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Growing threat from trademark 'squatters'

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FRIDAY 2 October 2015 NO. 2170

Vuka Marine to recreate SA shipping industry?

Alan Peat

There is absolutely no truth in the suggestion from members of the freight industry that there is a story behind the story of two Capesize bulkers having just been registered as SA-flagged vessels (See FTW September 25, 2015 "Criticism greets Government's cargo reservation plans").

These were the Cape Orchid (Built 2001, deadweight 172 569 tonnes) and the Cape Enterprise (Built 2003, dwt 185 909 t). They are owned by SA operator Vuka Marine, a joint venture between Via

Maritime Holdings of SA and K-Line of Japan.

Andrew Millard, CEO of Via Capital Financial Services, told FTW: "This suggestion may have created the impression amongst readers that the ships were either part of a deal involving government, or offshoots of a strategy that is somehow allied with moves to implement cargo reservation in SA.

"But neither assumption is correct."

Indeed, Millard felt that Vuka Marine was hopefully a timely example of what might

be possible without state intervention.

"For the record," he added, "Vuka Marine has been formed without state facilitation – although we are grateful to the SA Maritime Safety Authority (Samsa) and the national treasury for creating an enabling environment in terms of tax legislation and the ship registration process."

Millard also made the point that the partners in Vuka Marine had historical maritime relationships going back some considerable time and was adamant that the

business plan contemplated no special deal from government.

"Incentives to grow the flag may be useful," he said. "For instance preferential port access for SA-flagged ships. But we do not require such measures, nor expect such to arise anytime soon."

Vuka Marine has been designed to recreate an SA shipping industry, which, according to Millard, was thrown into an accelerated decline by the 1996/7 repeal of section 14(1)D maritime incentives in the Income Tax Act.

"Within a few years," he said, "Safmarine had been dismantled and sold off to foreign interests. And much of Grindrod's shipping business was forced to relocate abroad to be competitive."

But, between 2002 and 2011 (when the Vuka Marine model was devised) Millard tried what he described as "various unsuccessful permutations" to try to arrive at a model that could work.

Then, in 2012, he presented

STEEL PRODUCERS INVEST MILLIONS

Two of South Africa's biggest steel producers – ArcelorMittal South Africa Limited (Amsa) and Safal Steel – have agreed to invest R250m and R300m respectively in new equipment and modernised production plants to boost their manufacturing competitiveness.

Furthermore, the companies have committed to zero retrenchments over the next three years and are working with government on the development of a new pricing model for local steel products.

These commitments, amongst others, were outlined in an International Trade Administration Commission of South Africa (Itac) report on new customs duties, following government's approval of a 10% tariff increase on zinc coated/galvanised steel, aluminium zinc coated steel and painted steel.



The Cape Orchid, one of two Capesize bulkers just registered as SA-flagged vessels.

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6124 nautical miles



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Zinc and steel tariff increase

On 25 September 2015 the South African Revenue Service (Sars) announced an increase in the 'general' rate of customs duty on zinc coated galvanised steel, aluminium zinc coated steel and painted steel classifiable in tariff subheadings 7210.41, 7210.49, 7210.61, 7210.70, 7210.90, 7212.30, 7212.40 and 7225.99 from free of customs duty to 10% ad valorem.

Wheat tariff increase

Sars on 25 September 2015 announced an increase in the 'general', 'EU' and 'Efta' rates of customs duty on wheat and wheat flour for tariff subheadings 1001.91, 1001.99, 1101.00.10 and 1101.00.90 from 51.06c/kg and 76.59c/kg to 91.12c/kg and 136.68c/kg respectively.

Scrap metal – Export control

On 25 September 2015 the International Trade Administration Commission of South Africa (Itac)

published the Export Control Amendment to the Price Preference System (PPS) Policy Guidelines on the Exportation of Ferrous and Non-Ferrous Waste and Scrap.

Tariff 2016 – Comment due

On 18 September 2015 Sars published the draft tariff amendments planned for January 2016 (Tariff 2016) on which comment is due by 16 October 2015.

Tariff applications – Comment due

Itac on 18 September 2015 published the following tariff applications: (i) the proposed reduction in the 'general' rate of customs duty on other canned mussels in airtight metal containers will be through the deletion of tariff subheading 1605.53.20 and the creation of two new tariff subheadings for 'smoked' and 'other' mussels in airtight metal containers in tariff subheading 1605.53; and (ii) the proposed increase in the 'general' rate of customs aluminium extrusions

classifiable in tariff headings 7604.21.15; 7604.29.15; and 7604.29.65, from 5% ad valorem to 15% ad valorem, on which comment is due by 16 October 2015.

It published the following tariff applications: (i) the proposed increase in the 'general' rate of customs duty on steel wire rod classifiable in tariff subheadings 7213.91 and 7227.90, from free of duty to 10% ad valorem; (ii) the proposed increase in the 'general' rate of customs duty on structural steel, classifiable in tariff subheadings 7216.31, 7216.32, 7216.33, and 7216.50, from free of duty to 10% ad valorem; and (iii) the proposed increase in the 'general' rate of customs duty on steel reinforcing bar classifiable in tariff subheadings 7214.20, 7228.30, and 7228.60, from free of duty to 10% ad valorem, on which comment is due by 02 October 2015.

Rebate Item guidelines

On 18 September 2015 Itac published its 'Guidelines Regarding Applications

for Permits in terms of the provision under rebate Item 460.11/00.00/01.04 of schedule 4 to the Customs and Excise Act for permits for rebate of the full duty less 30% ad valorem on used overcoats, carcoats, raincoats, anoraks, ski-jackets, duffle coats, mantles, three-quarter coats, greatcoats, hooded caps, trench coats, gabardines, padded waistcoats, parkas, (but no other clothing articles) classifiable under tariff headings 61.01, 61.02, 62.01, 62.02 and 6209.00.13 in such quantities, at such times and subject to such conditions as Itac may allow by specific permit' on which comment is due by 16 October 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.



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SA exporters face growing threat from trademark 'squatters'

Adele Mackenzie

As demand increases in emerging markets – particularly China – for locally produced food and wine, exporters have been warned to ensure their trademarks are protected as recent laws against 'trademark squatters' have not proven fool proof.

"China represents about 30% of all trademarks filed globally, and statistics show that over 2.3 million trademark applications were filed in China in 2014 alone," said Donvay Wegierski, director at Werksmans Attorneys, who issued this warning ahead of the upcoming annual Pro Wine show in Shanghai, China from November 11-13. A large

contingent of South African food and wine producers worldwide is set to showcase its products at the show.

According to a recent article by World Intellectual Property Review (WIPR), trademark squatting is a growing threat from emerging markets, including South Africa's Brics partners – Brazil, India, China and Russia. Changes to China's trademark law came into effect in April 2014 and were meant to be tougher against

trademark squatters. Legal trademark experts however say that while there were positive changes from the Chinese government, there was a lot more that still needed to be done to protect brands.

WIPR says even major global

brands such as Apple, Tesla and Pfizer have found themselves in a trademark legal wrangle against parties in China registering their brands.

Wegierski explained that China's trademark system operated on a 'first-to-file basis' which meant that brands that were not watching events in China closely were vulnerable to a phenomenon known as "trademark squatting". According to her, this is defined as a party registering a brand as a trademark in bad faith.

