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FRIDAY 23 January 2015 NO. 2134

E-toll report vindicates industry

Liesl Venter

The road freight industry has welcomed the latest review of Gauteng's dreaded e-tolls that have been found to be unaffordable and unequitable.

The report, released last week by Gauteng Premier David Makhura, found that the controversial e-tolling system in its current form did not work and proposed a full review as well as a different funding model to pay back the billions of rands incurred in the Gauteng Freeway Improvement Project (GFIP).

Gavin Kelly, spokesman for the Road Freight

Association, said while the report had yet to be read in full it validated the organisation's contention that in its current form e-tolls were unsustainable because they were too costly.

"E-tolling has had a massive impact on the road freight industry. There are many companies that have had their baseline profits affected and could not recoup the increased costs. Businesses have closed," he said. "This report validates the questions the industry has had from the beginning – questions that must be addressed."

The report acknowledges that an impasse has been

reached and that it is imperative a solution be found.

While organisations such as the Congress of South African Trade Unions (Cosatu) have said they are disappointed with the report and that it should have scrapped e-tolling outright, this was never on the cards. The advisory panel and its subsequent report was an initiative by Makhura who, as the provincial government, has no jurisdiction over e-tolling which falls under the control of the South African National Roads Agency, a national government agency. Simply put, the provincial

government has no power to scrap e-tolls.

According to the RFA this has not been their concern.

"We are happy to pay for a good, well-maintained road network," said Kelly. "There have, however, been three questions we have wanted answered. First, why so expensive. Secondly, why are we using a system – considering that we have agreed to pay for our roads – that is going to take 70 to 80 cents out of every rand to fund the system collecting the money rather than paying the debt."

Lastly, said Kelly, we have concerns around sustainability. "It is

impossible not to question the decision to choose a system in which you are hitting a small margin of people very hard. The system that has been chosen is not sustainable in the long run."

This was proved earlier this month when minister of transport Dipuo Peters delivered a reply to Anton Alberts of the Freedom Front in Parliament as to how many toll users had deregistered and how much money had been raised.

Peters said that 1.25 million users had accounts registered on the system although there were some 2.5 million users monthly and nearly 100 000 users had de-registered accounts. Income from the tolls had also decreased significantly.

A total of R994.7 million was raised between December 2013 and September 2014, the last available figures. Income rose steadily from R51.7m in December 2013 to a peak in June last year of R120m. Since then a steady decline has been recorded and the last figures indicate an income of around R86m per month.

To page 12

Business braces for production shutdown

Manufacturers are bracing themselves for the negative impact of load shedding on production over the next four months. The measures were announced by Eskom CEO Tshediso Matona at a press conference last week as a last-ditch attempt to prevent total blackouts.

Matona added that a

slowdown in construction on the Kusile Power Station in Mpumalanga to concentrate resources on the Limpopo province's Medupi Power Station was beginning to pay off as the first of the six units at Medupi were scheduled to become operational in June this year.



Tshediso Matona at a press briefing last week.



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Planning for Exports Training

The Department of Trade and Industry (the dti) has extended an invitation to emerging and potential exporters to attend its 'Planning for Exports Training', the purpose of which is to prepare small and medium enterprises (SMEs) for the successful expansion of their businesses into international markets.

The three-day course, which is free of charge, will be presented in nine cities covering basic export skills: export strategic planning; export logistics; export costing; packaging and labelling; feasibility analysis; and negotiation techniques.

Should you be interested in attending you need to reserve your seat. Seats will be allocated on a first-come-first-served basis.

Revised Kyoto Convention

On 6 January 2015 the Sultanate of Oman acceded to the International Convention on the Simplification and

Harmonisation of Customs Procedures, known as the Revised Kyoto Convention (RKC), which entered into force on 3 February 2006 and now has 98 contracting parties. (The World Customs Organisation (WCO) has 197 members.)

The RKC is the international standard for making Customs regulatory procedures as efficient and effective as possible. Key elements include the application of simplified Customs procedures in a predictable and transparent environment, the maximum use of information technology, the utilisation of risk management, a strong partnership with the trade and other stakeholders, and a readily accessible system of appeals.

The Davis Tax Committee

On 23 December 2014 the Minister of Finance released The Davis Tax Committee First Interim Report on Base Erosion and Profit Shifting (BEPS) that was

submitted to the Minister on 30 June 2014. The report covers the digital economy; hybrid mismatches; harmful tax practices; treaty abuse; transfer pricing with regard to intangibles; transfer pricing documentation; and the development of a multilateral instrument.

Comment is due by 31 March 2015.

Trade Facilitation Symposium

The International Chamber of Commerce (ICC) and its American affiliate, the United States Council for International Business (USCIB), are bringing business, government, international organisations and operational experts from all over the world to participate in a multi-faceted dialogue on the most effective means of facilitating the global movement of goods while balancing security and risk at the border.

The symposium, "Finding Global Solutions to Cross-Border Challenges", will focus on streamlining trade

and limiting cross-border inefficiency and friction. No area of international economic policy is more integral to expediting globalised trade than customs and trade facilitation.

The symposium is taking place from 22-24 February 2015.

Duty Calls Watch List

Comment on the fourth batch of the draft Customs Control Rules for Chapters 32 to 41 is due by 30 January 2015.

Comment on the proposed increase in the rate of customs duty on zinc coated/galvanised steel, aluminium-zinc coated steel and paint coated steel, and the proposed reduction in the rate of customs duty on primary lithium batteries is due by 23 January 2015.



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.

Very Attentive.



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New service on ME/W Africa route

Alan Peat

A new direct weekly service connecting SA with the Middle East and West Africa is to be launched by Maersk Line and Safmarine.

The rotation of the Mesawa service will be: Jebel Ali, Mundra, Jawaharlal Nehru, Durban, Luanda, Apapa, Tincan, Cotonou, Port Elizabeth, Durban, Port Louis, Jebel Ali.

The vessels will phase in from Jebel Ali on January 25. The first Durban into West Africa sailing is expected mid-February, and the first from SA to the Middle East is mid-March.

The service is expected to offer significant improvements in transit times from SA into the Middle East and it also provides a new direct product from Durban to Luanda, Apapa, Tincan and Cotonou.

The Maersk Group-operated service will have 10 ships of 3 500 TEU capacity.

This new Mesawa service will replace Saf's current Misa service into the Middle East.

The last Misa vessel to depart from SA for the Middle East will be the Maersk Inverness, Voyage 1504, sailing from Port Elizabeth on February 15.

SA's beef about EU beef

South Africa has renewed its negotiations with the European Union (EU) to export beef and venison after it lost market access in 2011 due to foot and mouth disease.

Agriculture Minister Senzeni Zokwana said last week that the embargo on exports of both beef and game meat in 2011 had cost South

Africa an estimated R4 billion in lost trade revenue.

The World Organisation for Animal Health declared South Africa free of the disease in February 2014. Zokwana added that SA was actively seeking new export markets for both beef and game meats such as kudu and impala.



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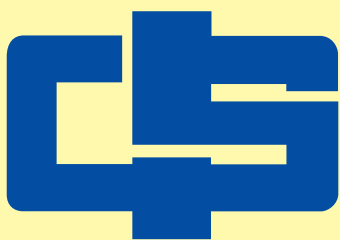
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FTW6860

Lots of bad news in trade deficit decline

While the November 2014 trade account figures from the SA Revenue Service (Sars) did contain the good news of a whopping 73.6% decline in the trade deficit, they also told some extremely bad news.

The deficit narrowed sharply to R5.7 billion in November, from a revised R21.63bn shortfall in October.

But although a major reason was that imports contracted 18.7% to R89.6bn on a month-on-month basis, unfortunately our much-desired export trade also fell 5.3% to R83.9bn.

There was more bad news in that, although the November data saw the cumulative gap for the year considerably cut back to R101.1bn, it was still over 38% higher than the R73.2bn over the same period in 2013.

But the worst news of all was that the big drop in imports

was primarily in merchandise imports which would indicate pessimistic expectations about future industrial prospects. Much of the 18.7% decline was in industrial material and capital goods.

The most significant import falls – most of them around or over the 20% area – were:

Mineral products imports decreased by R9.38bn (32.9%), equipment components R2.17bn (28.7%), vehicles and transport equipment R1.74bn (18.4%), chemical products R1.75bn (16.4%), and machinery and electronics R1.29bn (5.4%).

Luke Doig, senior economist of the Credit Guarantee Insurance Corporation (CGIC),

agreed with this presumption, and added some extra bad news of his own.

He said that expectations for SA's trade marketplace, the global economy, were not too optimistic.

73.6%

The decline in the trade deficit in November 2014.

The World Bank, he told FTW, was itself losing faith. Global economic growth in 2014 was 2.6%, according to the bank. But their previous forecast of 3.4% growth for 2015 had already taken a 12% drop, and their latest prediction had declined to 3.0%.

And that stuttering growth forecast for the global economy, he added, all mounted up to a very big challenge for SA.

Our main markets for industrial materials – mostly mineral commodities – are not as healthy as was hoped. “There have been enormous falls recently in the price of copper, for example,” Doig said, “and this was immediately accompanied by falls in Anglo American and BHP share prices.”

And this, he added, was just one example of where the world economy was going related to SA.

– Alan Peat



The enormous fall in the price of copper is an example of where the world economy is going in relation to SA.

Trade finance courses on offer

Training provider Metro Minds has developed a range of trade finance courses, drawing on the expertise of industry specialists to create relevant content.

“Cash, risk and how to use financial information for planning and strategy are key focus areas in our programmes,” says Metro Minds CEO Juliette Fourie.

“Over the years freight forwarders have acted as financial institutions for their clients and this has placed significant risk on their shoulders. Traders should understand that the same principles apply whether they’re using banks or a third party handling their risk on a cash and outlay of money for services basis.”

“



Every link in the logistics chain should understand the impact of cash and risk on the business.

– JULIETTE FOURIE

The company's three programmes are based on different outcomes, says Fourie.

“Our one-day ‘Finance in the freight forwarding environment’ course was designed and developed eight years ago with the input of some of the industry’s financial heads. Every link in the logistics chain should understand the impact of cash and risk on the business and how to cut costs through efficiencies, which is what this course is all about.”

