But, as a retailer of perishable goods, the company depends on service reliability.

“We are hoping to see a pilot project of some kind in the near future that will allow us to determine the viability of putting some of our goods onto rail.”

– Liesl Venter



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# New Customs legislation – '2016 at the earliest'

**Liesl Venter**

South Africa's new customs legislation is unlikely to be implemented before 2016, according to expert opinion.

While it has been rumoured that the South African Revenue Service (Sars) is aiming for a middle of 2015 deadline, this is thought to be near impossible.

According to Clifford Evans, a customs expert for the Western Cape South African Association

of Freight Forwarders, a Parliamentary agreement was reached between Sars and industry that the acts would not be implemented until all rules had been made available for public commentary.

"At this point only 30 chapters guiding only one of the three new acts have been commented on by industry. We have yet to see another ten chapters of rules for the Customs Control Act as well as all the rules for the Customs Duty Act and

the Customs and Excise Amendment Act."

Jean Pool, a Saaff customs executive, agreed, saying it was expected the acts would take effect in 2016.

"If they're looking at an earlier date, the publication of the rules and regulations will have to speed up significantly and the timelines for comment from industry will have to be reduced," he said. "Taking the complexity of this legislation into consideration it would be very difficult

to justify such a move as industry is working exceptionally hard to meet the current deadlines."

Whilst Saaff has commented on 30 chapters to date, Sars has only referred back to what changes have and have not been accepted on the first ten chapters.

"We are also not certain if that is the end of the process or if we will be given an entirely new set of rules with the accepted changes captured or if

Sars will find that just indicating acceptance of our comments will suffice," said Evans.

Various other role players in the industry are also commenting on the rules and regulations.

One exporter, who is part of a group of fruit exporters that has also been submitting comments, told FTW they had not received any feedback as yet from Sars.

"We don't see it being implemented before 2016," he said.

## Keeping the Volvo Yacht Race moving ...

It's not only the participants who have had to face up to the challenge of the Volvo Ocean Yacht Race to which Cape Town has played host.

For GAC Laser, which is the local logistics provider via associate GAC Pindar, the official logistics provider for the race, it's been a mammoth task – and with no room for error, says GAC Laser CEO Simon Hayes.

"Identical pavilions of the sponsors and team areas are required in each of the ports. To do this two replicas have been built and then flat packed. While one village is in use the other is shipped to the next port – it's a leapfrog system," he explains.

GAC Pindar provides a complete logistics

support package, including transportation, customs clearance of pavilions and hospitality infrastructure for the race villages, broadcast and other support equipment to the ports over the duration of the race.

The 12th Volvo Ocean Race kicked off in Alicante in Spain in the first week of October and ends in June 2015 in Gothenburg in Sweden. A total of 38 739 nautical miles is clocked up and 11 ports visited during this time – with exactly the same race village constructed at each port.

"It is a logistical challenge. Over and above all of the cargo for the race village, the cargo and clearing also includes the team gear, spare

parts for the yachts and everything the teams need for this enduring adventure," he says. "The deadlines are exceptionally tight – not only in getting the cargo to the current village being constructed but packing it up and shipping it out to the next port."

The yacht race, which started in 1972 and is held every three years, previously saw individual logistics service providers contracted in each country to handle logistics, but a decision was taken to contract one global company to ensure a more consistent and smooth service throughout the event.

There was a lot of preparation from a logistical point of view prior to the

start of the race, with the GAC Pindar team travelling over 30 000 miles themselves to receive each of the host ports and understand the specific requirements in each country.

As the logistics service provider, the company is responsible for ensuring that each race village is in place by deadline.

The value of the cargo runs into millions of dollars, with the spare boat parts being strategically stored by teams across the globe and valued at several million dollars.

"Logistics management is absolutely crucial to the operational delivery of the Volvo Ocean Race," says Hayes.

“



While one village is in use the other is shipped to the next port – it's a leapfrog system.

– SIMON HAYES

The yachts departed Cape Town on November 19 heading for Abu Dhabi. The South African cargo will be shipped out by the end of November destined for Sanya in China. The GAC Laser team will pack up the containers and pallets and have them ready for shipment within a 10-day time span.

– LIESL VENTER

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## FTW ditches Post Office

From page 1

from the Post Office. This week, 2 500 of our readers will see the latest edition of FTW sooner than ever before – even when the Post Office was functioning in its prime. Most of the remaining 1 500 readers will also see the issue earlier than usual.

The Postal Services Act gives the Post Office a monopoly on the delivery of post. Militant workers have tried to stop Post Office customers from using private delivery methods – but as a newspaper FTW is exempted from the Post Office monopoly.

This also applies to any inserts or brochures that suppliers want to distribute to the trade, piggybacking on FTW's new delivery system.

FTW's parent company, Now Media, has led the way in exploring a class action suit by users against the Post Office. Meanwhile, Now Media is driving a formal complaint to the Icasa, the regulator for the South African communications sector, with a view to having the Post Office's licence to operate rescinded.

FTW has had a team of people converting postal addresses to street addresses. Although the bulk of the work has been done, there are still some areas where we need to get the physical address of those in remote areas not served by the courier services we use. These readers may have to wait for postal services to resume. If you have any problems receiving your FTW please contact ftwsubs@nowmedia.co.za

# SA employees 'actively disengaged'

Low productivity, strikes and other labour problems in South Africa are a symptom of the country having one of the lowest percentages of "engaged" employees in the world, according to the latest Gallup "State of the Global Workplace: Employee Engagement Insights for Business Leaders Worldwide" report.

Just 9% of South African employees are seen as "actively engaged" in the workplace by the report.

Globally some 13% of employees across 142 countries worldwide are engaged in their jobs – that is, they are emotionally invested in and focused on creating value for their organisations every day.

Actively disengaged workers – those who are negative and potentially hostile to their organisations – continue to outnumber engaged employees at a rate of nearly

2-1 around the world.

Companies and countries which engage their workers will be better placed to compete for the US140 trillion worth of new customers predicted to be added to the global economy over the next 30 years, according to Jim Clifton, chairman and CEO of Gallup.

In his foreword Clifton says competing for the new customers will be the "World Cup" for world economic dominance.

"The winners will enjoy thriving economies and workplaces. The losers will face unrest and revolution."

Developing countries face similar challenges when it comes to engaging their workforces.

Actively disengaged employees significantly outnumber engaged employees in Mexico, South



Africa, Hungary, and Turkey

"An important part of the ongoing development of these countries will be a shift toward workplace conditions that use employees' individual strengths to empower them to make positive change in their organisations.

"This in turn will help employees provide better services to their customers," says the report.

In South Africa, "only among the most highly educated Africans and those in professional job categories is the proportion of engaged employees similar to the proportion of actively disengaged employees."

## Transnet inefficiency

From page 1

1 380 trucks x R300 x 21 hours (on a very bad day) = R414 000 per hour or R8 694 000 per day.

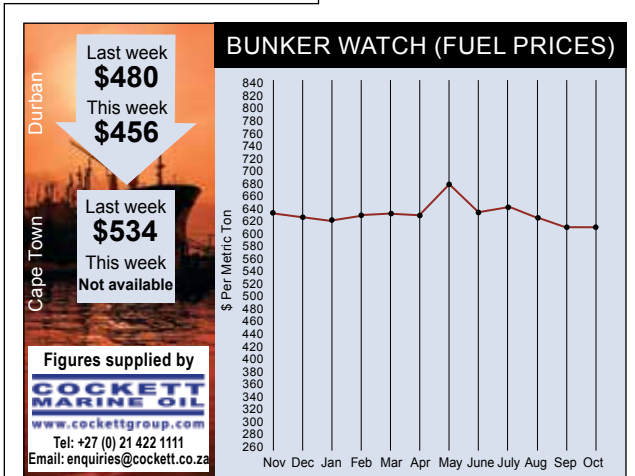
The DHCA was adamant that, with Transnet concentrating on its vessel client without a balance in planning on the landside (for which they do not pay), SA as a nation is becoming congested, wasting enormous costs in the logistics chain and losing cargoes to our northern neighbours.