"A large portion of trademarks are filed by international corporates but many applications are also filed by local Chinese businessmen and entities that are brand savvy – and if they are the first to file an application, they will in essence be awarded that trademark," Wegierski pointed out.

"The rightful proprietor may have to consider instituting dispute cancellation proceedings to

have the disputed trademark removed from the Chinese trademark register but it is an onerous and costly burden to shift and it could take up to three years for a ruling to be made."

Wegierski noted that trademarks were territory and class specific by nature, which meant that if a company was exporting a product to a territory outside of South Africa, it was necessary to ensure that the trademark was also protected in that country.

"Trademark registration in South Africa does not automatically ensure trademark protection outside of South Africa.



“



Over 2.3 million trademark applications were filed in China in 2014 alone.

– DONVAY WEGIERSKI

"Many enter China only to be met with the realisation that a third party has already registered the trademark concerned," said Wegierski.

She said that the global best practice for protection was to identify primary markets and conduct trade mark availability searches for both core and new trademarks. "It is important to apply for and register your trademark and constantly monitor competitors and the market as well."

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RELAUNCHED

Agoa chicken wars still unresolved

While most of us thought that the nasty “chicken war” with the US, and its threat to SA membership of the African Growth and Opportunity Act (Agoa), had been resolved, it hasn’t been.

As the Trade Intelligence newsletter Trade Tatler put it: “Having agreed like gentlemen on a quota for imports, we’ve been blocking them on rumours of avian flu in the States, once again threatening our participation in Agoa.”

And this, it added, had led the original instigators of the chicken war/Agoa crisis, the US senators Chris Coons and Johnny Isakson, to write to President

Jacob Zuma asking him to sort things out “expeditiously”.

The deal we all thought had solved things was when SA said it would end punitive (above 100%) anti-dumping duties on US chicken imports, and allow

an initial 65 000 tonnes a year into the country at reduced duty rates.

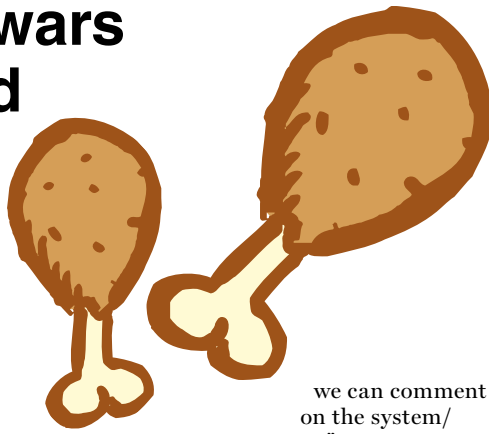
This was to have reopened a market which had been closed for the last 15 years, and would see the US emerge

as one of the top poultry exporters to SA.

But SA meat (including chicken) importers are still waiting to see just what these as yet unknown reduced

duties will be.

David Wolpert, CEO of the Association of Meat Importers and Exporters of SA (Amiesa), told FTW: “No quota details have yet been announced other than the number. We are all eagerly awaiting this so



we can comment on the system/process etc.”

We also quizzed him on the avian flu issue, which FTW thought had met with agreed bans on imports from certain areas in the US where the flu was prevalent.

But this is not so, according to Wolpert.

“The avian flu issue is a fact,” he said. “But, while the US has requested regionalisation, SA has not yet agreed to it.”

So our hopes of enjoying a plenitude of cheap US boned chicken parts (particularly legs and thighs) – at which the Americans, with their preference for boneless white (breast) meat, turn up their noses – and of SA continuing as members of the highly beneficial Agoa pact continue to be thwarted.

– Alan Peat

“

No quota details have yet been announced other than the number.

– DAVID WOLPERT



Swaziland imports R800m in dairy

MBABANE – Swaziland has imported at least R800 million in dairy products from South Africa over the past year, evidence of the country’s failing agricultural sector. Cheese made up R80 million of the total, all moving by road.

The market fundamentals are unlikely to change any time soon, and the country’s dairy consumers will remain dependent on South African dairies for their milk products.

Swaziland has an agriculture-based economy, but economists note that this classification is not based on overall production but is only because one product, sugar cane, is the country’s top export

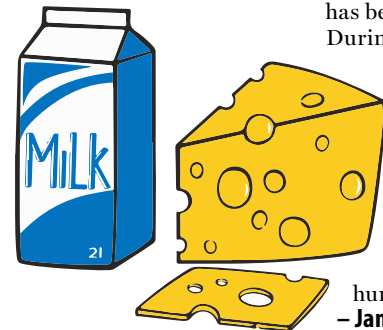
revenue earner and more than 70% of Swazis list agriculture as their livelihoods. However, these are subsistence farmers who rarely grow more than they can consume, leaving nothing for the market including the output of their cows.

Another irony – or a symptom of the failure of government to bring the agriculture sector into the modern age – is that Swaziland also imports R100 million in maize products annually from South Africa. Maize has been the national staple food since Portuguese traders introduced the crop in the early 19th century.

Due to an unproductive farming system, the country runs perennially short of its staple crop, and for three decades has been food insecure.

During drought years a third of Swazis are dependent on food aid. Maize is also trucked in, although some emergency food relief during times of impending famine is moved by rail by humanitarian agencies.

– James Hall



Shipping instruction goes electronic

On October 15 MSC will take a major electronic step forward when its new ‘online shipping instruction’ replaces its old MS Word bill template – making the whole system a purely electronic direct feed, according to Glenn Delve, national marketing director.

“With the Word software the sender had to capture the bill of lading, send it to us in Word format, and our staff then had to capture it as well,” he told FTW.

But the new system cuts out most of the error-prone areas of human intervention, and makes

for a much quicker, more efficient and safer process.

“There’s a huge advantage for the industry,” Delve added, “because of the vastly increased speed and efficiency of invoicing and release of bills, for example.

“You can now book cargo

and do everything else on-line.”

Leading up to the October implementation, MSC’s Nompilo Ndlela of export client services will be registering all customers for the new system.

– Alan Peat



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'Name and shame' policy for dodgy companies a legal minefield

Alan Peat

Should businesses adopt a 'name and shame' policy and notify other companies about companies that are possibly facing financial trouble?

This question was put to us by FTW reader Nithia Reddy.

"I think it's very important," he said, "that other companies in the industry know about companies that possibly face closure. Obviously, awareness will prevent these companies from doing any more damage to the industry."

"I am having an issue with one such company - and it just goes on with business as if nothing is wrong and makes arrangements left, right and centre for payments after it has incurred the debts."

"This to me is just not correct."

To most of us, such a name and shame policy would appear to be morally sound. But how does it stand from a

legal point of view?

In response to the question posed, Andrew Pike, Durban partner of Bowman Gilfillan, suggested that the traditional (and safe) legal answer would be: "It depends."

Quintus van der Merwe, partner and head of the international transport, trade & energy department of Shepstone & Wylie, told FTW that there was certain legislation where there was statutory provision that offenders might be named and shamed. "But," he added, "this would, I imagine, be dangerous - and there is the risk of defamation."

And Simon Chetwynd-Palmer, also a partner of Shepstone & Wylie practising litigation, said: "This is a very thorny area."

Being more specific, Pike said: "I would not recommend naming and

shaming unless there is clear and objective evidence that the company is in financial difficulty and the comment is both fair and made in the greater public interest.

"The reason one cannot

name and shame in every instance is that there is a significant risk of defaming a company and attracting a damages claim if the publication of the information is incorrect and/or not in the public interest."