“Finance for business survival’ targets line managers and anyone who needs to manage a profit and loss report and compile budgets. “The objective is to provide the student with a simple and systematic way to analyse statements and make day to day decisions.

The third programme, ‘Estimate essentials’, focuses on how the forwarder can provide traders with cost estimates for importing or exporting their goods. We place a lot of emphasis on how Incoterms are used and how these affect risk, control and costs for the trader,” said Fourie.

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FTW6850



Forwarders increasingly moving into trade finance arena

There's a growing trend in the freight forwarding industry towards vertical integration with several freight forwarding companies broadening their offering to include the provision of trade finance.

Equally some trade financiers have expanded their operations to include the moving, clearing and warehousing of goods.

But does the freight forwarder have the relevant skills to enter the trade finance arena?

Lombard Trade Finance account executive Menso Kwint believes that if the relevant skills can be brought into a clearing and forwarding business then the incorporation of trade finance lending can be

successful. But along with the opportunities come significant challenges.

In a tough market where margins are small the attraction for forwarding and clearing companies to add trade finance to their service menu is clear, says Kwint. "Not only does it open up a new revenue stream with existing clients, but the clearing and forwarding component rises as well as these clients can buy and sell more goods on the back of additional trade finance. On top of this, new clients in need of trade finance can be won. A comprehensive, all-in-one solution may be desirable for an internationally trading business as it means they deal with only one provider."

Typically transport and

clearing costs comprise a set percentage of the cost of the goods imported or exported – between 10% and 30% on average, he explained.

"Trade finance lending can cover up to 100% of the cost of the goods bought or sold. Therefore, offering trade finance as well as clearing and forwarding can increase a provider's share in a trade transaction from say 30% up to possibly 130% of the cost of the goods traded. This vertical integration brings enhanced revenue streams but also substantially increased credit risk for the supplier."

Trade finance and clearing and forwarding are two very separate businesses, Kwint points out. "Trade finance is a highly specialised lending

product which is reliant on particular skills and only applicable in certain situations. The fact that non-bank trade finance companies do operate in South Africa could cause one to argue that not even the most prevalent lenders – the commercial banks – have perfected the product.

"Individuals with the necessary expertise and experience are required to assess, approve, securitise and monitor a trade finance lending facility. A freight forwarder may not always have the requisite staff on hand. Even though they may have known their customers for many years and understand everything there is to know about transporting and clearing goods, it does not always

“



It often makes more sense to keep the two product offerings separate, with each provider sticking to what they know best.

– MENSO KWINT

translate into managing a unique kind of credit facility. And exposure will increase sharply if trade finance debt is added to monies owed for clearing and forwarding. Should a bad debt result at these higher levels of exposure a freight forwarder's business could be seriously threatened."

In Kwint's view it often makes more sense to keep the two product offerings separate, with each provider – freight forwarder and trade financier – sticking to what they know best."

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Joy Orlek

On the back of a growing trend towards outsourcing, Sasfin Bank is seeing increasing support for its start-to-finish product which provides the client with a rand-based invoice that includes all the freight, logistical and clearing charges for cargo delivered to his doorstep.

It has been several years in the making. "We have for some time offered all the building blocks but now these are all strung together and clients have the option of one rand-based invoice," Sasfin Bank strategy and solution

Start-to-finish product provides one rand-based invoice

'Customers are looking for a one-stop shop'

manager: business banking, Meagan Rabe, told FTW.

"Commercial clients are increasingly moving to niche-type service providers," says national sales manager: trade finance, Arno van Niekerk. "We provide a hands-on service which we believe differentiates us from the commercial banks. We have a close relationship with our clients and we understand their

financial requirements and their cash flow cycle."

"If a client is bringing in 10 000 units of a product, we can invoice them as they draw down the stock in South Africa," Rabe explained. "They can bring the goods into our warehouse for 150-180 days and as they draw down the stock they are charged per item. We have their full commitment that they will take all the stock but we only charge them as and when they draw down the units, which is hugely beneficial in terms of cash flow.

"A one-stop shop is what people are looking for," said Rabe. "We

have a strategic relationship with our clients. If a customer wants a start-to-finish product but would prefer to use his own logistics service provider with whom he has had a long relationship, we can accommodate it."

The concept has opened doors to financing of larger corporate clients, said Van Niekerk, "and we're not involved exclusively in the financing portion but in the entire supply chain process.

"The benefit for them is that when we purchase from foreign sources it's not on the client's balance sheet. "The stock is on our balance sheet - we carry the stock and they purchase it from us as required."

The ideal customer would be anyone with a trade finance requirement from R2m up to R150m - and they can choose the elements that best suit their needs. "We see it as a menu,"

“

We have a close relationship with our clients and understand their cash flow cycle.

– ARNO VAN NIEKERK

said Rabe. "The client can choose to have a full six-course meal which is our start-to-finish or just the mains - trade finance, as an example."

Sasfin Bank is the only trade finance house with its own forwarding agent and with its own office in Hong Kong.

"In addition we have a relatively high BEE rating which is a significant advantage for our customers" said Van Niekerk.

Photo: Shamon Van Zyl



Arno van Niekerk and Meagan Rabe



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Alan Peat

There's a lot more than high port costs at play in the decline in transshipment (T/S) volumes at SA ports. The real issue, according to Iain McIntosh, regional sales manager – southern Africa at MOL South Africa, is liner networks and how they are structured.

Referring to a recent FTW article ("High port costs drive away business" December 5, 2015) McIntosh believes this is not necessarily so.

"Transnet Port Terminals (TPT) actually do have some flexible rates, depending on volume. However, in pricing terms, they are still expensive and more so when you factor in the concept of T/S globally (price, fast turnaround etc).

And while a T/S hub does need to look attractive from a cost and speed point of view, it really does need to fit in with how a line runs its various networks, says McIntosh.

This is demonstrated in the recent history of the SA transshipment business.

Even prior to the arrival of Ngqura (which was principally set up as a T/S port), according to McIntosh,

Networks rather than cost drive transshipment decisions

the transshipment volume in South Africa had grown dramatically between 2004 and 2006. It also took quantum leaps in 2010 and then again in 2011 (20% per annum) as Ngqura volume kicked in. But it has now

largely settled into a lower pattern, even showing decline in 2014.

There were two major changes recently – both related to line networks – which played significant roles in the SA transshipment scenario.

"The rapid growth of Ngqura was largely driven by a number of MSC connecting services for East Africa, Angola, Mozambique etc, that built rapidly. The quantum leap in 2013 was caused by MSC introducing an SA-West

Africa (WAF) large-size feeder product over Ngqura to cater for Asia-WAF flows which had previously hubbed over Valencia.

"Conversely, a major dip – notably in Durban flows – was caused by CSAV after a massive

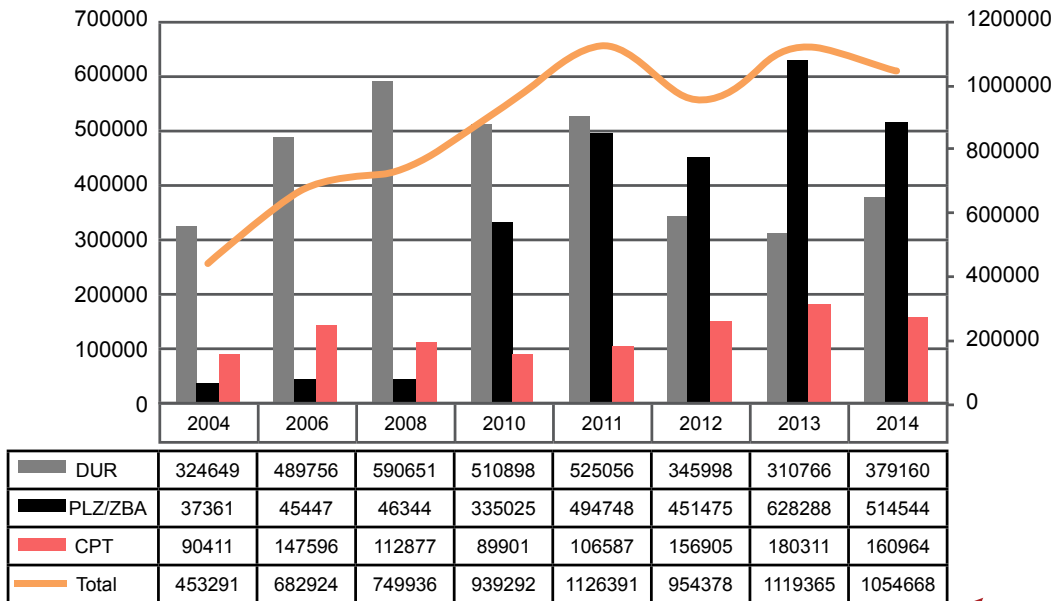
reduction of four inter-connecting services hubbing over Durban.

"This was not the best place to hub given Durban constraints, and caused numerous problems for CSAV.

"And, whilst Ngqura was designed for something like this, TPT had only provided limited access to the port in its early phase. The CSAV T/S product collapsed as a result and graphically so – hitting Durban with a 35% reduction in volume."

This limited access to Ngqura after its initial success actually damaged it by potentially over-reaching and causing delays to hubbing, according to McIntosh.

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FTW5258



While Durban has shown an increase after its decline, this is more to do with increasing T/S as a result of services feeding Durban-Cape Town.

– IAIN MCINTOSH

transshipment services.

“And this will again decline now that MSC’s Africa Express has started calling at Cape Town en route to West Africa.”

McIntosh also noted that the significance of this service spelled even wider implications for SA T/S volumes.

“This service will only call at Lome Terminal in Togo,” he pointed out, “where a massive purpose-built hub terminal has been built with deep draught.”

Also, the Africa Express uses the big 6500-TEU vessels, and from Lome MSC will then run a series of feeders to other WAF ports.

“This is volume now lost to SA,” McIntosh said.

New Lome terminal sucks up SA transshipment cargo

A new container terminal in the Port of Lomé in Togo looks set to offer a significant boost to sea trade heading into the rapidly burgeoning markets in West Africa.

This new facility, Lome Container Terminal (LCT), has been developed by Terminal Investments Limited (TIL) – an affiliate of the MSC line (65%) – and China Merchant Holdings, a group of investors led by Global Infrastructure Partners (35%).