"We have in the last two weeks seen the on-going pattern of bad vessel stack planning, with little or no distribution over the terminal facility, impacting on the road side ability to perform and stay solvent," Martin said.

"We have over many years suggested remedies that are both cost-effective for all parties and relatively simple to implement – to no avail.

"This cannot be allowed to continue and we cannot continue to hold meetings that become 'talk shops'. I believe we have the goodwill from all parties – but what is required is action and intent."

	Engaged	Not engaged	Actively disengaged
Nigeria	12%	65%	23%
Botswana	10%	52%	38%
South Africa	9%	46%	45%



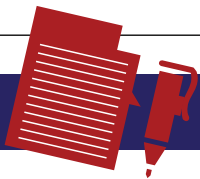
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**LETTER**

**‘Let’s bring about positive change’**

The letter “Truckers fed up with TPT inefficiency” (FTW November 7, 2014) refers. Whilst I am in agreement with the writer, Mr Omar’s sentiments in the main, I have on a previous occasion suggested how the writer may go about bringing positive change to the operating environment, namely by regular consultation with TPT, escalating to GM operations, Mr. Zeph Ndlovo’s level to reach achievable solutions. If this is not attained then it will be escalated to Mr Motlohi (the port manager’s level) – and if no solution is found, to the local Port Consultative Committee.

Thereafter it may be taken to the National Port Consultative Committee under the Port Regulator – who reports directly to two ministers of parliament. This route has been provided for all port users and should be used by all port users to resolve complaints.

I am at present in an

open forum (ie, open to all transporters not just Harbour Carrier Members) with Mr. Ndlovo and his team where the matter of non-performance to road transport at acceptable levels by terminals is under discussion. At this forum we are talking of setting acceptable turnaround times that are realistic and achievable – whilst also giving positive suggestions to help them achieve these targets.

I do not wear rose-coloured glasses and am not just another TPT praise singer – to which anyone who attends these meeting can attest – but they are negotiating in good faith and we have an open mind on the end result.

The above process has started and I do not want to prejudice the outcome. Again, in the interests of transparency, I extend an invitation to Mr. Omar to become part of the solution.

**Kevin Martin, chairman Harbour Carriers’ Division of SAAFF- KZN.**

**LAST WEEK’S TOP STORIES ON**

**SA Maritime Institute launched this week**

The drive for South Africa to maximise its participation in the global “blue economy” was strengthened with the launch of the South African International Maritime Institute (SAIMI) in Nelson Mandela Bay.

**Airline merger on the verge of approval?**

Quoting people in the know, reports from the trade press indicate that Etihad is set to win EU antitrust approval for its

purchase of 49% of Alitalia.

**MSC SA-UK service switches port of arrival**

In December, according to Mediterranean Shipping Company (MSC), it is switching from the Port of Felixstowe to a direct call at London Gateway.

**Amendment of the national road traffic regulations – all the details**

Long-awaited amendments to the South African road traffic



regulations, which have just been published by the National Department of Transport, leave shippers and transport operators with little time in which to put new systems in place and to retrofit vehicles in order to be compliant.

**Cape Town small business receives exporter award**

Cape Town-headquartered Rarity Handbags was named Exporter Champion in the annual awards event hosted by the National Small Business Chamber (NSBC).

**For the record**



Our Africa Focus feature published last week incorrectly named Michael Henning as the managing director of Easyclear. He is the general manager while CJ Pagel is the managing director.

**BULK BUYING POWER gets you the best airfreight rate ...why then not choose CFR Freight?**

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**EUKOR - FAR EAST / BRAZIL**

VESSEL	VOY	KOR	SHA	SIN	MAP	DBN	ELS	MDV	SAN	VIT	BRH
MORNING CHORUS	073	sld	sld	24/11	06/12	08/12	09/12	19/12	23/12	25/12	15/01

**EUKOR - FAR EAST / WEST AFRICA**

VESSEL	VOY	XIN	SHA	SIN	MAP	DBN	LUA	LAG	TEA	DAK	BRH
MORNING CHORUS	073	sld	sld	24/11	06/12	08/12	-	-	-	03/01	15/01
MORNING CAPO	011	sld	sld	26/11	-	08/12	14/12	18/12	20/12	-	30/12
GRAND PAVO	045	04/12	10/12	16/12	-	29/12	05/01	09/01	11/01	15/01	22/01



**EUKOR Car Carriers Inc.**

ABI - Abidjan	JPN - Japan	POI - Pointe Noire, Congo
ANT - Antwerp, Belgium	KEM - Port Kembla, Australia	PVE - Providence
BAL - Baltimore	KIS - Kisarazu, Japan	PYU - Pyungtaek, Korea
BRH - B' Haven	KOB - Kobe, Japan	QNG - Qingdao
CHA - Chamma	KOR - Korea	REC - Recife, Brazil
CHB - Chiba Xing-China	KWA - Kwangyang, Korea	RIO - Rio De Janeiro, Brazil
CIA - China	LAS - Las Palmas	SAL - Salvador, Brazil
COL - Colombo, Sri Lanka	LAG - Lagos	SAN - Santos
CON - Conakry, Guinea	LIB - Libreville	SAV - Savannah, GA
COT - Cotonou, Benin	LOB - Lobito, Angola	SNR - Sheerness, UK
DAK - Dakar, Senegal	LOM - Lome, Togo	SHA - Shanghai, China
DBN - Durban	LUA - Luanda	SHJ - Sharjah
DES - Dar es Salaam	LYG - Lianyungang	SIN - Singapore
DOH - Doha, Qatar	MAP - Maputo	SOU - Southampton, UK
DUU - Douala	MAS - Masan	TAM - Tamatave
ELS - East London, SA	MEL - Melbourne, Australia	TEA - Tema
FRE - Fremantle, Australia	MDV - Montevideo	TIL - Tilbury, UK
GUN - Gunsan, Korea	MOJ - Moji, Japan	ULS - Ulsan, Korea
HAR - Le Harve, France	MOM - Mombasa	VIT - Vitoria, Brazil
HUA - Huangpu, China	NAG - Nagoya	WVS - Walvis Bay, Namibia
HMM - Immingham	PE - Port Elizabeth, SA	YOK - Yokohama
JEB - Jebel Ali	PKG - Port Kelang	XIN - Xingang, China