For instance, Pike noted, if you were to publish something based on a rumour of financial instability because the company in question was late in paying its creditors, this could be very risky.

"The consequence of such a publication could be suppliers and customers avoiding doing business with the company and its eventual closure.

Whereas the truth might be that they had a cash flow problem. But, at the same time they had in fact organised bridging finance, or a shareholder's loan, and were going to honour all of their debts."

On the other hand, if a company gets a judgment against it for non-payment of a debt, it would be fair to publicise that as a warning to people. "But again," Pike added, "it would be risky to speculate that this means it must be going belly up."

His final comment was that, if a company had gone into business rescue, or formally tried to make a compromise with its creditors and so on, then it was fair comment to publicise the fact as a warning to people doing business with the company. He did, however, warn readers that: "Once again, if it is in business rescue and the BRP has taken steps to revive the business, one would want to be very careful about cautioning others not to do business with the company."

"The bottom line is that speculation is always dangerous, but objective facts, if made in the public interest, are fine."

Companies facing closure - BEWARE!

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LETTER

Sars clarifies registration and licensing under the new Customs Acts

We refer to the article headlined “New Customs Acts pose major licensing dilemma” (September 11, 2015) which expresses concern that SA Revenue Service will have to process a minimum of 1500 applications a day for a year if it wants to re-register all its existing registrants or licence holders.

Firstly, there seems to be a misconception that the applications for registration and licensing must be finalised within 30 days of the date on which the new legislation becomes effective. What the Customs Control Act, 2014, in fact provides for is that a person with an existing registration or licence (in terms of the 1964 Act) has to submit an application under the Customs Control Act within 30 days after the effective date in order for his or her existing registration or licence to remain active until the new application is

dispensed with.

Sars will be opening up an electronic channel via eFiling for the submission of applications for registration and licensing under the Customs Control Act for a period before the new Acts become effective. Therefore, provided current registrants or licensees have submitted their applications in the period that Sars allocates for registration and licensing leading up to the effective date or in the month following the effective date, their existing registration or licence will remain valid for the entire time that it takes Sars to process the new application (there is no legislated time limit).

Sars will be planning its capacity and service channel offerings to ensure optimal efficiency during this time.

Existing Excise registrations and licences are unaffected by the Customs Control Act – those registrations and licences will continue under the renamed Excise Duty Act, 1964, after the effective date. Excise registrants and licensees therefore

do not need to submit applications for registration or licensing in respect of activities regulated under the Excise Duty Act. These clients will also be able to use the new eFiling capability to maintain current registration or licensing information.

The statement in the article that the new customs legislation does not make provision for manual submission is incorrect. The application process does cater for manual submission of applications in certain circumstances as

provided for in section 913(4) of the Customs Control Act. These include in the event of a communications breakdown (depending on the type of communication) or when the customs authority condones the inability of a person to submit electronically. The electronic application process via eFiling will however be quicker and more convenient for clients than the manual process and will be similar to registration for other taxes. In the majority of cases, it will be possible to conduct the entire process electronically; there will, however, be some instances where clients may be asked to come into a Customs office for verification purposes.

The article furthermore incorrectly states that “at least



amendments will be clearly indicated on the draft and it will be published for comment when it is finalised. The same process will be followed in respect of the Duty Act Rules.

Finally, the statement that “no clear indication of which comments have been accepted and which not” is unfounded. During the workshops which Sars has already held with trade, Sars indicated which comments were accepted or rejected. These presentations are available on the Sars website under “Legal and Policy” > “Preparation of legislation” > “Workshops...”

Sars would like to reaffirm our commitment to working closely with trade throughout the implementation process.

We understand that the new legislation will have a huge impact on our clients and we will be holding regular stakeholder engagements to keep trade informed and updated both before and during implementation.

– Luther Lebelo, Sars acting spokesperson.

another three sets” of the Duty Act Rules are outstanding. The entire set of Duty Act Rules was published in May 2015 in one batch (Chapters 1-13) for public comment and comments were received which were considered by Sars. A workshop was held on September 23 to discuss which comments had been accepted and which not.

In terms of the uncertainty about the status of the Excise rules, the “old” rules under the 1964 Act which were empowered by provisions that have not been repealed by the Customs and Excise Amendment Act, 2014, will still be applicable after the effective date. These rules comprise excise matters, fuel levy, RAF levy and environmental levy matters as well as air passenger tax matters and must be interpreted with the assistance of interpretational provisions contained in section 1(6) to (10) of the Amendment Act.

The second draft of the Control Act Rules is currently being drafted. All



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CFR adds direct London service

Joy Orlek

Independent consolidator CFR Airfreight has enhanced its service offering from the UK with the introduction of a direct service from London to Johannesburg and Cape Town.

"In the past we offered a deferred service but we have now entered into a contract agreement with one of the premier carriers to offer a direct weekly option," general manager airfreight, Stephen Bishop, told FTW.

In Johannesburg last week to touch base with the local industry and promote the service was CFR's UK-based partner and member of the Air Cargo Group, Damian McCluskey of Simply Cargo.

According to Bishop the market has responded

positively to the development. "Our three 'Rolls Royce' airfreight import services have always been the US, Germany and China where we have blocked space agreements with premier

carriers. The UK now joins that list thanks to this latest development."

The service will run weekly but depending on customer response a mid-week option could be added.



Stephen Bishop, CFR Airfreight (left) and Damian McCluskey of Simply Cargo, UK.



Mango plans more Africa routes

Mango has revealed plans to expand beyond South Africa's borders in light of the constrained SA market.

According to CEO Nico Bezuidenhout, quoted by etnw, the airline was looking to further develop its routes into Africa after the success of its Zanzibar route. "Our

services into Tanzania are highly lucrative; it's a good market for us," he said.

"But there is currently too much capacity in the South African domestic market. Something will have to give." He predicts the exit of some LCCs. "There will be further

market consolidation. There is no doubt the market cannot sustain the number of LCCs operating. In the South African short-haul space we've had ten entries and exits in terms of new carriers in the last decade, and more will exit soon." Source: etnw

LAST WEEK'S TOP STORIES ON



Namibia-Botswana railway project

While no financial institutions have shown interest in funding the 1 500-kilometre Trans Kalahari Railway Project, Namibia and Botswana have taken the first step by setting up an office in Windhoek.

Africa's 'sleeping giants' could fuel Irish trade growth

Fast-growing emerging markets in sub-Saharan Africa are fuelling a surge in trade between Ireland and Africa, says United Kingdom-based global banking group, Barclays.

Borders closed following Burkina Faso coup

Burkina Faso's borders

were still closed and a strict curfew was still in place on Friday following a military coup d'etat during a cabinet meeting last Wednesday.

Government considers biometrics for visitors

Government is considering taking visitors' biometrics on arrival but wholesale changes to South Africa's immigration regulations are unlikely.

CGA suspends citrus exports to EU

Last Monday the Citrus Growers' Association took a decision to recommend that the Department of Agriculture, Forestry and Fisheries proactively suspend the export of citrus fruit to the European Union.