The LCT is a development terminal on the Gulf of Guinea ideally positioned to serve as a transshipment hub for the West African coast.

– GLENN DELVE

According to French shipping consultants, Alphaliner, LCT was awarded a 35-year concession by the government of Togo in 2011 – to develop, construct and operate a greenfield container terminal – with an optional 10-year extension.

At the same time, MSC has a terminal service agreement to use LCT for 15 years.

The technical specifications for the terminal – planned from 2017 – are an installed annual capacity of 1.4 million container moves (equivalent of 2.2m TEUs); a draught of 15.5 metres; a quay length of 1 050m; an area of 54 hectares; a maximum vessel size of 14 000 TEUs; and 12 ultra-large, ship-to-shore (STS) quay cranes.

According to Glenn Delve, marketing director of MSC in SA, the terminal serves as a gateway to the landlocked countries of Mali, Niger and Burkina Faso and to the northern areas of Nigeria.

Delve added that MSC had consolidated its own Far

East-West Africa volumes in this single West African hub at Lome, and added the port to its Africa Express service last October.

This hub is supported by a comprehensive network of local feeders to serve the other West African ports.

The move for the Africa Express service to now hub at Lome means that MSC’s previous West African hubs in SA will lose out on what Delve calculates as about 100 000 transshipment TEUs a year.

He also confirmed that the line had just extended the Africa Express weekly service beyond its previous limit of Shanghai and would now turn at Tianjin instead.

With the tie-up with this new facility, MSC has become the first carrier to implement a single-hub solution in West Africa, according to Alphaliner.

But, said Delve, the LCT is an open terminal and other lines are likely to use it for their own solutions.

– Alan Peat

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Adele Mackenzie

United States pork producers are leveraging the proposed African Growth and Opportunity Act (Agoa) renewal negotiations to force South Africa to enable market access for exporters from the US. But local producers are hitting back at what they term 'dirty tactics'.

"The statement by the US National Pork Producers' Council (NPPC) that there is a 'ban' on pork imports is mischievous and misleading. Pork imports from any country are allowed but there are procedures in place to ensure a negligible risk of importing a disease – the porcine reproductive and respiratory syndrome (PRRS) virus – that South Africa has fought hard to combat," said Peter Evans,

The gloves are off in pork export war

veterinary liaison for the South African Pork Producers' Organisation (Sappo).

He told FTW that certain cuts of pork were exempt from these controls whereas others simply needed to be delivered to processing plants first as curing and cooking destroyed any pathogens, especially viruses.

Jacobus Hoffman, general manager at Sappo, pointed out that South Africa was one of the few countries in the world that was free of the PRRS virus. "It cost the government millions of rands to combat the disease," he said.

The NPPC said in a letter to the US Senate Finance Committee on International Trade, Customs and Global Competitiveness that despite years of technical discussions between the US and SA governments, there had been "no effort" made to eliminate barriers to US trade in pork.

"The restrictions imposed by South Africa are not based on legitimate food safety concerns," reads the letter.

This is hogwash, said Evans, citing several independent US and Canadian studies showing that the PRRS virus could survive in pork meat juices and frozen pork. "One fails to understand how the NPPC can state that there is no scientific evidence."

Another NPPC gripe is that US trade competitors – Canada and the European Union – have access to what it terms "this important and growing market" but that the US is "on the outside looking in". However, according to Evans, these countries have negotiated acceptable health declarations with SA's state veterinary services.

"The majority of SA's pork imports are ribs and most of the rib cuts are exempt from PRRS control measures," commented Evans. He added that while South Africa could prove its

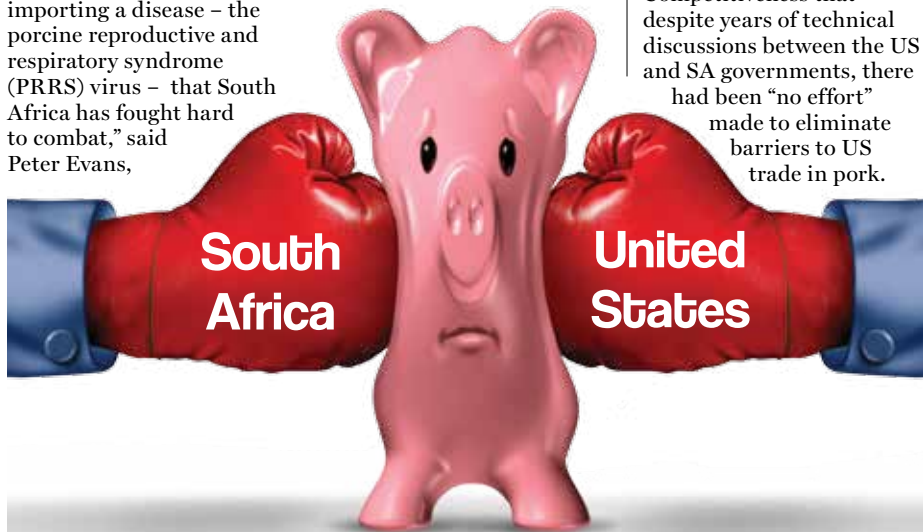
“

A big concern is the level of subsidisation of agriculture in the US and Europe which means that often pork is imported at less than the cost of production in those countries.

– PETER EVANS

pork exports were free from African Swine Fever (ASF), the US still denied entry to SA pork exports.

Furthermore, SA's local demand for pork products is being sufficiently met, except for ribs and loin bacon, and an oversupply of pork would exert negative pressure on local pork prices. "SA pig farmers are amongst the most efficient in the world but a big concern is the level of subsidisation of agriculture in the US and Europe which means that often pork is imported at less than the cost of production in those countries. Obviously this will have serious negative impact on local pork producers," said Evans.



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FTW7111



LAST WEEK'S TOP STORIES

Eastern Cape to offer shipbuilding and repair services

The Eastern Cape plans to grow its shipbuilding and repairs industry.

'Blackouts the right thing to do' - Eskom

Scheduled blackouts were the "right thing" to do, Eskom CEO Tshediso Matona said last week.

India looks to Africa for stakes in oil and gas blocs

As India faces an increasing energy deficit and currently exports around 80% of its crude oil needs, India's state-owned companies are eyeing stakes in oil and gas blocs in Africa.

SA renews talks for meat exports to EU

South Africa has renewed its negotiations with the European Union (EU) to export beef and venison after it lost market access in 2011 due to foot and mouth disease.

Container ships' reliability slips

Containership reliability dropped for the second month running in December, according to Drewry's Carrier Performance Insight.

The latest data, the consultants noted, showed that the aggregate on-time performance for the Asia-Europe, Transpacific and Transatlantic trades dropped to 58% in December, down from 62% in November and

64% in October. December's on-time performance was the worst since August (55%).

Maersk Line was rated the most reliable, with a fourth quarter average on-time performance of 80%, up three points on the previous quarter. Grabbing second spot was Hamburg Süd with 75%, while Cosco grabbed third place with 70%.

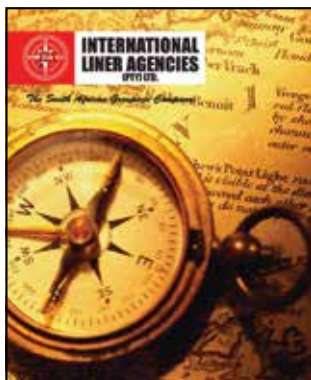
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* Indicates Inducement Ports

Vessel	Walvis Bay	Saldanha Bay	Cape Town FPT	Lobito	Unicargas/Luanda	Sonils,Luanda	Soyo	Cabinda	Malongo	Malabo
My Greta 2/14N	*	*	14/12/2014-21/12/2014	*	*	28/12/2014-31/12/2014	*	*	01/01/2015-21/01/2015	*
ANNA Chris 42/15N	*	*	*	20/01/2015-23/01/2015	*	*	*	*	25/01/2015-28/01/2015	*
My Greta 3/15N	*	*	*	23/01/2015-26/01/2015	*	*	*	*	28/01/2015-31/01/2015	*
ANNA Scan 40/15N	*	*	*	25/01/2015-28/01/2015	*	*	*	*	30/01/2015-02/02/2015	*
Fria 7/15N	*	*	27/01/2015-30/01/2015	*	*	06/02/2015-07/02/2015	08/02/2015-09/02/2015	*	10/02/2015-13/02/2015	*
ANNA Chris 43/15N	*	*	07/02/2015-10/02/2015	*	17/02/2015-18/02/2015	19/02/2015-20/02/2015	21/02/2015-22/02/2015	*	23/02/2015-26/02/2015	*
ANNA Louise 41/15N	*	*	09/02/2015-12/02/2015	*	19/02/2015-20/02/2015	21/02/2015-22/02/2015	23/02/2015-24/02/2015	*	25/02/2015-28/02/2015	*

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Port strike a damp squib

Alan Peat

The week-long unprotected strike by a few members of the Port of Durban's berthing staff was still in effect by Friday, January 16 – but fortunately had not had any effect on port activities.

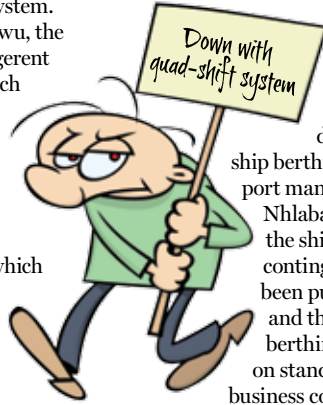
Indeed, the fact that there was none of that all-too-common sympathetic industrial action by fellow port staff would seem to indicate that there was indeed no sympathy for the strikers – who were objecting to the current quad-shift system,

and on Monday of that week unilaterally embarked on a three-shift system.

Also, Satawu, the usually belligerent union to which most port workers belong, ignored the strikers' action. Something which indicated either that they belonged to another

less-forceful union, or that their claims of shift-system complaint were falling on deaf ears.

Whatever, their strike didn't even hinder ship berthing. Acting port manager, Sibusiso Nhlabathi, informed the shipowners that contingency plans had been put into place, and that "temporary berthing staff was on standby to ensure business continuity".



Transport investment sustains regional growth

Investment in transport infrastructure is helping to support economic growth in Sub-Saharan Africa, according to the 2015 World Bank Global Economic Prospects for 2015 report.