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FTW037



# Outbound

COMPILED AND PRINTED IN ONE DAY

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Updated until 11am

17 November 2014

## OUTBOUND BY DATE - Dates for sailing: 24/11/2014 - 08/12/2014

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
<b>To: The Far East and South East Asia</b>							
Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a>							
ER Canada 499	CMA/DEL/MSK/SAF	-	29/11	-	-	-	TXG 03/01,TAO 06/01,SHA 08/01,NGB 09/01,NSA 12/01,CWN 14/01,SIN 20/01,TPP 22/01,PKG 24/01
ER India 503	CMA/DEL/MSK/SAF	-	6/12	-	-	-	TXG 10/01,TAO 13/01,SHA 15/01,NGB 16/01,NSA 19/01,CWN 21/01,PKG 23/01,SIN 27/01,TPP 29/01
Thai Dawn 148	GRB/UNG	-	-	-	25/11	-	JKT 12/12,PGU 16/12,BKK 20/12
CMA-CGM Africa One 1403	CMA	-	26/11	-	-	-	PKG 04/02,SHA 12/02
Maersk Semakau 1416	CMA/MSK/SAF	-	-	29/11	-	26/11	SIN 17/12,KEL 18/12,PKG 20/12,UKB 22/12,BUS 23/12,KHH 24/12,NSA 26/12,INC 26/12,HKG 27/12,YTN 28/12,PGU 28/12,CWN 29/12,TAO 29/12,OSA 29/12,NGO 29/12,BLW 29/12,SUB 30/12,HUA 31/12,SRG 31/12,PEN 31/12,XMN 01/01,KAN 02/01,SGN 02/01,HPH 03/01,YOK 05/01
Ever Racer 116	CSC/EMC/HLC/KLI/MOL/PIL	-	30/11	-	-	26/11	PKG 18/12,SIN 20/12,KHH 25/12,XMN 26/12,HKG 28/12,SHK 29/12,KEL 01/01,YOK 04/01,NGO 04/01,UKB 04/01,BUS 05/01,INC 05/01
Imara VIM005	PIL	-	-	-	-	26/11	SIN 14/12
Moranto 101E	COS/CSC/EMC/KLI/IMBA/MOL/PIL	-	-	-	-	27/11	SIN 11/12,PGU 13/12,PKG 13/12,LCH 14/12,JKT 14/12,SUB 14/12,PEN 14/12,SGN 14/12,DLC 15/12,BLW 15/12,BKK 15/12,SRG 16/12,MNL 16/12,SHA 17/12,UKB 18/12,TYO 18/12,XMN 18/12,HPH 18/12,NGB 19/12,NGO 19/12,OSA 19/12,BUS 21/12,KEL 21/12,TAO 23/12,TXG 25/12,YOK 25/12,KEL 28/12,TXG 29/12
Adrian Schulte F1444R	MSC	-	-	-	-	28/11	SIN 15/12,HKG 20/12,SHA 23/12,NGB 24/12,CWN 27/12
CSC/L Manzanillo 0102E	CSC/HLC/KLI/INDS/NYK/STS/ZIM	-	-	-	-	28/11	SIN 16/12,SHA 23/12,CNZOS 24/12,XMN 26/12,SHK 28/12
Kota Ganding GND020	PIL	-	28/11	-	-	-	SIN 08/01
Maersk Cabo Verde 1408	CMA/MSK/SAF	28/11	-	-	-	-	TPP 19/12,XMN 25/12,FOC 26/12,BUS 29/12,SHA 31/12,NGB 02/01,NSA 05/01
Mol Genesis 7810B	MOL	-	28/11	-	-	-	SIN 18/12,HKG 24/12,TXG 30/12,DLC 01/01,TAO 03/01,BUS 05/01,SHA 08/01
Queens Quay 789W	CMA	-	28/11	-	-	-	PKG 19/01,SHA 29/01
Tirua 439N	CMA/CSV/HJS/SAF	-	-	-	-	28/11	PKG 15/12,SIN 16/12,HKG 21/12,SHA 25/12,NGB 28/12,CWN 30/12
HS Caribe 507	CMA/DEL/MSK/SAF	29/11	-	-	-	-	TXG 17/01,TAO 20/01,SHA 22/01,NGB 23/01,NSA 26/01,CWN 28/01,SIN 03/02,TPP 05/02,PKG 07/02
NYK Isabel 0365E	CSC/HLC/KLI/INDS/NYK/STS/ZIM	-	-	-	-	2/12	SIN 20/12,SHA 30/12,CNZOS 31/12,XMN 02/01,SHK 04/01
Msc Arbatav F1445R	MSC	-	-	-	-	3/12	SIN 20/12,HKG 25/12,SHA 28/12,NGB 29/12,CWN 01/01
Brevik Bridge 019	CSC/EMC/HLC/KLI/MOL/PIL	-	7/12	-	-	3/12	PKG 25/12,SIN 27/12,KHH 01/01,XMN 02/01,HKG 04/01,SHK 05/01,KEL 08/01,YOK 11/01,NGO 11/01,UKB 11/01,BUS 12/01,INC 12/01
Maersk Seville 1416	CMA/MSK/SAF	-	-	6/12	-	3/12	SIN 24/12,KEL 25/12,PKG 27/12,UKB 29/12,BUS 30/12,KHH 31/12,NSA 02/01,INC 02/01,HKG 03/01,YTN 04/01,PGU 04/01,CWN 05/01,TAO 05/01,OSA 05/01,NGO 05/01,BLW 05/01,SUB 06/01,HUA 07/01,SRG 07/01,PEN 07/01,XMN 08/01,KAN 09/01,SGN 09/01,HPH 10/01,YOK 12/01
Kota Segar SEG001	PIL	-	3/12	-	-	-	SIN 15/01
Northern Defender 1403	CMA	-	4/12	-	-	-	PKG 23/02,SHA 05/03
Balao 1407E	CSC/HLC/KLI/INDS/NYK/STS/ZIM	-	-	-	-	4/12	SIN 30/12,SHA 06/01,CNZOS 07/01,XMN 09/01,SHK 11/01
Ever Reward 120E	COS/CSC/EMC/KLI/IMBA/MOL/PIL	-	-	-	-	4/12	SIN 18/12,PGU 20/12,PKG 20/12,LCH 21/12,JKT 21/12,SUB 21/12,PEN 21/12,SGN 21/12,DLC 22/12,BLW 22/12,BKK 22/12,SRG 23/12,MNL 23/12,SHA 24/12,UKB 25/12,TYO 25/12,XMN 25/12,HPH 25/12,NGB 26/12,NGO 26/12,OSA 26/12,BUS 28/12,KEL 28/12,TAO 30/12,TXG 01/01,YOK 01/01,KEL 04/01,TXG 05/01
CMA-CGM Tosca 448E	CMA/CSV/HJS/SAF	-	-	-	-	5/12	PKG 22/12,SIN 23/12,HKG 28/12,SHA 01/01,NGB 04/01,CWN 06/01
Maersk Cunene 1410	CMA/MSK/SAF	5/12	-	-	-	-	TPP 26/12,XMN 01/01,FOC 02/01,BUS 05/01,SHA 07/01,NGB 09/01,NSA 12/01
Mol Gateway 8014B	MOL	-	5/12	-	-	-	SIN 25/12,HKG 31/12,TXG 06/01,DLC 08/01,TAO 10/01,BUS 12/01,SHA 15/01
CMA-CGM Puccini 509W	CMA/DEL/MSK/SAF	6/12	-	-	-	-	TXG 24/01,TAO 27/01,SHA 29/01,NGB 30/01,NSA 02/02,CWN 04/02,SIN 10/02,TPP 12/02,PKG 14/02
<b>To: Mediterranean and Black Sea</b>							
Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a>							
Kota Arif ARF139	PIL	-	-	-	-	24/11	HFA 26/12,ASH 26/12
Kota Naluri NLR085	PIL	-	-	-	-	6/12	HFA 06/01,ASH 06/01
Msc Paris NZ448R	MSC/HLC/HSL/LTI	-	30/11	-	-	27/11	VEC 18/12,SPE 23/12,LIV 23/12,GOI 24/12,NPK 24/12,HFA 24/12,FOS 25/12,BLA 28/12,AXA 30/12
Kota Halus HLU362	PIL	-	24/11	-	-	-	HFA 26/01,ASH 26/01