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	MSC ATHOS	S1541	-	-	-	-	07/10	09/10	12/10			MSC ATHOS	N1545	12/10	16/10	19/10	01/11	07/11	08/11	10/11	12/11	14/11		
	MSC ARBATAX	S1542	-	-	23/09	26/09	27/09	14/10	16/10	19/10		MSC ARBATAX	N1546	19/10	23/10	26/10	08/11	14/11	15/11	17/11	19/11	21/11		
	MSC ANTIGUA	S1543	26/09	28/09	30/09	02/10	04/10	21/10	23/10	26/10		MSC ANTIGUA	N1547	26/10	30/10	02/11	15/11	21/11	22/11	24/11	26/11	28/11		
	MSC ABIDJAN	S1544	05/10	06/10	09/10	11/10	13/10	29/10	01/11	03/11		MSC ABIDJAN	N1548	03/11	08/11	11/11	23/11	28/11	30/11	01/12	03/12	05/12		

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Ship register proposals could hurt exporters

Alan Peat

Proposed new legislation that will reserve 40% of SA cargoes for SA-flagged ships (See FTW September 25, 2015) – along with hints that more ships could be joining the two Capesize bulkers that have just been registered under the SA Ship Register – have once again brought the issue into sharp relief.

The register has always been accused of being so uncompetitive that it is deemed unlikely that any merchant vessels will ever be registered under the SA flag – despite the new shipping tax regime introduced last year providing financial incentives to local and regional ship owners.

“There is no doubt that the changes to the SA tax regime for foreign-going ships make the register more attractive,” Captain Malcolm Hartwell, former master mariner and now director of the legal firm, Norton Rose Fulbright SA, told FTW. “This brings it in line with other jurisdictions, like Singapore, that is seeking to attract ships to its register.”

But he questioned whether it was appropriate for a country with such pressing social and other economic needs to be

providing financial incentives to attract ship owners. “That,” he added, “is a purely political question.”

“If we are to be globally competitive, SA-flagged ships need to be exempt from SA’s socialist-inspired labour legislation. And the regulatory regime needs to be modernised as a matter of urgency.”

As far as attracting ships to the SA register for local cargoes was concerned, Hartwell stressed that, of course, different considerations applied.

“If government decides to impose regulatory restrictions on the identity of ships that carry SA cargoes,” he said, “then it may well be that ship owners will be prepared to flag their ships in this country in order to carry SA exports.”

“Those ship owners will then have to carry the costs and administrative burden of dealing with SA’s labour legislation and its long outdated Merchant Shipping Act and regulations.”

“The burden of that additional cost will of course initially have to be borne by the SA tax payer and by SA exporters.”

Hartwell even went so far as to hint that

“

If we are to be globally competitive, SA-flagged ships need to be exempt from SA’s socialist-inspired labour legislation.

– MALCOLM HARTWELL



the current buyers of SA’s raw materials would elect to rather buy in Brazil or Australia where the same additional costs were not imposed by government. “This,” he added, “is purely a function of market forces.”

But he was adamant that, as things currently stood, there was no doubt that flagging a ship in SA led to additional costs and an additional administrative burden. And those costs would be passed on, ultimately, to the consumer. “Whether that is to the benefit of the consumer and to the SA economy, is an issue that will become clearer in due course,” he said.



SA shipping industry

From page 1

to Samsa some proposed changes in legislation and regulation that he believed would be necessary to spark onshore ship-owning activity, and therefore the national registry.

“To the credit of Samsa,” Millard added, “they had already identified many of the same areas, and they embarked on a programme of bringing them into force.” But he was adamant that none of these points involved cargo reservation or any other type of “involuntary bias by exporters” in favour of the domestic industry.

“Samsa delivered on enough of the major points, including tax exemptions on international shipping,” said Millard, “when the new section 12Q was promulgated with effect from January last year.”

He described the Vuka Marine model as originally having been “intended as a blueprint for several aspirant shipowners in SA to follow”. And, Millard said: “It remains so”.

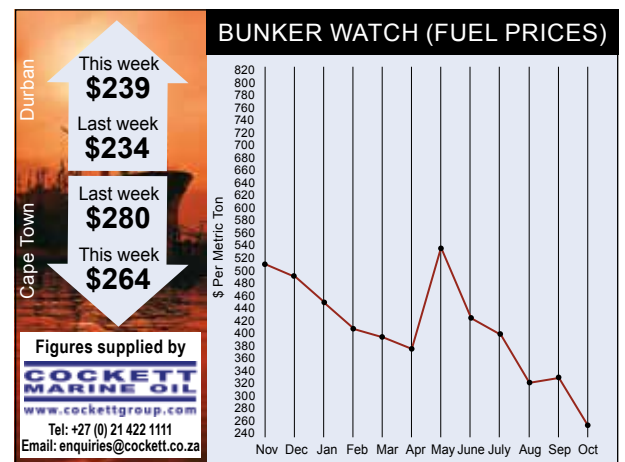
However, in the absence of a “credible first mover”, he noted that the partners in

Vuka Marine decided that a new venture was viable and sustainable and should be pursued.

“Success,” he said, “presupposed a business that could: (i) compete with global competitors on price and service; (ii) access a fleet of good quality vessels; and (iii) flag the ships in SA if possible, to comply with that aspect of the Maritime Charter; and (iv) be capable of funding itself. The over-riding success factor lay in (i), since without the support of a freight owner, the model was destined to fail.”

Millard expressed two hopes. First, that the Vuka Marine registration of its two bulkers would lead to greater government emphasis on maritime matters. And second, that other operators would now find it competitive to flag their ships in SA, since he felt that a thriving register could benefit all.

“However, we’re also hopeful that – by demonstrating the potential success for a private sector solution at the very time that the mining Phakisa is gathering pace – unnecessary and unsustainable state interventions (read cargo reservation) might be avoided.”



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OUTBOUND BY DATE - Dates for sailing: 05/10/2015 - 19/10/2015