Sub-Saharan Africa's growth improved for the second consecutive year to 4.5% in 2014.

It states "investment in public infrastructure, increased agriculture production, and buoyant services were key

drivers of growth".

The report lists investment in ports, electricity capacity, and transportation as being among the factors supporting growth.

"Increased agricultural production also buoyed growth. A record maize harvest in Zambia more than offset the decline in copper production.

"A strong increase in cocoa production lifted output in Côte d'Ivoire, despite concerns that the Ebola outbreak might

disrupt the industry," it says.

Freight volumes are expected to continue growing.

"Despite headwinds," growth is projected to pick up to 5.1% by 2017, lifted by infrastructure investment, increased agriculture production, and buoyant services.

Risks however include the renewed spread of Ebola and volatile global financial conditions.

– Ed Richardson

E-toll report

From page 1

In its presentation to the advisory panel, the RFA maintained its position that road funding was far cheaper and more viable via the fuel levy or through licence fees collected than through this particular tolling method.

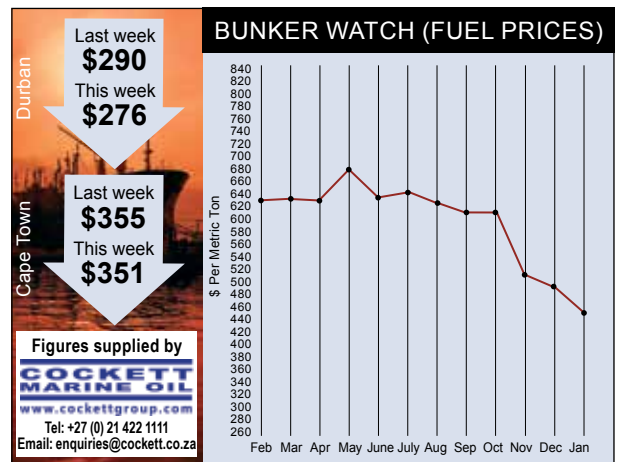
According to the organisation there was an excess of R1.8 billion in Gauteng's dedicated road licence fees to fund road projects like GFIP.

The advisory panel has recommended a mixed source of revenue streams for repayment of the debt for GFIP Phase 1, and for raising the necessary funding for other transport

infrastructure needs including GFIP Phases 2 and 3.

Kelly said the acknowledgement in the report that the system was not working was a positive step and would hopefully guide government officials in addressing the core concerns.

In a statement the Opposition to Urban Tolling Alliance (OUTA) added its voice to that of Cosatu saying many of its core concerns around e-tolling remained despite the report and that it was of the opinion that the only way forward was that the system be rejected in its entirety and scrapped.



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CMA-CGM Rossini 521W	CMA/DEL/MSK/SAF	-	7/2	-	-	-	TXG 07/03,TAO 10/03,SHA 12/03,NGB 13/03,NSA 16/03,CWN 18/03,SIN 24/03,TPP 26/03,PKG 28/03	
Biwa Arrow 003	GRB/JUNG	-	-	-	-	27/1	2/2	PGU 18/02,ZHA 26/02
JPO Taurus 1504	CMA/MSK/SAF	-	-	31/1	-	28/1	-	SIN 18/02,KEL 19/02,PKG 21/02,UKB 23/02,BUS 24/02,KHH 25/02,NSA 27/02,INC 27/02,HKG 28/02,YTN 01/03,PGU 01/03,CWN 02/03,TAO 02/03,OSA 02/03,NGO 02/03,BLV 02/03,SUB 03/03,HUA 04/03,SRG 04/03,PEN 04/03,XMN 05/03,KAN 06/03,SGN 06/03,HPH 07/03,YOK 09/03
Cosco Jeddah 014E	COS/CSC/EMC/KLI/MBVA/MOL/PIL	-	-	-	-	28/1	-	SIN 12/02,PGU 14/02,PKG 14/02,LCH 15/02,JKT 15/02,SUB 15/02,PEN 15/02,SGN 15/02,DLC 16/02,BLV 16/02,BKK 16/02,SRG 17/02,MNL 17/02,SHA 18/02,UKB 19/02,TYO 19/02,XMN 19/02,HPH 19/02,NGB 20/02,NGO 20/02,OSA 20/02,KEL 22/02,BUS 22/02,TAO 24/02,TXG 26/02,YOK 26/02,KEL 01/03,TXG 02/03
Brevik Bridge 020	CSC/EMC/HLC/KLI/MOL/PIL	-	1/2	-	-	28/1	-	PKG 20/02,SIN 21/02,KHH 05/03,KEL 05/03,XMN 06/03,HKG 08/03,YOK 08/03,NGO 08/03,UKB 08/03,SHK 09/03,BUS 16/03,INC 16/03
Wehr Bille 0002E	CSC/HLC/KLI/INDS/NYK/STS/ZIM	-	-	-	-	29/1	-	SIN 14/02,SHA 17/02
Mol Advantage 8712B	MOL	-	30/1	-	-	-	-	SIN 19/02,HKG 25/02,TXG 03/03,DLC 05/03,TAO 07/03,BUS 09/03,SHA 12/03
Kota Sabas SAB007	PIL	-	30/1	-	-	-	-	SIN 19/03
Maersk Cadiz 1502	CMA/MSK/SAF	30/1	-	-	-	-	-	TPP 20/02,XMN 26/02,FOC 27/02,BUS 02/03,SHA 04/03,NGB 05/03,NSA 09/03
Maersk Saigon 448E	CMA/CSVI/HJS/SAF	-	-	-	-	30/1	-	PKG 16/02,SIN 17/02,HKG 22/02,SHA 26/02,NGB 01/03,CWN 03/03
CMA-CGM Chopin 525W	CMA/DEL/MSK/SAF	31/1	-	-	-	-	-	TXG 21/03,TAO 24/03,SHA 26/03,NGB 27/03,NSA 30/03,CWN 01/04,SIN 07/04,TPP 09/04,PKG 11/04
Msc Amaffi F1502R	MSC	-	-	-	-	31/1	-	SIN 19/02,HKG 21/02,SHA 24/02,NGB 25/02,CWN 28/02
Maersk Serangoon 1504	CMA/MSK/SAF	-	-	7/2	-	4/2	-	SIN 25/02,KEL 26/02,PKG 28/02,UKB 02/03,BUS 03/03,KHH 04/03,NSA 06/03,INC 06/03,HKG 07/03,YTN 08/03,PGU 08/03,CWN 09/03,TAO 09/03,OSA 09/03,NGO 09/03,BLV 09/03,SUB 10/03,HUA 11/03,SRG 11/03,PEN 11/03,XMN 12/03,KAN 13/03,SGN 13/03,HPH 14/03,YOK 16/03
Msc Damla FY504R	MSC	-	-	-	-	4/2	-	SIN 16/02,SHA 22/02,NGB 28/02,NSA 03/03,CWN 04/03
CSC San Jose 0058E	CSC/HLC/KLI/INDS/NYK/STS/ZIM	-	-	-	-	5/2	-	SIN 17/02,SHA 24/02
Budapest Bridge 021E	COS/CSC/EMC/KLI/MBVA/MOL/PIL	-	-	-	-	5/2	-	SIN 19/02,PGU 21/02,PKG 21/02,LCH 22/02,JKT 22/02,SUB 22/02,PEN 22/02,SGN 22/02,DLC 23/02,BLV 23/02,BKK 23/02,SRG 24/02,MNL 24/02,UKB 26/02,TYO 26/02,XMN 26/02,HPH 26/02,NGO 27/02,OSA 27/02,BUS 01/03,TAO 03/03,SHA 04/03,TXG 05/03,YOK 05/03,NGB 06/03,KEL 08/03,KEL 08/03,TXG 09/03
CSC Oceania 449E	CMA/CSVI/HJS/SAF	-	-	-	-	6/2	-	PKG 23/02,SIN 24/02,HKG 01/03,SHA 05/03,NGB 08/03,CWN 10/03
Maersk Conakry 1502	CMA/MSK/SAF	6/2	-	-	-	-	-	TPP 27/02,XMN 05/03,FOC 06/03,BUS 09/03,SHA 11/03,NGB 12/03,NSA 16/03
Mol Partner 8801B	MOL	-	6/2	-	-	-	-	SIN 26/02,HKG 04/03,TXG 10/03,DLC 12/03,TAO 14/03,BUS 16/03,SHA 19/03
CMA-CGM Wagner 329	CMA/DEL/MSK/SAF	7/2	-	-	-	-	-	TXG 28/03,TAO 31/03,SHA 02/04,NGB 03/04,NSA 06/04,CWN 08/04,SIN 14/04,TPP 16/04,PKG 18/04