Maersk Elgin 146B	DAL/MOL/MSK/SAF	-	30/11	28/11	-	24/11	ALG 13/12,ORN 16/12,BLA 28/12,VEC 29/12,AXA 29/12,GIT 21/12,PSD 21/12,UAY 22/12,LIV 24/12,KOP 25/12,MAR 25/12,SAL 25/12,GOI 26/12,NPK 26/12,BEY 26/12,SKG 26/12,IST 27/12,TRS 27/12,PIR 29/12,MPT 29/12,MER 30/12,SKG 31/12,EYP 03/01,GEM 04/01,IZM 05/01,HFA 08/01,CAR 12/01,ASH 15/01
Jolly Christallo 355	LMC	-	28/11	-	-	-	BLA 05/01,MRS 07/01,GOI 08/01,SAL 14/01,TUN 05/02,MLA 05/02,UAY 07/02,BEY 07/02,BEN 07/02,AXA 09/02,TIP 09/02
CSC/L Manzanillo 0102E	CSC/HLC/KLI/INDS/NYK/STS/ZIM	-	-	-	-	28/11	HFA 14/01,ASH 14/01,AXA 19/01,PIR 20/01,CND 20/01,MER 22/01,IZM 25/01
Galani 1406	MSK/SAF	28/11	-	-	-	-	ALG 18/12
Msc Tomoko NZ449R	MSC/HLC/HSL/LTI	-	7/12	30/11	-	4/12	VEC 25/12,SPE 30/12,LIV 30/12,GOI 31/12,NPK 31/12,HFA 31/12,FOS 01/01,BLA 04/01,AXA 06/01
Kota Hidayah ARF141	PIL	-	4/12	-	-	-	HFA 09/02,ASH 09/02
Safmarine Highveld 147B	DAL/MOL/MSK/SAF	-	7/12	5/12	-	1/12	ORN 24/12,CAZ 27/12,BLA 28/12,VEC 29/12,AXA 29/12,GIT 29/12,PSD 29/12,UAY 30/12,LIV 01/01,KOP 02/01,MAR 02/01,SAL 02/01,GOI 03/01,NPK 03/01,BEY 03/01,SKG 03/01,IST 04/01,TRS 04/01,PIR 06/01,MPT 06/01,MER 07/01,SKG 08/01,EYP 11/01,GEM 12/01,IZM 13/01,HFA 15/01,CAR 19/01,ASH 22/01
NYK Isabel 0365E	CSC/HLC/KLI/INDS/NYK/STS/ZIM	-	-	-	-	2/12	HFA 18/01,ASH 18/01,AXA 23/01,PIR 24/01,CND 24/01,MER 26/01,IZM 29/01
Balao 1407E	CSC/HLC/KLI/INDS/NYK/STS/ZIM	-	-	-	-	4/12	HFA 28/01,ASH 28/01,AXA 02/02,PIR 03/02,CND 03/02,MER 05/02,IZM 08/02
Maersk Westport 1412	MSK/SAF	5/12	-	-	-	-	ALG 25/12
Msc Marina NZ450R	MSC/HLC/HSL/LTI	-	-	7/12	-	-	VEC 01/01,SPE 06/01,LIV 06/01,GOI 07/01,NPK 07/01,HFA 07/01,FOS 08/01,BLA 11/01,AXA 13/01
Kota Nipah NPH056	PIL	-	-	-	-	-	HFA 10/02,ASH 10/02
Jolly Perla 388	LMC	-	8/12	-	-	-	BLA 21/01,MRS 23/01,GOI 24/01,SAL 30/01,TUN 21/02,MLA 21/02,UAY 23/02,BEY 23/02,BEN 23/02,AXA 25/02,TIP 25/02
Maersk Ceres 151B	DAL/MOL/MSK/SAF	-	-	-	-	8/12	ORN 31/12,CAZ 03/01,BLA 04/01,VEC 05/01,AXA 05/01,GIT 05/01,PSD 05/01,UAY 06/01,LIV 08/01,KOP 09/01,MAR 09/01,SAL 09/01,GOI 10/01,NPK 10/01,BEY 10/01,SKG 10/01,IST 11/01,TRS 11/01,PIR 13/01,MPT 13/01,MER 14/01,SKG 15/01,EYP 18/01,GEM 19/01,IZM 20/01,HFA 22/01,CAR 26/01,ASH 29/01
<b>To: UK, North West Continent &amp; Scandinavia</b>							
Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a>							
Blue Master 5102	MACS	29/11	25/11	-	-	-	VGO 13/12,LZI 15/12,RTM 19/12,HMQ 20/12,ANR 22/12,PFT 22/12,IMM 22/12,BXE 22/12,HUL 22/12,KRS 22/12,LAR 22/12,OSL 23/12,OFQ 24/12,CPH 24/12,GOT 24/12,GOO 24/12,GRG 24/12,HEL 24/12,ORK 25/12,DUO 25/12,BIO 26/12,HEL 26/12,KTK 26/12,STO 26/12
Msc Paris NZ448R	MSC/HLC/HSL/LTI	-	30/11	-	-	27/11	RTM 16/12,LGI 16/12,FXT 17/12,HMQ 18/12,ANR 19/12,LEH 21/12,LIV 22/12,BIO 22/12,BRV 23/12,VGO 25/12,HEL 25/12,LEI 26/12,KTK 26/12,STO 28/12,KLJ 30/12,LED 02/01
Maersk Elgin 146B	DAL/MOL/MSK/SAF	-	30/11	28/11	-	24/11	RTM 16/12,LGP 18/12,VGO 18/12,BIO 20/12,BRV 21/12,ANR 22/12,LZI 22/12,DUO 23/12,MTX 23/12,LEI 24/12,LEH 25/12,HMQ 26/12,CPH 29/12,HEL 29/12,GOT 29/12,OFQ 30/12,OSL 30/12,OSL 30/12,GDN 01/01,GDY 01/01,LED 03/01,URO 19/01
Lawin Arrow 001	GRB	-	-	-	-	27/11	VGO 26/12,PRU 29/12,ANR 02/01
Galani 1406	MSK/SAF	28/11	-	-	-	-	VGO 21/12,LEI 22/12,LZI 24/12
Red Cedar 5103	MACS	8/12	4/12	-	-	30/11	VGO 22/12,LZI 24/12,RTM 26/12,PFT 29/12,IMM 29/12,HUL 29/12,HMQ 30/12,ANR 01/01,BXE 01/01,ORK 01/01,DUO 01/01,KRS 01/01,LAR 01/01,OSL 02/01,OFQ 03/01,CPH 03/01,GOT 03/01,GOO 03/01,GRG 03/01,HEL 03/01,BIO 04/01,HEL 05/01,KTK 05/01,STO 05/01
Msc Tomoko NZ449R	MSC/HLC/HSL/LTI	-	7/12	30/11	-	4/12	RTM 23/12,LZI 23/12,FXT 24/12,HMQ 25/12,ANR 26/12,LEH 28/12,LIV 29/12,BIO 29/12,BRV 30/12,VGO 01/01,HEL 01/01,LEI 02/01,KTK 02/01,STO 04/01,KLJ 06/01,LED 09/01
Safmarine Highveld 147B	DAL/MOL/MSK/SAF	-	7/12	5/12	-	1/12	RTM 23/12,VGO 26/12,LGP 27/12,BRV 28/12,BIO 28/12,ANR 29/12,DUO 30/12,MTX 30/12,LZI 30/12,LEH 01/01,LEI 01/01,HMQ 02/01,CPH 05/01,HEL 05/01,GOT 05/01,OFQ 06/01,OSL 06/01,OSL 06/01,GDN 08/01,GDY 08/01,LED 10/01,URO 26/01
Glovis Splendor 001	GLV	-	-	2/12	-	1/12	SSK 26/12,EME 27/12,BRV 29/12,ANR 31/12
Maersk Westport 1412	MSK/SAF	5/12	-	-	-	-	LEI 29/12,LZI 31/12
Msc Marina NZ450R	MSC/HLC/HSL/LTI	-	-	7/12	-	-	RTM 30/12,LZI 30/12,FXT 31/12,HMQ 01/01,ANR 02/01,LEH 04/01,LIV 05/01,BIO 05/01,BRV 06/01,VGO 08/01,HEL 08/01,LEI 09/01,KTK 09/01,STO 11/01,KLJ 13/01,LED 16/01
Maersk Ceres 151B	DAL/MOL/MSK/SAF	-	-	-	-	8/12	LGP 28/12,RTM 30/12,VGO 02/01,BRV 04/01,BIO 04/01,ANR 05/01,DUO 06/01,MTX 06/01,LZI 06/01,LEH 08/01,LEI 08/01,HMQ 09/01,CPH 12/01,HEL 12/01,GOT 12/01,OFQ 13/01,OSL 13/01,OSL 13/01,GDN 15/01,GDY 15/01,LED 17/01,URO 02/02