Name of Ship/Voy/Line	WBAY	CT	PE	NGQ	EL	DBN	RBAY	Loading for
To: The Far East and South East Asia								
Updated daily on http://www.ftwonline.co.za								
Xin Qin Huang Dao 0434	CMA/DEL/MSK/SAF	-	17/10	-	-	-	-	TXG 14/11,TAO 17/11,SHA 19/11,NGB 20/11,NSA 23/11,CWN 25/11,SIN 01/12,TPP 03/12,PKG 05/12
Mol Guardian 2415B	MSC/CMA/CSV/SAF	-	5/10	-	-	-	9/10	YTN 27/10,HKG 28/10,CWN 29/10,SIN 02/11
Maersk Stralsund 1512	CMA/MSK/SAF	-	-	10/10	-	-	7/10	TPP 28/10,SIN 29/10,KEL 29/10,PKG 31/10,UKB 02/11,BUS 03/11,KHH 04/11,NSA 06/11,INC 06/11,HKG 07/11,YTN 08/11,PGU 08/11,CWN 09/11,TAO 09/11,OSA 09/11,NGO 09/11,BLW 09/11,SUB 10/11,HUA 11/11,SRG 11/11,PEN 11/11,XMN 12/11,KAN 13/11,SGN 13/11,HPH 14/11,YOK 16/11
Kota Segar SEG010	PIL	-	8/10	-	-	-	-	SIN 19/11
Cosco Jeddah 019E	COS/CSC/EMC/HLC/KLI/MOL/PIL	-	-	-	-	-	8/10	SIN 22/10,PGU 24/10,PKG 24/10,LCH 25/10,JKT 25/10,SUB 25/10,PEN 25/10,SGN 25/10,DLC 26/10,BLW 26/10,BKK 26/10,SRG 27/10,MNL 27/10,SHA 28/10,UKB 29/10,TYO 29/10,XMN 29/10,HPH 29/10,NGB 30/10,NGO 30/10,OSA 30/10,KEL 01/11,BUS 01/11,TAO 03/11,TXG 05/11,YOK 05/11,KEL 08/11,TXG 09/11
Maersk Cadiz 1508	CMA/MSK/SAF	9/10	-	-	-	-	-	TPP 30/10,XMN 05/11,BUS 09/11,SHA 11/11,NGB 12/11,NSA 16/11
CMA-CGM Verdi 0484	CMA/DEL/MSK/SAF	10/10	-	-	-	-	-	TXG 28/11,TAO 01/12,SHA 03/12,NGB 04/12,NSA 07/12,CWN 09/12,SIN 15/12,TPP 17/12,PKG 19/12
Msc Bruxelles 540R	MSC	-	-	-	-	10/10	-	SIN 29/10,TXG 08/11,TAO 10/11,SHA 12/11,NGB 13/11,NSA 16/11,CWN 17/11
Msc Julie 532R	MSC/CMA/CSC/CSV/HLC/MSK/SAF	-	-	10/10	-	-	-	BUS 02/11,NGB 04/11,SHA 06/11,CWN 09/11,YTN 10/11,HKG 11/11,SIN 15/11
Mol Glide 2516B	MSC/CMA/CSV/SAF	-	12/10	-	-	-	16/10	YTN 03/11,HKG 04/11,CWN 05/11,SIN 09/11
Hoegh Sydney 54	HOE	-	-	-	-	14/10	-	SIN 04/11
Northern Justice 1512	CMA/MSK/SAF	-	-	17/10	-	14/10	-	TPP 04/11,SIN 05/11,KEL 05/11,PKG 07/11,UKB 09/11,BUS 10/11,KHH 11/11,NSA 13/11,INC 13/11,HKG 14/11,YTN 15/11,PGU 15/11,CWN 16/11,TAO 16/11,OSA 16/11,NGO 16/11,BLW 16/11,SUB 17/11,HUA 18/11,SRG 18/11,PEN 18/11,XMN 19/11,KAN 20/11,SGN 20/11,HPH 21/11,YOK 23/11
Alexandria Bridge 066E	COS/CSC/EMC/HLC/KLI/MOL/PIL	-	-	-	-	-	15/10	SIN 29/10,PGU 31/10,PKG 31/10,LCH 01/11,JKT 01/11,SUB 01/11,PEN 01/11,SGN 01/11,DLC 02/11,BLW 02/11,BKK 02/11,SRG 03/11,MNL 03/11,SHA 04/11,UKB 05/11,TYO 05/11,XMN 05/11,HPH 05/11,NGB 06/11,NGO 06/11,OSA 06/11,KEL 08/11,BUS 08/11,TAO 10/11,TXG 12/11,YOK 12/11,KEL 15/11,TXG 16/11
Mol Solution 057	CSC/EMC/HLC/KLI/MOL/PIL	-	17/10	-	-	-	15/10	PKG 05/11,SIN 07/11,KHH 12/11,XMN 13/11,HKG 15/11,SHK 16/11,KEL 19/11,YOK 22/11,NGO 22/11,UKB 22/11,BUS 23/11,INC 23/11
Maersk Conakry 1508	CMA/MSK/SAF	16/10	-	-	-	-	-	TPP 06/11,XMN 12/11,BUS 16/11,SHA 18/11,NGB 19/11,NSA 23/11
Msc Roma FY541R	MSC	-	-	-	-	17/10	-	SIN 05/11,TXG 15/11,TAO 17/11,SHA 19/11,NGB 20/11,NSA 23/11,CWN 24/11
CMA-CGM Strauss 0494	CMA/DEL/MSK/SAF	17/10	-	-	-	-	-	TXG 05/12,TAO 08/12,SHA 10/12,NGB 11/12,NSA 14/12,CWN 16/12,SIN 22/12,TPP 24/12,PKG 26/12
Msc Ningbo 539R	MSC/CMA/CSC/CSV/HLC/MSK/SAF	-	-	19/10	-	-	-	BUS 09/11,NGB 11/11,SHA 13/11,CWN 16/11,YTN 17/11,HKG 18/11,SIN 21/11
MOL Gratitude 2616B	MSC/CMA/CSV/SAF	-	19/10	-	-	-	-	YTN 10/11,HKG 11/11,CWN 12/11,SIN 16/11

To: Mediterranean and Black Sea								
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Kota Hidayah HDY115	PIL	-	-	-	-	-	6/10	HFA 03/11,ASH 03/11
Kota Anggerik AGK145	PIL	-	-	-	-	-	8/10	HFA 10/11,ASH 10/11
Kota Hapas HPS269	PIL	-	-	-	-	-	19/10	HFA 17/11,ASH 17/11
Dal Karoo 156B	DAL/MOL/MSK/SAF	-	5/10	-	-	-	-	ALG 17/10,ORN 20/10,CAZ 23/10,BLA 24/10,VEC 25/10,AXA 25/10,GIT 25/10,PSD 25/10,UAY 26/10,LIV 28/10,KOP 29/10,MAR 29/10,SAL 29/10,GOI 30/10,NPK 30/10,BEY 30/10,SKG 30/10,IST 31/10,TRS 31/10,PIR 02/11,MPT 02/11,MER 03/11,SKG 04/11,EYP 07/11,GEM 08/11,IZM 09/11,HFA 12/11,CAR 17/11,ASH 19/11
Msc Agadir NZ540R	MSC /HLC/HSL	-	7/10	-	-	-	-	VEC 26/10,SPE 31/10,LIV 31/10,GOI 01/11,NPK 01/11,HFA 01/11,FOS 02/11,BLA 05/11,AXA 07/11
Msc Athens NZ541R	MSC /HLC/HSL	-	14/10	-	-	-	8/10	VEC 02/11,SPE 07/11,LIV 07/11,GOI 08/11,NPK 08/11,HFA 08/11,FOS 09/11,BLA 12/11,AXA 14/11
Maersk Langkloof 156B	DAL/MOL/MSK/SAF	-	12/10	8/10	-	-	5/10	ALG 24/10,ORN 27/10,CAZ 30/10,BLA 31/10,VEC 01/11,AXA 01/11,GIT 01/11,PSD 01/11,UAY 02/11,LIV 04/11,KOP 05/11,MAR 05/11,SAL 05/11,GOI 06/11,NPK 06/11,BEY 06/11,SKG 06/11,IST 07/11,TRS 07/11,PIR 09/11,MPT 09/11,MER 10/11,SKG 11/11,EYP 14/11,GEM 15/11,IZM 16/11,HFA 19/11,CAR 24/11,ASH 26/11
Kota Nazim NZM099	PIL	-	-	-	-	-	-	HFA 08/12,ASH 08/12
Nexoe Maersk 1512	MSK/SAF	8/10	-	-	-	-	-	ALG 23/10
Jolly Diamante 0396	LMC	-	-	-	-	-	9/10	BLA 07/11,MRS 08/11,GOI 09/11,SAL 14/11,TUN 07/12,MLA 07/12,UAY 09/12,BEY 09/12,BEN 09/12,AXA 11/12,TIP 11/12
MOL Proficiency 156B	DAL/MOL/MSK/SAF	-	19/10	15/10	-	-	12/10	ALG 31/10,ORN 03/11,CAZ 06/11,BLA 07/11,VEC 08/11,AXA 08/11,GIT 08/11,PSD 08/11,UAY 09/11,LIV 11/11,KOP 12/11,MAR 12/11,SAL 12/11,GOI 13/11,NPK 13/11,BEY 13/11,SKG 13/11,IST 14/11,TRS 14/11,PIR 16/11,MPT 16/11,MER 17/11,SKG 18/11,EYP 21/11,GEM 22/11,IZM 23/11,HFA 26/11,CAR 01/12,ASH 03/12
Msc Athos NZ542R	MSC /HLC/HSL	-	-	13/10	-	-	15/10	VEC 09/11,SPE 14/11,LIV 14/11,GOI 15/11,NPK 15/11,HFA 15/11,FOS 16/11,BLA 19/11,AXA 21/11
Helgoland Trader 1514	MSK/SAF	15/10	-	-	-	-	-	ALG 30/10
Kota Naluri NLR093	PIL	-	-	-	-	-	-	HFA 22/12,ASH 22/12
Safmarine Boland 156B	DAL/MOL/MSK/SAF	-	-	-	-	-	19/10	ALG 07/11,ORN 10/11,CAZ 13/11,BLA 14/11,VEC 15/11,AXA 15/11,GIT 15/11,PSD 15/11,UAY 16/11,LIV 18/11,KOP 19/11,MAR 19/11,SAL 19/11,GOI 20/11,NPK 20/11,BEY 20/11,SKG 20/11,IST 21/11,TRS 21/11,PIR 23/11,MPT 23/11,MER 24/11,SKG 25/11,EYP 28/11,GEM 29/11,IZM 30/11,HFA 03/12,CAR 08/12,ASH 10/12