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Kota Nilam NZM093	PIL	-	-	-	-	7/2	-	HFA 08/03,ASH 08/03
Msc Paris NZ504R	MSC/HLC/HSL/LTI	-	28/1	-	-	-	-	VEC 15/02,SPE 20/02,LIV 20/02,GOI 21/02,NPK 21/02,HFA 21/02,FOS 22/02,BLA 25/02,AXA 27/02
Safmarine Highveld 152B	DAL/MOL/MSK/SAF	-	26/1	-	-	-	-	ALG 08/02,ORN 11/02,CAZ 14/02,BLA 15/02,VEC 16/02,AXA 16/02,GIT 16/02,PSD 16/02,UAY 17/02,LIV 19/02,KOP 20/02,MAR 20/02,SAL 20/02,GOI 21/02,NPK 21/02,BEY 21/02,SKG 21/02,IST 22/02,TRS 22/02,PIR 24/02,MPT 24/02,MER 25/02,SKG 26/02,EYP 01/03,GEM 02/03,IZM 03/03,HFA 05/03,CAR 10/03,ASH 12/03
Msc Tomoko NZ505R	MSC/HLC/HSL/LTI	-	4/2	-	-	29/1	-	VEC 22/02,SPE 27/02,LIV 27/02,GOI 28/02,NPK 28/02,HFA 28/02,FOS 01/03,BLA 04/03,AXA 06/03
Kota Naluri NLR087	PIL	-	-	-	-	-	-	HFA 01/04,ASH 01/04
Maersk Elgin 151B	DAL/MOL/MSK/SAF	-	2/2	30/1	-	27/1	-	ALG 15/02,ORN 18/02,CAZ 21/02,BLA 22/02,VEC 23/02,AXA 23/02,GIT 23/02,PSD 23/02,UAY 24/02,LIV 26/02,KOP 27/02,MAR 27/02,SAL 27/02,GOI 28/02,NPK 28/02,BEY 28/02,SKG 28/02,IST 01/03,TRS 01/03,PIR 03/03,MPT 03/03,MER 04/03,SKG 05/03,EYP 08/03,GEM 09/03,IZM 10/03,HFA 12/03,CAR 17/03,ASH 19/03
Maersk Westport 1502	MSK/SAF	28/1	-	-	-	-	-	ALG 19/02
Wehr Bille 0002E	CSC/HLC/KLI/INDS/NYK/STS/ZIM	-	-	-	-	29/1	-	HFA 15/03,ASH 15/03,AXA 20/03,PIR 21/03,CND 21/03,MER 23/03,IZM 26/03
Msc Marina NZ506R	MSC/HLC/HSL/LTI	-	-	1/2	-	5/2	-	VEC 28/02,SPE 05/03,LIV 05/03,GOI 06/03,NPK 06/03,HFA 06/03,FOS 07/03,BLA 10/03,AXA 12/03
Jolly Diamante 442	LMC	-	-	-	-	3/2	-	BLA 01/03,MRS 03/03,GOI 04/03,SAL 08/03,TUN 01/04,MLA 01/04,UAY 03/04,BEY 03/04,BEN 03/04,AXA 05/04,TIP 05/04
Maersk Ceres 152B	DAL/MOL/MSK/SAF	-	9/2	6/2	-	3/2	-	ALG 21/02,ORN 24/02,CAZ 27/02,BLA 28/02,VEC 01/03,AXA 01/03,GIT 01/03,PSD 01/03,UAY 02/03,LIV 04/03,KOP 05/03,MAR 05/03,SAL 05/03,GOI 06/03,NPK 06/03,BEY 06/03,SKG 06/03,IST 07/03,TRS 07/03,PIR 09/03,MPT 09/03,MER 10/03,SKG 11/03,EYP 14/03,GEM 15/03,IZM 16/03,HFA 19/03,CAR 24/03,ASH 26/03
JPO Gemini 1502	MSK/SAF	4/2	-	-	-	-	-	ALG 26/02
CSC San Jose 0058E	CSC/HLC/KLI/INDS/NYK/STS/ZIM	-	-	-	-	5/2	-	HFA 18/03,ASH 18/03,AXA 23/03,PIR 24/03,CND 24/03,MER 26/03,IZM 29/03
Kota Anggun AGN164	PIL	-	-	-	-	-	-	HFA 14/04,ASH 14/04
Msc Lucy NZ507R	MSC/HLC/HSL/LTI	-	-	8/2	-	-	-	VEC 07/03,SPE 12/03,LIV 12/03,GOI 13/03,NPK 13/03,HFA 13/03,FOS 14/03,BLA 17/03,AXA 19/03

To: UK, North West Continent & Scandinavia								
Updated daily on http://www.ftwonline.co.za								
Msc Paris NZ504R	MSC/HLC/HSL/LTI	-	28/1	-	-	-	-	RTM 13/02,LZI 13/02,LGP 14/02,HMQ 15/02,ANR 16/02,LEH 18/02,LIV 19/02,BIO 19/02,BRV 20/02,VGO 22/02,HEL 22/02,LEI 23/02,KTK 23/02,STO 25/02,KLJ 27/02,LED 02/03
Safmarine Highveld 152B	DAL/MOL/MSK/SAF	-	26/1	-	-	-	-	RTM 11/02,LGP 13/02,VGO 13/02,BRV 15/02,BIO 15/02,ANR 17/02,LZI 17/02,DUO 18/02,MTX 18/02,LEI 19/02,LEH 20/02,HMQ 20/02,CPH 23/02,HEL 23/02,GOT 23/02,OFQ 24/02,OSL 24/02,OSL 24/02,GDN 26/02,GDY 26/02,LED 28/02,URO 17/03
Msc Tomoko NZ505R	MSC/HLC/HSL/LTI	-	4/2	-	-	29/1	-	RTM 20/02,LZI 20/02,LGP 21/02,HMQ 22/02,ANR 23/02,LEH 25/02,LIV 26/02,BIO 26/02,BRV 27/02,VGO 01/03,HEL 01/03,LEI 02/03,KTK 02/03,STO 04/03,KLJ 06/03,LED 09/03
Maersk Elgin 151B	DAL/MOL/MSK/SAF	-	2/2	30/1	-	27/1	-	RTM 18/02,LGP 20/02,VGO 20/02,BRV 22/02,BIO 22/02,ANR 24/02,LZI 24/02,DUO 25/02,MTX 25/02,LEI 26/02,LEH 27/02,HMQ 27/02,CPH 02/03,HEL 02/03,GOT 02/03,OFQ 03/03,OSL 03/03,OSL 03/03,GDN 05/03,GDY 05/03,LED 07/03,URO 24/03
Glovis Courage 001	GLV	-	-	30/1	-	28/1	-	SSK 22/02,EME 25/02,BRV 26/02,ANR 28/02
Maersk Westport 1502	MSK/SAF	28/1	-	-	-	-	-	VGO 22/02,LEI 23/02,LZI 25/02
Bright Sky 5107	MACS	5/2	3/2	-	-	31/1	29/1	VGO 21/02,LZI 23/02,RTM 25/02,ANR 27/02,PFT 28/02,IMM 28/02,HUL 28/02,HMQ 02/03,ORK 03/03,DUO 03/03,BXE 04/03,KRS 04/03,LAR 04/03,OSL 05/03,OFQ 06/03,BIO 06/03,CPH 06/03,GOT 06/03,GOO 06/03,GRG 06/03,HEL 06/03,HEL 08/03,KTK 08/03,STO 08/03
Glovis Conductor 001	GLV	-	-	2/2	-	31/1	-	SSK 25/02,EME 27/02,BRV 28/02,ANR 03/03
Msc Marina NZ506R	MSC/HLC/HSL/LTI	-	-	1/2	-	5/2	-	RTM 26/02,LZI 26/02,LGP 27/02,HMQ 28/02,ANR 01/03,LEH 03/03,LIV 04/03,BIO 04/03,BRV 05/03,VGO 07/03,HEL 07/03,LEI 08/03,KTK 08/03,STO 10/03,KLJ 12/03,LED 15/03
Maersk Ceres 152B	DAL/MOL/MSK/SAF	-	9/2	6/2	-	3/2	-	RTM 25/02,VGO 26/02,LGP 27/02,BIO 28/02,BRV 01/03,LZI 02/03,ANR 03/03,DUO 04/03,MTX 04/03,LEI 04/03,LEH 06/03,HMQ 06/03,CPH 09/03,HEL 09/03,GOT 09/03,OFQ 10/03,OSL 10/03,OSL 10/03,GDN 12/03,GDY 12/03,LED 14/03,URO 31/03
JPO Gemini 1502	MSK/SAF	4/2	-	-	-	-	-	VGO 01/03,LEI 02/03,LZI 04/03
Blue Master 5108	MACS	-	-	-	-	8/2	6/2	VGO 03/03,LZI 05/03,RTM 07/03,HMQ 10/03,PFT 10/03,IMM 10/03,HUL 10/03,ANR 12/03,BXE 12/03,KRS 12/03,LAR 12/03,ORK 13/03,DUO 13/03,OSL 13/03,OFQ 14/03,CPH 14/03,GOT 14/03,GOO 14/03,GRG 14/03,HEL 14/03,BIO 16/03,HEL 16/03,KTK 16/03,STO 16/03
Msc Lucy NZ507R	MSC/HLC/HSL/LTI	-	-	8/2	-	-	-	RTM 05/03,LZI 05/03,LGP 06/03,HMQ 07/03,ANR 08/03,LEH 10/03,LIV 11/03,BIO 11/03,BRV 12/03,VGO 14/03,HEL 14/03,LEI 15/03,KTK 15/03,STO 17/03,KLJ 19/03,LED 22/03