## OUTBOUND BY DATE - Dates for sailing: 24/11/2014 - 08/12/2014

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
<b>To: East Africa</b>							
<b>Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></b>							
Caecilia Shulte 39N	OAC	-	-	-	30/11	-	BEW 03/12
Msc Jasmine ZN436A	MSC	-	-	-	24/11	-	BEW 26/11,MBA 01/12,DAR 05/12,MNC 10/12
Border 115N	OAC	28/11	3/12	-	-	-	BEW 17/12
Seroja Tiga IZ448A	MSC	-	-	-	28/11	-	FTU 16/12
Jolly Christallo 355	LMC	-	28/11	-	-	-	MPM 05/12,MNC 13/12,DAR 15/12,MBA 17/12
MCP Linz 8R020	CMA/DEL/UAJ	-	-	-	30/11	-	MPM 05/12,BEW 08/12,MNC 12/12,PMA 14/12
Msc Namibia ZN437A	MSC	-	-	-	30/11	-	MPM 01/12,BEW 03/12,DAR 08/12,MBA 12/12
Glovis Splendor 001	GLV	-	-	2/12	-	1/12	MPM 27/11
Msc Vienna IZ449A	MSC	-	-	-	5/12	-	FTU 30/12
Msc Namibia ZN438A	MSC	-	-	-	7/12	-	BEW 09/12,MBA 14/12,DAR 18/12
Hoegh Bangkok 51	GLV/HOE/HUA	-	-	7/12	-	-	MPM 11/12
Jolly Perla 388	LMC	-	8/12	-	-	-	MPM 19/12,MNC 28/12,DAR 30/12,MBA 03/01

<b>To: West Africa</b>							
<b>Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></b>							
Isolde MU785	CMA/DEL	-	-	-	24/11	-	LAD 22/10,PNR 30/10,TIN 04/11,COO 07/11
JPO Leo MU787	CMA/DEL	-	4/12	-	-	8/12	LAD 31/10,PNR 09/11,TIN 14/11,COO 16/11
Kota Arif ARF 139	PIL	-	-	-	24/11	-	LOS 05/11,LFW 07/11,TEM 09/11
Kota Naluri NLR085	PIL	-	-	-	6/12	-	LOS 08/11,TEM 11/11,LFW 12/11
ER Canada 499	CMA/DEL/MSK/SAF	-	29/11	-	-	-	PNR 13/11,LAD 16/11
ER India 503	CMA/DEL/MSK/SAF	-	6/12	-	-	-	PNR 19/11,LAD 22/11
Msc Paris NZ448R	MSC/HLCHSL/LTI	-	30/11	-	-	27/11	LPA 11/12,DKR 13/12,ABJ 14/12,TEM 16/12,APP 22/12,TIN 23/12
Zagora ZA448A	MSC	1/12	-	-	-	-	LAD 03/12
Kota Halus HLU362	PIL	-	24/11	-	-	-	LOS 03/12,LFW 06/12,TEM 09/12
ER Elsfieth 0325W	CSC/HLCKLI/INDS/NYK/SMU/STS	-	-	-	24/11	-	TIN 04/12,TEM 10/12,LFW 12/12,COO 15/12
Maersk Elgin 146B	DAL/MOL/MSK/SAF	-	30/11	28/11	-	24/11	AGA 18/12
HS Rossini MU797	CMA/DEL	30/11	-	-	-	-	LAD 03/12,PNR 07/12,APP 10/12,TIN 12/12,COO 14/12
Maersk Chennai 1407	CMA/MSK/SAF	26/11	-	-	-	-	APP 01/12,TIN 03/12,COO 04/12
Kota Layang 041W	PIL	-	-	-	26/11	-	PNR 07/12,LAD 10/12,BOA 14/12,MAT 15/12,SZA 17/12,LBV 17/12,CAB 18/12,DLA 18/12,LOB 20/12,MSZ 25/12
CMA-CGM Africa One 1403	CMA	-	26/11	-	-	-	TIN 04/12,DLA 31/12,ABJ 08/01,PNR 11/01
Queens Quay 789W	CMA	-	28/11	-	-	-	TIN 06/12,LFW 09/12,ABJ 16/01
Kota Ganding GND020	PIL	-	28/11	-	-	-	LOS 05/12,TIN 07/12,TEM 09/12
Galani 1406	MSK/SAF	28/11	-	-	-	-	LAD 17/11,CKY 07/12
HS Caribe 507	CMA/DEL/MSK/SAF	29/11	-	-	-	-	PNR 03/12,LAD 06/12
Hammonia Africum 807	GSL/ZIM	-	-	-	-	29/11	APP 08/12,LOS 10/12,TEM 13/12,COO 17/12
Range 1	MSC/DAL/MOL/MSK/OAC/SAF	-	4/12	1/12	-	29/11	LUD 05/12
Kota Hidayah ARF141	PIL	-	4/12	-	-	-	PNR 12/12,LFW 20/12,TEM 23/12
Letavia MU799	CMA/DEL	7/12	-	-	-	-	LAD 11/12,PNR 15/12,APP 18/12,TIN 19/12,COO 22/12
Msc Tomoko NZ449R	MSC/HLCHSL/LTI	-	7/12	30/11	-	4/12	LPA 18/12,DKR 20/12,ABJ 21/12,TEM 23/12,APP 29/12,TIN 30/12
Safmarine Highveld 147B	DAL/MOL/MSK/SAF	-	7/12	5/12	-	1/12	AGA 26/12
Anna Chris 41/14	ASL	-	1/12	-	-	-	LAD 08/12,SZA 12/12,MAL 14/12
CSC Panama 0057W	CSC/HLCKLI/INDS/NYK/SMU/STS	-	-	-	1/12	-	TIN 11/12,TEM 17/12,LFW 19/12,COO 22/12
Glovis Splendor 001	GLV	-	-	2/12	-	1/12	LAD 08/12,LOS 12/12,TEM 14/12,ABJ 16/12,DKR 19/12
Kota Segar SEG001	PIL	-	3/12	-	-	-	LOS 10/12,TIN 12/12,TEM 14/12,ABJ 19/12
Rudolf Scheepers 30222A	PIL	-	-	-	3/12	-	PNR 14/12,LAD 17/12,BOA 21/12,MAT 22/12,SZA 24/12,LBV 24/12,CAB 25/12,DLA 25/12,LOB 26/12,MSZ 31/12
Northern Defender 1403	CMA	-	4/12	-	-	-	TIN 13/12,DLA 15/01,ABJ 20/01,PNR 25/01
Maersk Westport 1412	MSK/SAF	5/12	-	-	-	-	LAD 24/11,CKY 14/12
CMA-CGM Puccini 509W	CMA/DEL/MSK/SAF	6/12	-	-	-	-	PNR 10/12,LAD 13/12
Maersk Cuanza 1409	CMA/MSK/SAF	6/12	-	-	-	-	APP 07/12,TIN 09/12,COO 11/12
Msc Marina NZ450R	MSC/HLCHSL/LTI	-	-	7/12	-	-	LPA 25/12,DKR 27/12,ABJ 28/12,TEM 30/12,APP 05/01,TIN 06/01
CSC Montevideo 0127W	CSC/HLCKLI/INDS/NYK/SMU/STS	-	-	-	8/12	-	TIN 18/12,TEM 24/12,LFW 26/12,COO 29/12
Pisti 809	GSL/ZIM	-	-	-	8/12	-	APP 17/12,LOS 20/12,TEM 25/12,COO 29/12
Kota Nipah NPH056	PIL	-	-	-	-	-	LOS 19/12,LFW 21/12,TEM 25/12
Maersk Ceres 151B	DAL/MOL/MSK/SAF	-	-	-	8/12	-	AGA 02/01