To: UK, North West Continent & Scandinavia								
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Dal Karoo 156B	DAL/MOL/MSK/SAF	-	5/10	-	-	-	-	RTM 21/10,VGO 22/10,LGP 23/10,BIO 24/10,BRV 25/10,LZI 26/10,ANR 27/10,DUO 28/10,MTX 28/10,LEI 28/10,LEH 30/10,HMQ 30/10,CPH 02/11,HEL 02/11,GOT 02/11,OFQ 03/11,OSL 03/11,OSL 03/11,GDN 05/11,GDY 05/11,LED 07/11,URO 24/11
Bright Sky 5126	MACS	6/10	-	-	-	-	-	VGO 21/10,LZI 23/10,RTM 27/10,HMQ 29/10,PFT 30/10,MM 30/10,HUL 30/10,BXE 31/10,KRS 31/10,LAR 31/10,OSL 01/11,ANR 02/11,OFQ 02/11,CPH 02/11,ORK 02/11,DUO 02/11,GOT 02/11,GOO 02/11,GRG 02/11,HEL 02/11,BIO 03/11,HEL 04/11,KTK 04/11,STO 04/11
Msc Agadir NZ540R	MSC /HLC/HSL	-	7/10	-	-	-	-	RTM 24/10,LZI 24/10,LGP 25/10,HMQ 27/10,ANR 29/10,BIO 30/10,LEH 31/10,LIV 01/11,BRV 02/11,VGO 04/11,HEL 04/11,LEI 05/11,KTK 05/11,STO 07/11,KLJ 09/11,LED 12/11
Msc Athens NZ541R	MSC /HLC/HSL	-	14/10	-	-	-	8/10	RTM 31/10,LZI 31/10,LGP 01/11,HMQ 03/11,ANR 05/11,BIO 06/11,LEH 07/11,LIV 08/11,BRV 09/11,VGO 11/11,HEL 11/11,LEI 12/11,KTK 12/11,STO 14/11,KLJ 16/11,LED 19/11
Maersk Langkloof 156B	DAL/MOL/MSK/SAF	-	12/10	8/10	-	-	5/10	RTM 28/10,VGO 29/10,LGP 30/10,BIO 31/10,BRV 01/11,LZI 02/11,ANR 03/11,DUO 04/11,MTX 04/11,LEI 04/11,LEH 08/11,HMQ 06/11,CPH 09/11,HEL 09/11,GOT 09/11,OFQ 10/11,OSL 10/11,OSL 10/11,GDN 12/11,GDY 12/11,LED 14/11,URO 01/12
Nexoe Maersk 1512	MSK/SAF	8/10	-	-	-	-	-	VGO 26/10,LEI 27/10,LZI 30/10
MOL Proficiency 156B	DAL/MOL/MSK/SAF	-	19/10	15/10	-	-	12/10	RTM 04/11,VGO 05/11,LGP 06/11,HMQ 07/11,BRV 08/11,LZI 09/11,ANR 10/11,DUO 11/11,MTX 11/11,LEI 11/11,LEH 13/11,HMQ 13/11,CPH 16/11,HEL 16/11,GOT 16/11,OFQ 17/11,OSL 17/11,OSL 17/11,GDN 19/11,GDY 19/11,LED 21/11,URO 08/12
Msc Athos NZ542R	MSC /HLC/HSL	-	-	13/10	-	-	15/10	RTM 07/11,LZI 07/11,LGP 08/11,HMQ 10/11,ANR 12/11,BIO 13/11,LEH 14/11,LIV 15/11,BRV 16/11,VGO 18/11,HEL 18/11,LEI 19/11,KTK 19/11,STO 21/11,KLJ 23/11,LED 26/11
Blue Master 5127	MACS	-	17/10	-	-	-	14/10	13/10 VGO 05/11,LZI 08/11,RTM 09/11,HMQ 11/11,PFT 12/11,IMM 12/11,HUL 12/11,BXE 13/11,KRS 13/11,LAR 13/11,ANR 14/11,OSL 14/11,OFQ 15/11,CPH 15/11,ORK 15/11,DUO 15/11,GOT 15/11,GOO 15/11,GRG 15/11,HEL 15/11,HEL 17/11,KTK 17/11,STO 17/11,BIO 19/11
Helgoland Trader 1514	MSK/SAF	15/10	-	-	-	-	-	LEI 03/11,LZI 06/11
Tanchou Arrow 009	GRB	-	-	-	-	-	17/10	VGO 07/11,BIO 10/11,PRU 12/11,ANR 18/11
Safmarine Boland 156B	DAL/MOL/MSK/SAF	-	-	-	-	-	19/10	RTM 11/11,VGO 12/11,LGP 13/11,BIO 14/11,BRV 15/11,LZI 16/11,ANR 17/11,DUO 18/11,MTX 18/11,LEI 18/11,LEH 20/11,HMQ 20/11,CPH 23/11,HEL 23/11,GOT 23/11,OFQ 24/11,OSL 24/11,GDN 26/11,GDY 26/11,LED 28/11,URO 15/12

OUTBOUND BY DATE - Dates for sailing: 05/10/2015 - 19/10/2015

Name of Ship/Voy/Line	WBAY	CT	PE	NGQ	EL	DBN	RBAY	Loading for
To: East Africa								
								Updated daily on http://www.ftwonline.co.za
Border 123N	OAC	-	-	-	-	7/10	-	BEW 14/10
Msc Jasmine ZN540A	MSC	-	-	-	-	6/10	-	MPM 07/10,BEW 09/10,MBA 14/10,DAR 18/10,MNC 22/10
Jolly Diamante 0396	LMC	-	-	-	-	9/10	-	MPM 10/10,MNC 14/10,DAR 17/10,MBA 19/10
Frontier 322N	OAC	9/10	14/10	-	-	-	-	BEW 28/10
Msc Nicole ZN541A	MSC	-	-	-	-	13/10	-	MPM 14/10,BEW 16/10,MBA 21/10,DAR 24/10
MCP Bilbao 0128RR	CMA/DEL/UAF	-	-	-	-	13/10	-	MPM 16/10,BEW 20/10,MNC 23/10,PMA 27/10,UEL 02/11
Hoegh Sydney 54	HOE	-	-	-	-	14/10	-	MPM 15/10
Hoegh Kobe 28	HOE	-	-	-	-	15/10	-	MPM 12/10