OUTBOUND BY DATE - Dates for sailing: 26/01/2015 - 09/02/2015

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
To: East Africa							
Updated daily on http://www.ftwonline.co.za							
Border 116S	OAC	-	-	-	28/1	-	BEW 03/02
Glovis Caravel 011	GCL/GLV	-	-	-	30/1	-	DAR 02/02,MBA 04/02
Msc Sydney IZ505A	MSC	-	-	-	28/1	-	FTU 17/02
MCP Linz 8R024R	CMA/DEL/UAF	-	-	-	31/1	-	MPM 03/02,BEW 07/02,MNC 11/02,PMA 13/02,UEL 17/02
Barrier 1	OAC	2/2	5/2	-	-	-	BEW 18/02
Jolly Diamante 442	LMC	-	-	-	3/2	-	MPM 29/01,MNC 06/02,DAR 09/02,MBA 12/02
Msc Damla FY504R	MSC	-	-	-	4/2	-	FTU 17/02
Glovis Caravel 5	GLV/HOE/HUA	-	-	4/2	6/2	-	MPM 08/02
Msc Positano ZN505A	MSC	-	-	-	4/2	-	BEW 07/02,MBA 14/02,DAR 18/02
Msc Denisse ZN506A	MSC	-	-	-	8/2	-	MPM 09/02,BEW 13/02,MBA 18/02,DAR 23/02,MNC 28/02
To: West Africa							
Updated daily on http://www.ftwonline.co.za							
Louis S MU801	CMA/DEL	-	-	-	26/1	-	LAD 27/12,PNR 01/01,TIN 06/01,COO 10/01
Kota Anggerik AGK139	PIL	-	-	-	26/1	-	LOS 30/12,LFW 08/01
Kota Nilam NZM083	PIL	-	-	-	7/2	-	LOS 18/01,LFW 20/01,TEM 23/01
Polonia MU805	CMA/DEL	-	29/1	-	3/2	-	LAD 06/01,PNR 09/01,TIN 13/01,COO 16/01,LFW 18/01
Cap Andreas 519W	CMA/DEL/MSK/SAF	-	31/1	-	-	-	PNR 14/01,LAD 17/01
CMA-CGM Rossini 521W	CMA/DEL/MSK/SAF	-	7/2	-	-	-	PNR 21/01,LAD 24/01
Msc Paris NZ504R	MSC/HLC/HSL/LTI	-	28/1	-	-	-	LPA 08/02,DKR 10/02,ABJ 11/02,TEM 13/02,APP 19/02,TIN 20/02
Safmarine Highveld 152B	DAL/MOL/MSK/SAF	-	26/1	-	-	-	AGA 13/02
Barrier 1	MSC/DAL/MOL/MSK/OAC/SAF	-	26/1	-	-	-	LUD 27/01
Msc Tomoko NZ505R	MSC/HLC/HSL/LTI	-	4/2	-	29/1	-	LPA 15/02,DKR 17/02,ABJ 18/02,TEM 20/02,APP 26/02,TIN 27/02
Priwall ZA503A	MSC	5/2	-	-	-	-	LOB 29/01,MSZ 01/02
Kota Naluri NLR087	PIL	-	-	-	-	-	LOS 06/02,LFW 08/02,TEM 11/02
Maersk Cape Town 1409	CMA/MSK/SAF	27/1	-	-	-	-	APP 01/02,TIN 03/02,COO 05/02
Merkur Cloud ZA504A	MSC	1/2	27/1	-	-	-	LAD 03/02,LOB 07/02,MSZ 11/02
Maersk Elgin 151B	DAL/MOL/MSK/SAF	-	2/2	30/1	-	27/1	AGA 20/02
Maersk Westport 1502	MSK/SAF	28/1	-	-	-	-	CKY 08/02
Glovis Courage 001	GLV	-	-	30/1	-	28/1	LAD 04/02,LOS 08/02,TEM 10/02,ABJ 12/02,DKR 16/02
Bermuda 807W	CMA	-	29/1	-	-	-	TIN 07/02,LFW 10/02,ABJ 14/03,PNR 22/03
JPO Volans 30228A	PIL	-	1/2	-	29/1	-	PNR 09/02,LAD 12/02,BOA 16/02,MAT 17/02,SZA 19/02,LBV 19/02,CAB 20/02,DLA 20/02,LOB 21/02,MSZ 26/02
Frontier 316	MSC/DAL/MOL/MSK/OAC/SAF	-	4/2	1/2	-	30/1	LUD 06/02
Kota Sabas SAB007	PIL	-	30/1	-	-	-	LOS 10/02,TIN 13/02,TEM 15/02,ONN 20/02
Annette S 814	GSL/ZIM	-	-	-	30/1	-	APP 08/02,LOS 11/02,TEM 16/02,COO 20/02
Hoegh Chiba 15	HOE/HUA	-	-	-	31/1	-	LAD 07/02,DKR 15/02
Glovis Conductor 001	GLV	-	-	2/2	31/1	-	LAD 07/02,LOS 11/02,TEM 13/02,ABJ 15/02,DKR 18/02
CMA-CGM Chopin 525W	CMA/DEL/MSK/SAF	31/1	-	-	-	-	PNR 04/02,LAD 07/02
Demeter MU817	CMA/DEL	8/2	-	-	-	-	LAD 11/02,PNR 16/02,APP 19/02,TIN 20/02,COO 23/02,LFW 25/02
Msc Marina NZ506R	MSC/HLC/HSL/LTI	-	-	1/2	-	5/2	LPA 21/02,DKR 23/02,ABJ 24/02,TEM 26/02,APP 04/03,TIN 05/03
Balao 1409W	CSC/HLC/KLINDS/NYK/SMU/STS	-	-	-	2/2	-	TIN 02/02,TEM 05/02,LFW 12/02,COO 22/02
Maersk Ceres 152B	DAL/MOL/MSK/SAF	-	9/2	6/2	-	3/2	AGA 28/02
Safmarine Chambal 1417	CMA/MSK/SAF	3/2	-	-	-	-	APP 08/02,TIN 10/02,COO 12/02
Thasos ZA505A	MSC	-	3/2	-	-	-	LAD 09/02,LOB 13/02,MSZ 16/02
Kota Laju 113W	PIL	-	8/2	-	-	4/2	PNR 16/02,LAD 19/02,BOA 23/02,MAT 24/02,SZA 26/02,LBV 26/02,CAB 27/02,DLA 27/02,LOB 28/02,MSZ 05/03
JPO Gemini 1502	MSK/SAF	4/2	-	-	-	-	CKY 15/02
Hoegh Trident 007	GLV	-	-	-	4/2	-	LAD 10/02,ABJ 16/02
GSL Africa 815	GSL/ZIM	-	-	-	5/2	-	APP 14/02,LOS 16/02,TEM 20/02,COO 24/02
Nordic Wismar 809W	CMA	-	5/2	-	-	-	TIN 14/02,DLA 08/03,ABJ 14/03,PNR 22/03
CMA-CGM Wagner 329	CMA/DEL/MSK/SAF	7/2	-	-	-	-	PNR 11/02,LAD 14/02
Paglia 014	GLV	-	-	-	7/2	-	LAD 08/02,LOS 09/02
Kota Anggun AGN164	PIL	-	-	-	-	-	LOS 20/02,LFW 22/02,TEM 25/02
Hoegh Yokohama 007	GLV	-	-	-	7/2	-	LAD 14/02,ABJ 20/02
Msc Lucy NZ507R	MSC/HLC/HSL/LTI	-	-	8/2	-	-	LPA 28/02,DKR 02/03,ABJ 03/03,TEM 05/03,APP 11/03,TIN 12/03
HS Rossini MU819	CMA/DEL	-	-	-	-	-	LAD 20/02,PNR 24/02,APP 27/02,TIN 28/02,COO 03/03,LFW 05/03
Zagora ZA506A	MSC	-	9/2	-	-	-	LAD 17/02,LOB 20/02,MSZ 24/02
Zim Pacific 816	GSL/ZIM	-	-	-	9/2	-	APP 18/02,LOS 21/02,TEM 26/02,COO 01/03
Anna Louise 411/15	ASL	-	9/2	-	-	-	LAD 16/02,SZA 20/02,MAL 22/02
To: Indian Ocean Islands							
Updated daily on http://www.ftwonline.co.za							
Msc Sydney IZ505A	MSC	-	-	-	28/1	-	TMM 05/02,PLU 07/02,PDG 07/02,MJN 17/02,DIE 19/02,TLE 21/02,LON 05/03
Sagitta 1504	DAL/MSK/SAF	-	-	1/2	29/1	-	PLU 08/02
Msc Damla FY504R	MSC	-	-	-	4/2	-	PLU 14/02,PDG 14/02,MJN 17/02,TMM 19/02,DIE 19/02,TLE 21/02,LON 05/03
Glovis Caravel 5	GLV/HOE/HUA	-	-	4/2	6/2	-	TMM 12/02,LPT 14/02,PLU 16/02
Henry Rickmers 1504	DAL/MSK/SAF	-	-	8/2	5/2	-	PLU 15/02
To: North America							
Updated daily on http://www.ftwonline.co.za							
Maersk Visby 027	MSC/MSK/SAF	-	27/1	-	-	-	NYC 18/02,BAL 20/02,ORF 21/02,CHU 23/02,FEP 24/02,NAS 25/02,MIA 26/02,POP 26/02,MIH 26/02,GEC 27/02,SDQ 27/02,TOV 27/02,SLU 28/02,PHI 28/02,GDT 28/02,SJO 01/03,BAS 01/03,VIJ 01/03,RSU 02/03,PAP 02/03,KTN 02/03,HQN 03/03,BGI 03/03,STG 03/03,MSY 05/03
Safmarine Highveld 152B	DAL/MOL/MSK/SAF	-	26/1	-	-	-	BAL 24/02,MIA 01/03,HAL 02/03,POS 03/03,CAU 07/03,SAV 07/03,SEA 07/03,NYC 08/03,BCC 08/03,ORF 10/03,LGB 10/03,PDX 10/03,MTR 11/03,CHU 12/03,TOD 13/03,KIN 13/03,SJU 17/03,HQN 17/03,MSY 18/03,PEF 18/03,SCT 18/03,ATM 19/03,LAX 22/03,PCR 23/03,MAN 23/03,OAK 24/03,PAG 26/03
Msc Natalia 065	MSC/MSK/SAF	-	5/2	-	-	1/2	NAS 04/03,MIA 05/03,POP 05/03,MIH 05/03,GEC 06/03,SDQ 06/03,TOV 06/03,SLU 07/03,PHI 07/03,GDT 07/03,SJO 08/03,BAS 08/03,VIJ 08/03,RSU 09/03,PAP 09/03,KTN 09/03,HQN 10/03,STG 10/03,MSY 12/03
Maersk Elgin 151B	DAL/MOL/MSK/SAF	-	2/2	30/1	-	27/1	BAL 03/03,MIA 08/03,HAL 09/03,POS 10/03,CAU 14/03,SAV 14/03,SEA 14/03,NYC 15/03,BCC 15/03,ORF 17/03,LGB 17/03,PDX 17/03,MTR 18/03,CHU 19/03,TOD 20/03,KIN 20/03,SJU 24/03,HQN 24/03,MSY 25/03,PEF 25/03,SCT 25/03,ATM 26/03,LAX 29/03,PCR 30/03,MAN 30/03,OAK 31/03,PAG 02/04
Cosco Jeddah 014E	COS/CSC/EMCK/ILMBA/MOL/PIL	-	-	-	-	28/1	LAX 24/02,OAK 27/02,TIW 01/03,BCC 03/03
Msc Nilgun 065	MSC/MSK/SAF	-	3/2	-	-	28/1	NYC 25/02,BAL 27/02,ORF 28/02,CHU 02/03,FEP 03/03,NAS 04/03,MIA 05/03,POP 05/03,MIH 05/03,GEC 06/03,SDQ 06/03,TOV 06/03,SLU 14/03,PHI 14/03,GDT 14/03,SJO 15/03,BAS 15/03,VIJ 15/03,RSU 16/03,PAP 16/03,KTN 16/03,HQN 17/03,BGI 17/03,STG 17/03,MSY 19/03
Msc Levina 006	MSC/MSK/SAF	-	-	29/1	-	5/2	NYC 04/03,BAL 06/03,ORF 07/03,CHU 09/03,FEP 10/03,NAS 11/03,MIA 12/03,POP 12/03,MIH 12/03,GEC 13/03,SDQ 13/03,TOV 13/03,SLU 14/03,PHI 14/03,GDT 14/03,SJO 15/03,BAS 15/03,VIJ 15/03,RSU 16/03,PAP 16/03,KTN 16/03,HQN 17/03,BGI 17/03,STG 17/03,MSY 19/03
Maersk Vallvik 019	MSC/MSK/SAF	-	-	29/1	-	4/2	NYC 04/03,BAL 06/03,ORF 07/03,CHU 09/03,FEP 10/03,NAS 11/03,MIA 12/03,POP 12/03,MIH 12/03,GEC 13/03,SDQ 13/03,TOV 13/03,SLU 14/03,PHI 14/03,GDT 14/03,SJO 15/03,BAS 15/03,VIJ 15/03,RSU 16/03,PAP 16/03,KTN 16/03,HQN 17/03,BGI 17/03,STG 17/03,MSY 19/03
Hoegh Chiba 15	HOE/HUA	-	-	-	31/1	-	SCT 28/02
Maersk Ceres 152B	DAL/MOL/MSK/SAF	-	9/2	6/2	-	3/2	BAL 10/03,MIA 15/03,HAL 16/03,POS 17/03,CAU 21/03,SAV 21/03,SEA 21/03,NYC 22/03,BCC 22/03,ORF 24/03,LGB 24/03,PDX 24/03,MTR 25/03,CHU 26/03,TOD 27/03,KIN 27/03,SJU 31/03,HQN 31/03,MSY 01/04,PEF 01/04,SCT 01/04,ATM 02/04,LAX 05/04,PCR 06/04,MAN 06/04,OAK 07/04,PAG 09/04
Budapest Bridge 021E	COS/CSC/EMCK/ILMBA/MOL/PIL	-	-	-	-	5/2	LAX 03/03,OAK 06/03,TIW 08/03,BCC 10/03
Msc Maya 007	MSC/MSK/SAF	-	-	5/2	-	-	NYC 11/03,BAL 13/03,ORF 14/03,CHU 16/03,FEP 17/03,NAS 18/03,MIA 19/03,POP 19/03,MIH 19/03,GEC 20/03,SDQ 20/03,TOV 20/03,SLU 21/03,PHI 21/03,GDT 21/03,SJO 22/03,BAS 22/03,VIJ 22/03,RSU 23/03,PAP 23/03,KTN 23/03,HQN 24/03,BGI 24/03,STG 24/03,MSY 26/03
To: Australasia							
Updated daily on http://www.ftwonline.co.za							
Msc Sydney IZ505A	MSC	-	-	-	28/1	-	FRE 18/02,ADL 19/02,MLB 23/02,SYD 26/02,TRG 02/03,LYT 04/03
Cosco Jeddah 014E	COS/CSC/EMCK/ILMBA/MOL/PIL	-	-	-	28/1	-	BSA 23/02,SYD 25/02,MLB 28/02
JPO Taurus 1504 15/03	CMA/MSK/SAF	-	-	31/1	-	28/1	AKL 28/02,TRG 01/03,NPE 02/03,LYT 03/03,TIU 04/03,POE 04/03,FRE 04/03,NSN 06/03,NPL 06/03,SYD 10/03,MLB 11/03,BSA 15/03,ADL 15/03
Glorius Leader CO501	WWL	-	-	2/2	3/2	4/2	FRE 16/02,MLB 22/02,PKL 24/02,BSA 26/02
Msc Damla FY504R	MSC	-	-	-	4/2	-	FRE 25/02,ADL 26/02,MLB 02/03,SYD 05/03,TRG 09/03,LYT 11/03
Maersk Serangoon 1504 22/03	CMA/MSK/SAF	-	-	7/2	-	4/2	AKL 07/03,TRG 08/03,NPE 09/03,LYT 10/03,TIU 11/03,POE 11/03,FRE 11/03,NSN 13/03,NPL 13/03,SYD 17/03,MLB 18/03,BSA 22/03,ADL 22/03
Glovis Caravel 5	GLV/HOE/HUA	-	-	4/2	-	6/2	FRE 26/02,MLB 03/03,BSA 07/03,TRG 11/03,NPE 12/03,WLG 14/03,LYT 15/03
Budapest Bridge 021E	COS/CSC/EMCK/ILMBA/MOL/PIL	-	-	-	-	5/2	BSA 02/03,SYD 04/03,MLB 07/03