<b>To: Indian Ocean Islands</b>							
<b>Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></b>							
Maersk Innoshima 1416	DAL/MSK/SAF	-	-	25/11	-	28/11	PLU 07/12
Seroja Tiga IZ448A	MSC	-	-	-	-	28/11	PLU 08/12,TLE 13/12,MJN 16/12,TMM 18/12,LON 18/12,DIE 19/12,PDG 20/12
Northern Dependant 1416	DAL/MSK/SAF	-	-	2/12	-	5/12	PLU 14/12
Hoegh America 85	GLV/HOE/HUA	-	-	-	-	2/12	TMM 06/12,LPT 08/12,PLU 10/12
Msc Vienna IZ449A	MSC	-	-	-	-	5/12	PLU 15/12,TMM 18/12,LON 18/12,DIE 19/12,PDG 20/12,TLE 22/12,MJN 29/12

<b>To: North America</b>							
<b>Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></b>							
Maersk Visby 026	MSC/MSK/SAF	-	25/11	-	-	-	NYC 17/12,BAL 19/12,ORF 20/12,CHU 22/12,FEP 26/12,NAS 27/12,MIA 28/12,POP 28/12,MHH 28/12,GEC 29/12,SDQ 29/12,TOV 29/12,SLU 30/12,PHI 30/12,GDT 30/12,SJO 31/12,BAS 31/12,VJ 31/12,RSU 01/01,PAP 01/01,KTN 01/01,HQN 02/01,BGI 02/01,STG 02/01,MSY 04/01
Atlantic Nyalá 407	CSA/HLC	28/11	25/11	-	-	-	MSY 18/12,SAV 24/12,BAL 27/12,MTR 02/01
Msc Jemima 006	MSC/MSK/SAF	-	-	-	-	28/11	NAS 03/01,MIA 04/01,POP 04/01,MHH 04/01,GEC 05/01,SDQ 05/01,TOV 05/01,SLU 06/01,PHI 06/01,GDT 06/01,SJO 07/01,BAS 07/01,VJ 07/01,RSU 08/01,PAP 08/01,KTN 08/01,HQN 09/01,BGI 09/01,STG 09/01,MSY 11/01
Amber Lagoon 1505	GAL	-	26/11	-	-	-	HQN 21/12,MSY 29/12,JKV 08/02
Maersk Elgin 146B	DAL/MOL/MSK/SAF	-	30/11	28/11	-	24/11	BAL 29/12,MIA 03/01,HAL 04/01,POS 05/01,CAU 09/01,SAV 09/01,SEA 09/01,NYC 10/01,BCC 10/01,ORF 12/01,LGB 12/01,PDX 12/01,MTR 14/01,CHU 14/01,KIN 15/01,TOD 16/01,SJU 19/01,HQN 19/01,SCT 20/01,MSY 21/01,PEF 21/01,ATM 21/01,LAX 24/01,PCR 25/01,MAN 25/01,OAK 26/01,PAG 28/01
Msc Martina 014	MSC/MSK/SAF	-	-	27/11	-	5/12	NYC 02/01,BAL 04/01,ORF 05/01,CHU 07/01,FEP 08/01,NAS 09/01,MIA 10/01,POP 10/01,MHH 10/01,GEC 11/01,SDQ 11/01,TOV 11/01,SLU 12/01,PHI 12/01,GDT 12/01,SJO 13/01,BAS 13/01,VJ 13/01,RSU 14/01,PAP 14/01,KTN 14/01,HQN 15/01,BGI 15/01,STG 15/01,MSY 17/01
Moranto 101E	COS/CSC/EMCKLI/IMBA/MOL/PIL	-	-	-	-	27/11	LAX 23/12,OAK 26/12,TIW 28/12,BCC 30/12
Msc Natalia 064	MSC/MSK/SAF	-	2/12	-	-	28/11	NYC 24/12,BAL 26/12,PHF 27/12,ORF 29/12,CHU 30/12
Safmarine Highveld 147B	DAL/MOL/MSK/SAF	-	7/12	5/12	-	1/12	BAL 05/01,MIA 10/01,HAL 11/01,POS 12/01,CAU 16/01,SAV 16/01,SEA 16/01,NYC 17/01,BCC 17/01,ORF 19/01,LGB 19/01,PDX 19/01,MTR 21/01,CHU 21/01,KIN 22/01,TOD 23/01,SJU 26/01,HQN 26/01,SCT 27/01,MSY 28/01,PEF 28/01,ATM 28/01,LAX 31/01,PCR 01/02,MAN 01/02,OAK 02/02,PAG 04/02
Ever Reward 120E	COS/CSC/EMCKLI/IMBA/MOL/PIL	-	-	-	-	4/12	LAX 30/12,OAK 02/01,TIW 04/01,BCC 06/01
Msc Maya 006	MSC/MSK/SAF	-	-	4/12	-	-	NYC 07/01,BAL 09/01,ORF 10/01,CHU 12/01,FEP 13/01,NAS 14/01,MIA 15/01,POP 15/01,MHH 15/01,GEC 16/01,SDQ 16/01,TOV 16/01,SLU 17/01,PHI 17/01,GDT 17/01,SJO 18/01,BAS 18/01,VJ 18/01,RSU 19/01,PAP 19/01,KTN 19/01,HQN 20/01,BGI 20/01,STG 20/01,MSY 22/01
Maersk Ceres 151B	DAL/MOL/MSK/SAF	-	-	-	-	8/12	BAL 12/01,MIA 17/01,HAL 18/01,POS 19/01,CAU 23/01,SAV 23/01,SEA 23/01,NYC 24/01,BCC 24/01,ORF 26/01,LGB 26/01,PDX 26/01,MTR 28/01,CHU 28/01,KIN 29/01,TOD 30/01,SJU 02/02,HQN 02/02,SCT 03/02,MSY 04/02,PEF 04/02,ATM 04/02,LAX 07/02,PCR 08/02,MAN 08/02,OAK 09/02,PAG 11/02