To: West Africa								
								Updated daily on http://www.ftwonline.co.za
Hedda Schulte 031MUW	CMA/DEL	-	-	-	-	5/10	-	LAD 03/09,PNR 05/09,TIN 10/09,COO 13/09,LFW 15/09,TEM 19/09
Kota Hidayah HDY115	PIL	-	-	-	-	6/10	-	LOS 11/09,LFW 13/09,TEM 15/09,LBV 20/09
Mirina 033MUW	CMA/DEL	-	7/10	-	10/10	-	-	LAD 09/09,PNR 10/09,TIN 16/09,COO 18/09,LFW 21/09
Kota Anggerik AGK145	PIL	-	-	-	-	8/10	-	LOS 18/09,LFW 20/09,TEM 23/09,COO 24/09
JFO Leo 035MUW	CMA/DEL	-	14/10	-	16/10	-	-	LAD 16/09,PNR 17/09,TIN 22/09,COO 25/09,TEM 28/09
Safmarine Linyati SA15005	SAF	-	5/10	-	-	-	-	SON 12/10,PNR 16/10,POG 20/10,BOA 24/10,MAT 26/10
Kota Hapas HPS269	PIL	-	-	-	-	19/10	-	LOS 24/09,LFW 27/09,TEM 01/10,LBV 06/10
Xin Qin Huang Dao 0434	CMA/DEL/MSK/SAF	-	17/10	-	-	-	-	PNR 30/09,LAD 03/10
Dal Karoo 156B	DAL/MOL/MSK/SAF	-	5/10	-	-	-	-	AGA 22/10
Msc Aqadir NZ540R	MSC/HLC/HSL	-	7/10	-	-	-	-	LPA 19/10,DKR 21/10,ABJ 22/10,TEM 24/10,APP 30/10,TIN 31/10
Msc Amalfi FY536A	MSC	-	6/10	-	-	-	-	LFW 14/10,TEM 18/10,DLA 18/10,COO 18/10,SPY 18/10,APP 20/10,TIN 20/10,ABJ 21/10,FNA 22/10,TKD 24/10,LBV 25/10,MLW 25/10
Msc Athens NZ541R	MSC/HLC/HSL	-	14/10	-	-	8/10	-	LPA 26/10,DKR 28/10,ABJ 29/10,TEM 31/10,APP 06/11,TIN 07/11
Maersk Langkloof 156B	DAL/MOL/MSK/SAF	-	12/10	8/10	-	5/10	-	AGA 29/10
Balthum Trader 847	GSL/ZIM	-	-	-	-	5/10	-	APP 14/10,LOS 16/10,TEM 20/10,COO 23/10
Kota Nazim NZM099	PIL	-	-	-	-	-	-	LOS 16/10,LFW 18/10,TEM 22/10,LBV 26/10
Safmarine Chika 1507	CMA/MSK/SAF	6/10	-	-	-	-	-	APP 11/10,TIN 13/10,COO 15/10
Nordic Stralsund 015E	CMA/HLC/NDSD	-	9/10	7/10	-	6/10	-	LAD 15/10,PNR 18/10
Vega Virgo ZA541A	MSC	15/10	6/10	-	-	-	-	LAD 10/10,LOB 12/10
Msc Vancouver FY537A	MSC	-	12/10	-	-	8/10	-	LFW 20/10,TEM 24/10,DLA 24/10,COO 24/10,SPY 24/10,APP 26/10,TIN 26/10,ABJ 27/10,FNA 28/10,TKD 30/10,LBV 31/10,MLW 31/10
Benita Schulte 035W	MSK/SAF	-	8/10	-	-	-	-	APP 16/10,TIN 17/10,COO 20/10,ABJ 24/10,PNR 01/11
Kota Segar SEG010	PIL	-	8/10	-	-	-	-	LFW 15/10,LOS 17/10,COO 20/10,ONN 22/10
Nexoe Maersk 1512	MSK/SAF	8/10	-	-	-	-	-	LAD 29/09,CKY 16/10
Uni Fortuna 1503	MSK/SAF	-	-	-	-	8/10	-	LAD 19/10,APP 23/10,TIN 25/10,COO 27/10
Barrier 8	MSC/DAL/MOL/MSK/OAC/SAF	-	14/10	-	-	9/10	-	LUD 16/10
Maersk Cape Town 1505	CMA/MSK/SAF	9/10	-	-	-	-	-	APP 14/10,TIN 16/10,COO 18/10
CMA-CGM Verdi 048A	CMA/DEL/MSK/SAF	10/10	-	-	-	-	-	PNR 14/10,LAD 17/10
Seadream 1507	CMA/MSK/SAF	-	-	10/10	-	-	-	TEM 20/10,ABJ 25/10,LFW 01/11
Mareno ZA542A	MSC	13/10	11/10	-	-	-	-	LAD 17/10,LOB 18/10,MSZ 19/10
Bosun 045MUW	CMA/DEL	17/10	-	-	-	-	-	LAD 23/10,PNR 26/10,APP 29/10,TIN 30/10,TEM 03/11,LFW 06/11,COO 09/11
Nordic Beijing 0174KE	CMA/HLC/NDSD	-	16/10	14/10	-	12/10	-	LAD 22/10,PNR 31/10
MOL Proficiency 156B	DAL/MOL/MSK/SAF	-	19/10	15/10	-	12/10	-	AGA 05/11
Msc Athos NZ542R	MSC/HLC/HSL	-	-	13/10	-	15/10	-	LPA 02/11,DKR 04/11,ABJ 05/11,TEM 07/11,APP 13/11,TIN 14/11
African Robin Tba	MUR	-	-	-	-	14/10	-	LAD 03/11,LOS 07/11,ABJ 15/11
Niledutch Rotterdam 30248A	PIL	-	17/10	-	-	15/10	-	PNR 26/10,LAD 29/10,BOA 02/11,MAT 03/11,SZA 05/11,LBV 05/11,CAB 06/11,DLA 06/11,LOB 11/11,MSZ 15/11
Helgoland Trader 1514	MSK/SAF	15/10	-	-	-	-	-	LAD 06/10,LOB 09/10,CKY 23/10
CMA-CGM Africa One 037W	MSK/SAF	-	15/10	-	-	-	-	APP 23/10,TIN 24/10,COO 27/10,ABJ 31/10,PNR 08/11
Msc Toronto FY538A	MSC	-	19/10	-	-	15/10	-	LFW 27/10,TEM 31/10,DLA 31/10,COO 31/10,SPY 31/10,APP 02/11,TIN 02/11,ABJ 03/11,FNA 04/11,TKD 06/11,LBV 07/11,MLW 07/11
Hoegh Kobe 28	HOE	-	-	-	-	15/10	-	LAD 22/10,LOS 26/10,TEM 28/10
Henry Rickmers 1511	MSK/SAF	-	-	-	-	15/10	-	LAD 26/10,APP 30/10,TIN 01/11,COO 03/11
CMA-CGM Strauss 0494	CMA/DEL/MSK/SAF	17/10	-	-	-	-	-	PNR 21/10,LAD 24/10
Greta 10/15	ASL	-	18/10	-	-	-	-	LAD 25/10,SZA 29/10,MAL 31/10
Kota Nauri NLR093	PIL	-	-	-	-	-	-	LOS 30/10,LFW 01/11,TEM 04/11,COO 08/11
Safmarine Boland 156B	DAL/MOL/MSK/SAF	-	-	-	-	19/10	-	AGA 12/11
Gerhard Schulte 019E	CMA/HLC/NDSD	-	-	-	-	19/10	-	LAD 29/10,PNR 01/11
Busan Trader 849	GSL/ZIM	-	-	-	-	19/10	-	APP 28/10,LOS 30/10,TEM 03/11,COO 06/11