OUTBOUND BY DATE - Dates for sailing: 26/01/2015 - 09/02/2015

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			
Louis S MU801	CMA/DEL	-	-	-	26/1	-	MUN 08/02,KLF 11/02,JEA 13/02
Kota Anggerik AGK139	PIL	-	-	-	26/1	-	CMB 10/02,NSA 14/02,HZL 16/02,JEA 22/02
Kota Nilam NZM093	PIL	-	-	-	7/2	-	CMB 22/02,NSA 26/02,HZL 02/03,JEA 08/03
Polonia MU805	CMA/DEL	-	29/1	-	3/2	-	MUN 15/02,KLF 18/02,JEA 20/02
Glovis Caravel 011	GCL/GLV	-	-	-	30/1	-	HBA 12/02
Kota Naluri NLR087	PIL	-	-	-	-	-	CMB 17/03,NSA 22/03,HZL 30/03,JEA 05/04
Msc Sydney IZ505A	MSC	-	-	-	28/1	-	SLL 15/02,JEA 19/02,BQM 21/02,NSA 24/02,MUN 26/02
Cosco Jeddah 014E	COS/CSC/EMCKLIMBA/MOL/PIL	-	-	-	28/1	-	CMB 17/02,NSA 19/02
Sagitta 1504	DAL/MSK/SAF	-	-	1/2	-	29/1	JEA 19/02
Msc Amalfi F1502R	MSC	-	-	-	31/1	-	CMB 10/02
Demeter MU817	CMA/DEL	8/2	-	-	-	-	MUN 29/03,KLF 01/04,JEA 03/04
Jolly Diamante 442	LMC	-	-	-	3/2	-	JED 17/02,RUH 09/03,AQJ 14/03,MSW 14/03,PZU 14/03,HOD 15/03,AUH 19/03,DXB 21/03,KWI 21/03,NSA 21/03,BAH 24/03,BND 24/03,DMN 24/03,DOH 24/03,MCT 24/03,BQM 26/03
Msc Damla FY504R	MSC	-	-	-	4/2	-	SLL 22/02,JEA 26/02,BQM 28/02,NSA 03/03,MUN 05/03
Budapest Bridge 021E	COS/CSC/EMCKLIMBA/MOL/PIL	-	-	-	5/2	-	CMB 24/02,NSA 26/02
Henry Rickmers 1504	DAL/MSK/SAF	-	-	8/2	-	5/2	JEA 26/02,MUN 03/03,NSA 05/03
Kota Anggun AGN164	PIL	-	-	-	-	-	CMB 30/03,NSA 04/04,HZL 06/04,JEA 12/04
HS Rossini MU819	CMA/DEL	-	-	-	-	-	MUN 05/04,KLF 08/04,JEA 10/04

To: South America				Updated daily on http://www.ftwonline.co.za			
Safmarine Highveld 152B	DAL/MOL/MSK/SAF	-	26/1	-	-	-	PBL 12/03,BAQ 15/03,GYE 16/03,CLL 17/03,LAG 17/03,LIO 18/03,VPZ 21/03,SAI 23/03,IQQ 24/03,BUN 27/03,PRQ 27/03,ARI 28/03,ANF 29/03
Maersk Elgin 151B	DAL/MOL/MSK/SAF	-	2/2	30/1	-	27/1	PBL 19/03,BAQ 22/03,GYE 23/03,CLL 24/03,LAG 24/03,LIO 25/03,VPZ 28/03,SAI 30/03,IQQ 31/03,BUN 03/04,PRQ 03/04,ARI 04/04,ANF 05/04
Adrian Schulte F1501A	MSC	-	-	-	28/1	-	SSZ 07/02,BUE 11/02,MVD 12/02,NVT 15/02,PNG 17/02
Maersk Ceres 152B	DAL/MOL/MSK/SAF	-	9/2	6/2	-	3/2	PBL 26/03,BAQ 29/03,GYE 30/03,CLL 31/03,LAG 31/03,LIO 01/04,VPZ 04/04,SAI 06/04,IQQ 07/04,BUN 10/04,PRQ 10/04,ARI 11/04,ANF 12/04
Msc Arbatax F1502A	MSC	-	-	-	3/2	-	SSZ 14/02,BUE 17/02,MVD 19/02,NVT 22/02,PNG 24/02
Msc Arica F1503A	MSC	-	-	-	8/2	-	SSZ 18/02,BUE 21/02,MVD 23/02,NVT 26/02,PNG 02/03