<b>To: Australasia</b>							
<b>Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></b>							
Tombarra CO436	WWL	-	-	-	25/11	-	FRE 05/12,MLB 11/12,PKL 13/12,BSA 15/12
Maersk Sernakau 1416	CMA/MSK/SAF	-	-	29/11	-	26/11	AKL 27/12,TRG 28/12,NPE 29/12,LYT 30/12,TIU 31/12,POE 31/12,FRE 31/12,NSN 02/01,NPL 02/01,SYD 06/01,MLB 07/01,BSA 11/01,ADL 11/01
Glovis Supreme 3	GLV/HOE/HUA	-	-	-	27/11	-	FRE 10/12,MLB 16/12,PKL 18/12,BSA 20/12,TRG 25/12,NPE 26/12,WLG 28/12,LYT 29/12
Moranto 101E	COS/CSC/EMCKLI/IMBA/MOL/PIL	-	-	-	27/11	-	BSA 22/12,SYD 24/12,MLB 27/12
CSCC Europe CO437	WWL	-	-	28/11	29/11	30/11	FRE 12/12,MLB 18/12,PKL 20/12,BSA 22/12
Seroja Tiga IZ448A	MSC	-	-	-	-	28/11	FRE 19/12,ADL 20/12,MLB 24/12,SYD 27/12,TRG 31/12,LYT 02/01
Hoegh America 85	GLV/HOE/HUA	-	-	-	2/12	-	MLB 24/12,PKL 27/12,BSA 29/12,TRG 03/01,NPE 04/01,WLG 06/01,LYT 07/01
Maersk Seville 1416	CMA/MSK/SAF	-	-	6/12	-	3/12	AKL 03/01,TRG 04/01,NPE 05/01,LYT 06/01,TIU 07/01,POE 07/01,FRE 07/01,NSN 09/01,NPL 09/01,SYD 13/01,MLB 14/01,BSA 18/01,ADL 18/01
Ever Reward 120E	COS/CSC/EMCKLI/IMBA/MOL/PIL	-	-	-	4/12	-	BSA 29/12,SYD 31/12,MLB 03/01
Msc Vienna IZ449A	MSC	-	-	-	5/12	-	FRE 26/12,ADL 27/12,MLB 31/12,SYD 03/01,TRG 07/01,LYT 09/01
Grand Ruby CO438	WWL	-	-	7/12	8/12	-	FRE 22/12,MLB 28/12,PKL 30/12
Hoegh Bangkok 51	GLV/HOE/HUA	-	-	7/12	-	-	FRE 24/12,MLB 29/12,PKL 01/01,BSA 03/01,TRG 07/01,NPE 08/01,WLG 10/01,LYT 11/01

## OUTBOUND BY DATE - Dates for sailing: 24/11/2014 - 08/12/2014

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
<b>To: Middle East, Pakistan, India and Sri Lanka</b>				<b>Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></b>			
JPO Leo MU787	CMA/DEL	-	4/12	-	-	8/12	MUN 21/12,KLF 25/12,JEAA 26/12
Kota Arif ARF139	PIL	-	-	-	-	24/11	CMB 10/12,HZL 15/12,NSA 16/12,JEAA 24/12
Kota Naluri NLR085	PIL	-	-	-	-	6/12	CMB 21/12,HZL 26/12,NSA 27/12,JEAA 04/01
Kota Halus HLU362	PIL	-	24/11	-	-	-	CMB 10/01,HZL 15/01,NSA 16/01,JEAA 24/01
Maersk Inoshima 1416	DAL/MSK/SAF	-	-	25/11	-	28/11	JEAA 18/12,SLL 24/12
HS Rossini MU797	CMA/DEL	30/11	-	-	-	-	MUN 18/01,KLF 22/01,JEAA 23/01
Moranto 101E	COS/CSC/EMC/KLI/IMBA/MOL/PIL	-	-	-	-	27/11	CMB 16/12,NSA 18/12
Adrian Schulte FI444R	MSC	-	-	-	-	28/11	CMB 08/12
Jolly Christallo 355	LMC	-	28/11	-	-	-	JED 27/12,RUH 16/01,AQJ 21/01,MSW 21/01,PZU 21/01,HOD 22/01,AUH 26/01,DXB 28/01,KWI 28/01,NSA 28/01,BAH 31/01,BND 31/01,DMN 31/01,DOH 31/01,MCT 31/01,BQM 02/02
Seroja Tiga IZ448A	MSC	-	-	-	-	28/11	SLL 16/12,JEAA 20/12,BQM 22/12,NSA 25/12,MUN 27/12
Kota Hidayah ARF141	PIL	-	4/12	-	-	-	CMB 24/01,HZL 29/01,NSA 30/01,JEAA 04/02
Letavia MU799	CMA/DEL	7/12	-	-	-	-	MUN 25/01,KLF 29/01,JEAA 30/01
Northern Dependant 1416	DAL/MSK/SAF	-	-	2/12	-	5/12	JEAA 25/12,SLL 31/12
Msc Arabatax FI445R	MSC	-	-	-	-	3/12	CMB 13/12
Ever Reward 120E	COS/CSC/EMC/KLI/IMBA/MOL/PIL	-	-	-	-	4/12	CMB 23/12,NSA 25/12
Msc Vienna IZ449A	MSC	-	-	-	-	5/12	SLL 23/12,JEAA 27/12,BQM 29/12,NSA 01/01,MUN 03/01
Kota Nipah NPH056	PIL	-	-	-	-	-	CMB 25/01,HZL 30/01,NSA 31/01,JEAA 05/02
Jolly Perla 388	LMC	-	8/12	-	-	-	JED 12/01,RUH 01/02,AQJ 06/02,MSW 06/02,PZU 06/02,HOD 07/02,AUH 11/02,DXB 13/02,KWI 13/02,NSA 13/02,BAH 16/02,BND 16/02,DMN 16/02,DOH 16/02,MCT 16/02,BQM 18/02

<b>To: South America</b>				<b>Updated daily on <a href="http://www.ftwonline.co.za">http://www.ftwonline.co.za</a></b>			
Maersk Elgin 146B	DAL/MOL/MSK/SAF	-	30/11	28/11	-	24/11	PBL 14/01,BAQ 17/01,GYE 18/01,CLL 19/01,LAG 19/01,LIO 20/01,VPZ 23/01,SAI 25/01,IQQ 26/01,BUN 29/01,PRQ 29/01,ARI 30/01,ANF 31/01
Msc Azov FI445A	MSC	-	-	-	-	30/11	SSZ 11/12,BUE 14/12,MVD 16/12,NVT 19/12,PNG 22/12
Safmarine Highveld 147B	DAL/MOL/MSK/SAF	-	7/12	5/12	-	1/12	PBL 21/01,BAQ 24/01,GYE 25/01,CLL 26/01,LAG 26/01,LIO 27/01,VPZ 30/01,SAI 01/02,IQQ 02/02,BUN 05/02,PRQ 05/02,ARI 06/02,ANF 07/02
Santa Ines FI446A	MSC	-	-	-	-	7/12	SSZ 17/12,BUE 20/12,MVD 22/12,NVT 25/12,PNG 29/12
Maersk Ceres 151B	DAL/MOL/MSK/SAF	-	-	-	-	8/12	PBL 28/01,BAQ 31/01,GYE 01/02,CLL 02/02,LAG 02/02,LIO 03/02,VPZ 06/02,SAI 08/02,IQQ 09/02,BUN 12/02,PRQ 12/02,ARI 13/02,ANF 14/02

## 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	-	-	-	-	-	-	-
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 (092581) 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	-	-
Melhuizen 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	-	-	-
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