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 (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
Lloydafrika	455-2728	480-8600	402-1720	581-7023	-	-	-	-	-
Macs	340-0499	365-6800	402-1830	581-3994	788-9900	731-1707	-	202-771	Maputo (092581) 430021/2
Maersk South Africa (Pty) Ltd.	277-3700	336-7700	408-6000	501-3100	-	813-0100	-	209-800	-
Mainport Africa Shipping	-	202-9621	419-3119	-	789-5144	-	-	-	-
Marimed Shipping	884-3018	328-5891	-	-	-	-	-	-	-
Mediterranean Shipping Co.	263-4000	360-7911	405-2000	505-4800	-	722-6651	335-6980	-	-
Meihuizen International	-	-	440-5400	-	-	-	-	-	-
Mitchell Cotts Maritime	788-6302	302-7555	421-5580	581-3994	788-9933	700-8200	-	219-550	Saldanha Bay (022) 714-1259
Mitsui OSK Lines SA	601-2000	580-2200	402-8900	501-6500	788-9700	700-6500	-	201-2200	-
Metall Und Rohstoff	302-0143	-	-	-	-	-	-	-	-
Neptune Shipping	807-5977	-	-	-	-	-	-	-	-
Nile Dutch South Africa	325-0557	306-4500	425-3600	-	-	-	-	-	-
NYK Cool Southern Africa	-	-	913-8901	-	-	-	-	-	-
NYK Mitchell Cotts Maritime	788-6302	302-7555	-	581-3369	788-9933	731-1707	-	219-571	-
Ocean Africa Container Lines	-	302-7100	412-2860	-	-	-	-	-	-
Panargo	-	335-2400	434-6780	-	789-8951	-	-	-	Saldanha Bay (022) 714-1198
PIL SA	201-7000	301-2222	421-4144	363-8008	-	-	-	-	-
Phoenix Shipping (Pty) Ltd.	-	568-1313	-	-	-	-	-	-	-
Portco (Pty) Ltd.	-	207-4532	421-1623	-	-	-	-	-	-
RNC Shipping	-	-	511-5130	-	-	-	-	-	-
Safbulk	-	-	408-9100	-	-	-	-	-	-
Safmarine	277-3500	336-7200	408-6911	501-3000	-	813-0100	335-8787	209-839	-
Seaglow Shipping	236-8500	570-7800	-	-	-	-	-	-	-
Seascope (Appelby Freight Svcs)	616-0595	-	-	-	-	-	-	-	-
Sea-Act Shipping cc	475-5245	-	-	-	-	-	-	-	-
Seaclad Maritime	442-3777	327-9400	419-1438	-	-	-	-	-	-
Sharaf Shipping	263-8540	584-2900	-	-	-	-	-	-	-
Southern Chartering	302-0000	-	-	-	-	-	-	-	-
Stella Shipping	450-2642	304-5346	-	-	-	-	-	-	-
Voigt Shipping	-	207-1451	911-0939	581-0240	788-9900	-	-	-	Saldanha Bay (022) 714-1908 Mossel Bay (044) 690 7117/9
Wallenius Wilhelmsen Logistics	-	584-3600	-	581-1103	-	726-9883	-	-	-
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

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19 January 2015

INBOUND BY DATE - Dates for sailing: 26/01/2015 - 09/02/2015

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAY	Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAY
Adrian Schulte F1501A	MSC	-	-	-	-	26-Jan	-	Kota Sabas SAB007	PIL	-	30-Jan	-	-	-	-
Anna Chris 43/15	ASL	-	08-Feb	-	-	-	-	Kota Sejarah SJH001	PIL	-	09-Feb	-	-	-	-
Anna Louise 41/15	ASL	-	06-Feb	-	-	-	-	Maersk Cadiz 1502	CMA/MSK/SAF	28-Jan	-	-	-	-	-
Annette S 814	GSL/ZIM	-	-	-	-	29-Jan	-	Maersk Cape Town 1409	CMA/MSK/SAF	26-Jan	-	-	-	-	-
Balao 1409W	CSC/HLC/KLI/INDS/NYK/ SMU/STS	-	-	-	-	31-Jan	-	Maersk Ceres 152A	DAL/MOL/MSK/SAF	-	26-Jan	28-Jan	-	31-Jan	-
Barrier 1	MSC/DAL/MOL/MSK/OAC/SAF	-	04-Feb	-	-	07-Feb	-	Maersk Chennai 1501	CMA/MSK/SAF	09-Feb	-	-	-	-	-
Bermuda 807W	CMA	-	28-Jan	-	-	-	-	Maersk Conakry 1502	CMA/MSK/SAF	04-Feb	-	-	-	-	-
Blue Master 5202	MACS	-	-	26-Jan	-	27-Jan	02-Feb	Maersk Saigon 448E	CMA/CSV/HJS/SAF	-	-	-	-	29-Jan	-
Border 117	OAC	-	-	-	-	09-Feb	-	Maersk Serangoon 1503	CMA/MSK/SAF	-	-	06-Feb	-	31-Jan	-
Brevik Bridge 020	CSC/EMC/HLC/KLI/MOL/PIL	-	30-Jan	-	-	-	-	Maersk Stepnica 1503	CMA/MSK/SAF	-	-	-	-	07-Feb	-
Budapest Bridge 021W	COS/CSC/EMC/KLI/MBA/ MOL/PIL	-	-	-	-	01-Feb	-	Maersk Visby 027	MSC/MSK/SAF	-	26-Jan	-	-	-	-
Caecilia Shulte 41	OAC	-	-	-	-	27-Jan	-	Maersk Westport 1501	MSK/SAF	27-Jan	-	-	-	-	-
Cap Andreas 519W	CMA/DEL/MSK/SAF	-	30-Jan	-	-	-	-	MCP Linz 8R022R	CMA/DEL/UAF	-	-	-	-	31-Jan	-
CMA-CGM Chopin 525W	CMA/DEL/MSK/SAF	30-Jan	-	-	-	-	-	Mol Advantage 8712B	MOL	-	29-Jan	-	-	-	-
CMA-CGM Rossini 521W	CMA/DEL/MSK/SAF	-	06-Feb	-	-	-	-	Mol Integrity 085W	COS/CSC/EMC/KLI/MBA/ MOL/PIL	-	-	-	-	08-Feb	-
CMA-CGM Wagner 329	CMA/DEL/MSK/SAF	06-Feb	-	-	-	-	-	Mol Partner 8801B	MOL	-	05-Feb	-	-	-	-
CSC Oceanica 449E	CMA/CSV/HJS/SAF	-	-	-	-	05-Feb	-	MOL Pressence 152A	DAL/MOL/MSK/SAF	-	02-Feb	04-Feb	-	07-Feb	-
CSC San Jose 0058E	CSC/HLC/KLI/INDS/NYK/ZIM	-	-	-	-	03-Feb	-	Msc Amalfi F1502R	MSC	-	-	-	-	28-Jan	-
Dal Karoo 152A	DAL/MOL/MSK/SAF	-	09-Feb	-	-	-	-	Msc Arbatax F1502A	MSC	-	-	-	-	01-Feb	-
Demeter MU817	CMA/DEL	07-Feb	-	-	-	-	-	Msc Arica F1503A	MSC	-	-	-	-	05-Feb	-
Diaporos 502A	MSC	-	31-Jan	-	-	-	-	Msc Denise ZN441A	MSC	-	-	-	-	04-Feb	-
Ever Refine 107	CSC/EMC/HLC/KLI/MOL/PIL	-	-	-	-	08-Feb	-	Msc Emma 503A	MSC	-	08-Feb	-	-	-	-
Frontier 316	OAC	08-Feb	02-Feb	31-Jan	-	-	-	Msc Levina 006	MSC/MSK/SAF	-	09-Feb	28-Jan	-	02-Feb	-
Glorius Leader CO501	WWL	-	-	02-Feb	03-Feb	04-Feb	-	Msc Lucy 502A	MSC/HLC/HSL/LTI	-	04-Feb	-	-	09-Feb	-
Glovis Caravel 011	GCL/GLV	-	-	-	-	29-Jan	-	Msc Marina 501A	MSC/HLC/HSL/LTI	-	27-Jan	-	-	01-Feb	-
Glovis Caravel 5	GLV/HOE/HUA	-	-	04-Feb	-	06-Feb	-	Msc Maya 007	MSC/MSK/SAF	-	-	04-Feb	-	-	-
Glovis Conductor 001	GLV	-	-	01-Feb	-	28-Jan	-	Msc Natalia 065	MSC/MSK/SAF	-	04-Feb	-	-	31-Jan	-
Glovis Courage 001	GLV	-	-	29-Jan	-	26-Jan	-	Msc Positano ZN440A	MSC	-	-	-	-	30-Jan	-
Grey Fox 1502	GAL	31-Jan	05-Feb	-	-	09-Feb	-	Msc Tomoko 452A	MSC/HLC/HSL/LTI	-	-	-	-	26-Jan	-
GSL Africa 815	GSL/ZIM	-	-	-	-	04-Feb	-	Msc Vancouver F1503R	MSC	-	-	-	-	04-Feb	-
Hedda Schulte MU807	CMA/DEL	-	04-Feb	-	-	08-Feb	-	Nordic Wismar 809W	CMA	-	04-Feb	-	-	-	-
Henry Rickmers 1503	DAL/MSK/SAF	-	-	07-Feb	-	03-Feb	-	Paglia 014	GLV	-	-	-	-	06-Feb	-
Hoegh Chiba 15	HOE/HUA	-	-	-	-	30-Jan	-	Polonia MU805	CMA/DEL	-	-	-	-	01-Feb	-
Hoegh Yokohama 007	GLV	-	-	-	-	05-Feb	-	Privall ZA501A	MSC	-	07-Feb	-	-	-	-
HoeghTrident 007	GLV	-	-	-	-	02-Feb	-	Red Cedar 5203	MACS	30-Jan	03-Feb	06-Feb	-	08-Feb	-
HS Rossini MU819	CMA/DEL	-	-	-	-	-	-	Safmarine Chambal 1417	CMA/MSK/SAF	02-Feb	-	-	-	-	-
Jolly Diamante 442	LMC	-	-	-	-	31-Jan	-	Safmarine Nimba 1503	MSK/SAF	09-Feb	-	-	-	-	-
JPO Gemini 1501	MSK/SAF	03-Feb	-	-	-	-	-	Sagitta 1503	DAL/MSK/SAF	-	-	31-Jan	-	27-Jan	-
JPO Taurus 1503	CMA/MSK/SAF	-	-	30-Jan	-	-	-	San Pedro 409	CSA/HLC	30-Jan	01-Feb	-	-	05-Feb	08-Feb
JPO Volans 30228A	PIL	-	31-Jan	-	-	27-Jan	-	Seroja Tiga 450R	MSC	-	-	-	-	27-Jan	-
K Phoenix 503R	MSC	-	-	-	-	08-Feb	-	Silverfjord 1432	GAL	-	-	-	-	-	04-Feb
Kota Anggun AGN164	PIL	-	-	-	-	-	-	Thasos ZA505A	MSC	-	-	-	-	-	-
Kota Laju 113W	PIL	-	07-Feb	-	-	03-Feb	-	Wehr Bille 0002E	CSC/HLC/KLI/INDS/NYK/ZIM	-	-	-	-	27-Jan	-
Kota Nilam NZM093	PIL	-	-	-	-	06-Feb	-	Zagora ZA506A	MSC	-	-	-	-	-	-
								Zim Pacific 816	GSL/ZIM	-	-	-	-	07-Feb	-

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)
CNA	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 Schifffahrt (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?

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