COMPILED AND PRINTED IN ONE DAY

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Updated until 11am

17 November 2014

## INBOUND BY DATE - Dates for sailing: 24/11/2014 - 08/12/2014

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAY	Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAY
Adrian Schulte F1444R	MSC	-	-	-	-	24-Nov	-	Kota Nipah NPH056	PIL	-	-	-	-	-	-
Anna Chris 41/14	ASL	-	28-Nov	-	-	-	-	Kota Segar SEG001	PIL	-	02-Dec	-	-	-	-
Balao 1407E	CSC/HLC/KLI/INDS/NYK/ZIM	-	-	-	-	02-Dec	-	Kristina 1411	CMA/MSK/SAF	-	-	-	-	06-Dec	-
Border 115N	MSC/DAL/MOL/MSK/OAC/SAF	-	01-Dec	-	-	06-Dec	-	Letavia MU799	CMA/DEL	06-Dec	-	-	-	-	-
Bravo MU789	CMA/DEL	-	03-Dec	-	-	07-Dec	-	Louis S MU801	CMA/DEL	-	-	-	-	-	-
Brevik Bridge 019	CSC/EMC/HLC/KLI/MOL/PIL	-	05-Dec	-	-	30-Nov	-	Maersk Cabo Verde 1408	CMA/MSK/SAF	27-Nov	-	-	-	-	-
Caecilia Schulte 40	OAC	-	-	-	-	08-Dec	-	Maersk Ceres 147A	DAL/MOL/MSK/SAF	-	01-Dec	03-Dec	-	05-Dec	-
CMA-CGM Africa One 1403	CMA	-	26-Nov	-	-	-	-	Maersk Chennai 1407	CMA/MSK/SAF	25-Nov	-	-	-	-	-
CMA-CGM Puccini 509W	CMA/DEL/MSK/SAF	05-Dec	-	-	-	-	-	Maersk Cuanza 1409	CMA/MSK/SAF	05-Dec	-	-	-	-	-
CMA-CGM Tosca 448E	CMA/CSV/HJS/SAF	-	-	-	-	04-Dec	-	Maersk Cunene 1410	CMA/MSK/SAF	04-Dec	-	-	-	-	-
Corinthiakos 30223A	PIL	-	-	-	-	08-Dec	-	Maersk Innoshima 1415	DAL/MSK/SAF	-	-	24-Nov	-	26-Nov	-
Cosco Jeddah 013W	COS/CSC/EMC/KLI/IMBA/MOL/PIL	-	-	-	-	07-Dec	-	Maersk Semakau 1415	CMA/MSK/SAF	-	-	28-Nov	-	-	-
CSSC Europe CO437	WWL	-	-	28-Nov	29-Nov	30-Nov	-	Maersk Seville 1415	CMA/MSK/SAF	-	-	05-Dec	-	29-Nov	-
CSCL Manzanillo 0102E	CSC/HLC/KLI/INDS/NYK/ZIM	-	-	-	-	26-Nov	-	Maersk Visby 026	MSC/MSK/SAF	-	24-Nov	-	-	-	-
CSCL Montevideo 0127W	CSC/HLC/KLI/INDS/NYK/SMU/STS	-	-	-	-	06-Dec	-	Maersk Westport 1411	MSK/SAF	03-Dec	-	-	-	-	-
CSCL Panama 0057W	CSC/HLC/KLI/INDS/NYK/SMU/STS	-	-	-	-	29-Nov	-	Matsu Arrow 003	GRB/UNG	-	-	-	-	08-Dec	-
ER Canada 499	CMA/DEL/MSK/SAF	-	28-Nov	-	-	-	-	MCP Linz 8r018	CMA/DEL/UAF	-	-	-	-	30-Nov	-
ER India 503	CMA/DEL/MSK/SAF	-	05-Dec	-	-	-	-	Mol Gateway 8014B	MOL	-	04-Dec	-	-	-	-
Ever Racer 116	CSC/EMC/HLC/KLI/MOL/PIL	-	28-Nov	-	-	-	-	Mol Genesis 7810B	MOL	-	27-Nov	-	-	-	-
Ever Refine 106	CSC/EMC/HLC/KLI/MOL/PIL	-	-	-	-	07-Dec	-	MOL Presence 147A	DAL/MOL/MSK/SAF	-	08-Dec	-	-	-	-
Ever Reward 120W	COS/CSC/EMC/KLI/IMBA/MOL/PIL	-	-	-	-	30-Nov	-	Msc Arbatax F1445R	MSC	-	-	-	-	01-Dec	-
Falshoef 907	UAF	-	-	-	-	24-Nov	-	Msc Azov F1445A	MSC	-	-	-	-	28-Nov	-
Galani 1405	MSK/SAF	26-Nov	-	-	-	-	-	Msc Chiara ZN434A	MSC	-	-	-	-	05-Dec	-
Glorius Leader CX412	WWL	-	-	29-Nov	-	-	-	Msc Jemima 006	MSC/MSK/SAF	-	-	-	-	27-Nov	-
Glovis Splendor 001	GLV	-	-	02-Dec	-	29-Nov	-	Msc Marina 445A	MSC/HLC/HSL/LTI	-	03-Dec	-	-	08-Dec	-
Glovis Supreme 3	GLV/HOE/HUA	-	-	-	-	27-Nov	-	Msc Martina 014	MSC/MSK/SAF	-	08-Dec	26-Nov	-	04-Dec	-
Golden Karoo 4228	MACS	-	28-Nov	01-Dec	-	02-Dec	08-Dec	Msc Maya 006	MSC/MSK/SAF	-	-	03-Dec	-	-	-
Grand Ruby CO438	WWL	-	-	07-Dec	08-Dec	-	-	Msc Namibia ZN433A	MSC	-	-	-	-	28-Nov	-
Green Mountain 4229	MACS	01-Dec	05-Dec	08-Dec	-	-	-	Msc Paris 443A	MSC/HLC/HSL/LTI	-	-	-	-	24-Nov	-
Hammonia Africum 807	GSL/ZIM	-	-	-	-	28-Nov	-	Msc Tomoko 444A	MSC/HLC/HSL/LTI	-	26-Nov	-	-	01-Dec	-
Hammonia Berolina 1403	CMA/MSK/SAF	08-Dec	-	-	-	-	-	Msc Vienna 442R	MSC	-	-	-	-	02-Dec	-
Hoegh America 85	GLV/HOE/HUA	-	-	-	-	01-Dec	-	Northern Defender 1403	CMA	-	03-Dec	-	-	-	-
Hoegh Bangkok 51	GLV/HOE/HUA	-	-	06-Dec	-	08-Dec	-	Northern Dependant 1415	DAL/MSK/SAF	-	-	01-Dec	-	03-Dec	-
HS Caribe 507	CMA/DEL/MSK/SAF	28-Nov	-	-	-	-	-	NYK Isabel 0365E	CSC/HLC/KLI/INDS/NYK/ZIM	-	-	-	-	30-Nov	-
HS Rossini MU797	CMA/DEL	29-Nov	-	-	-	-	-	Pisti 809	GSL/ZIM	-	-	-	-	07-Dec	-
Imara VIM005	PIL	-	-	-	-	-	25-Nov	Privall ZA445A	MSC	-	07-Dec	-	-	-	-
Jolly Christallo 355	LMC	-	-	-	-	07-Dec	-	Privall ZA449A	MSC	-	-	-	-	-	-
Jolly Diamante 315	LMC	-	01-Dec	-	-	-	-	Purple Beach 1430	GAL	27-Nov	02-Dec	-	-	08-Dec	-
JPO Leo MU787	CMA/DEL	-	03-Dec	-	-	07-Dec	-	Queens Quay 789W	CMA	-	27-Nov	-	-	-	-
Kota Ganding GND020	PIL	-	27-Nov	-	-	-	-	Red Cedar 4227	MACS	-	-	-	-	-	24-Nov
Kota Hidayah ARF141	PIL	-	04-Dec	-	-	-	-	Rickmers Malaysia 421	OAC	-	-	-	-	25-Nov	-
Kota Layang 041W	PIL	-	-	-	-	24-Nov	-	Rudolf Scheepers 30222A	PIL	-	-	-	-	01-Dec	-
Kota Naluri NLR085	PIL	-	-	-	-	05-Dec	-	Safmarine Highveld 147A	DAL/MOL/MSK/SAF	-	24-Nov	26-Nov	-	28-Nov	-
								Santa Ines F1446A	MSC	-	-	-	-	04-Dec	-
								Seroja Tiga 441R	MSC	-	-	-	-	25-Nov	-
								Tirua 439N	CMA/CSV/HJS/SAF	-	-	-	-	27-Nov	-
								Tombarra CO436	WWL	-	-	-	-	24-Nov	-
								Zagora ZA444A	MSC	-	26-Nov	-	-	-	-

## ABBREVIATIONS

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

Notice any errors?

Contact Peter Hemer on Cell: 084 654 5510 • email: [sailbad@telkomsa.net](mailto:sailbad@telkomsa.net)