To: Indian Ocean Islands								
								Updated daily on http://www.ftwonline.co.za
Richard Rickmers 1510	DAL/MSK/SAF	-	-	5/10	-	9/10	-	PLU 15/10
Northern Magnitude IZ541A	MSC	-	-	-	6/10	-	9/10	PLU 13/10,TMM 15/10,PDG 17/10,DIE 23/10,LON 25/10,MJN 27/10
Quadriga 1518	DAL/MSK/SAF	-	-	11/10	-	15/10	-	PLU 22/10
Washington IZ542A	MSC	-	-	-	13/10	-	16/10	PLU 20/10,TMM 22/10,DIE 23/10,PDG 24/10,LON 25/10,MJN 27/10
MCP Bilbao 0128RR	CMA/DEL/UAF	-	-	-	-	13/10	-	LON 29/10
Thalatta CO532	VWL	-	-	16/10	-	-	-	RUN 21/10
Maersk Izmir 1510	DAL/MSK/SAF	-	-	19/10	-	-	-	PLU 29/10

To: North America								
								Updated daily on http://www.ftwonline.co.za
Maersk Vama 029	MSC/MSK/SAF	-	6/10	-	-	-	-	NYC 27/10,BAL 29/10,ORF 30/10,CHU 01/11,FEP 02/11,NAS 02/11,MIA 03/11,POP 03/11,MHH 03/11,GEC 04/11,SDQ 04/11,TOV 04/11,SLU 05/11,PHI 05/11,GDT 05/11,SJO 06/11,BAS 06/11,VJ 06/11,RSU 07/11,PAP 07/11,KTN 07/11,HQN 08/11,BGI 08/11,STG 08/11,MSY 10/11
Dal Karoo 156B	DAL/MOL/MSK/SAF	-	5/10	-	-	-	-	BAL 03/11,MIA 08/11,HAL 09/11,POS 10/11,CAU 14/11,SAV 14/11,SEA 14/11,NYC 15/11,BCC 15/11,ORF 17/11,LGB 17/11,PDX 17/11,MTR 18/11,CHU 19/11,TOD 20/11,KIN 20/11,SJU 24/11,HQN 24/11,MSY 25/11,PEF 25/11,SCT 25/11,ATM 26/11,LAX 29/11,PCR 30/11,MAN 30/11,OAK 01/12,PAG 03/12
Msc Nilgun 069	MSC/MSK/SAF	-	13/10	-	-	7/10	-	NYC 04/11,BAL 06/11,ORF 07/11,CHU 09/11,FEP 10/11,NAS 10/11,MIA 11/11,POP 11/11,MHH 11/11,GEC 12/11,SDQ 12/11,TOV 12/11,SLU 13/11,PHI 13/11,GDT 13/11,SJO 14/11,BAS 14/11,VJ 14/11,RSU 15/11,PAP 15/11,KTN 15/11,HQN 16/11,BGI 16/11,STG 16/11,MSY 18/11
Msc Jeanne 069	MSC/MSK/SAF	-	13/10	-	-	5/10	-	NYC 04/11,BAL 06/11,ORF 07/11,CHU 09/11,FEP 10/11,NAS 10/11,MIA 11/11,POP 11/11,MHH 11/11,GEC 12/11,SDQ 12/11,TOV 12/11,SLU 13/11,PHI 13/11,GDT 13/11,SJO 14/11,BAS 14/11,VJ 14/11,RSU 15/11,PAP 15/11,KTN 15/11,HQN 16/11,BGI 16/11,STG 16/11,MSY 18/11
Maersk Langkloof 156B	DAL/MOL/MSK/SAF	-	12/10	8/10	-	5/10	-	BAL 10/11,MIA 15/11,HAL 16/11,POS 17/11,CAU 21/11,SAV 21/11,SEA 21/11,NYC 22/11,BCC 22/11,ORF 24/11,LGB 24/11,PDX 24/11,MTR 25/11,CHU 26/11,TOD 27/11,KIN 27/11,SJU 01/12,HQN 01/12,MSY 02/12,PEF 02/12,SCT 02/12,ATM 03/12,LAX 06/12,PCR 07/12,MAN 07/12,OAK 08/12,PAG 10/12
Cosco Jeddah 019E	COS/CSC/EMC/HLC/KLI/MOL/PIL	-	-	-	-	8/10	-	LAX 03/11,OAK 06/11,TIW 08/11,BCC 10/11
Msc Paola 002	MSC/MSK/SAF	-	-	-	8/10	14/10	-	NYC 11/11,BAL 13/11,ORF 14/11,CHU 16/11,FEP 17/11,NAS 17/11,MIA 18/11,POP 18/11,MHH 18/11,GEC 19/11,SDQ 19/11,TOV 19/11,SLU 20/11,PHI 20/11,GDT 20/11,SJO 21/11,BAS 21/11,VJ 21/11,RSU 22/11,PAP 22/11,KTN 22/11,HQN 23/11,BGI 23/11,STG 23/11,MSY 25/11
Bright Horizon 1601	CMA/GAL	-	12/10	-	-	8/10	8/10	HQN 05/11,MSY 07/11,JKV 24/11
MOL Proficiency 156B	DAL/MOL/MSK/SAF	-	19/10	15/10	-	12/10	-	BAL 17/11,MIA 22/11,HAL 23/11,POS 24/11,CAU 28/11,SAV 28/11,SEA 28/11,NYC 29/11,BCC 29/11,ORF 01/12,LGB 01/12,PDX 01/12,MTR 02/12,CHU 03/12,TOD 04/12,KIN 04/12,SJU 08/12,HQN 08/12,MSY 09/12,PEF 09/12,SCT 09/12,ATM 10/12,LAX 13/12,PCR 14/12,MAN 14/12,OAK 15/12,PAG 17/12
Warnow Moon 506	CSA/HLC	-	-	-	-	16/10	14/10	MSY 14/11,HQN 17/11,BAL 23/11
Hoegh Kobe 28	HOE	-	-	-	-	15/10	-	SCT 14/11
Alexandria Bridge 066E	COS/CSC/EMC/HLC/KLI/MOL/PIL	-	-	-	-	15/10	-	LAX 10/11,OAK 13/11,TIW 15/11,BCC 17/11
Msc Alice 003	MSC/MSK/SAF	-	-	-	15/10	-	-	NYC 18/11,BAL 20/11,ORF 21/11,CHU 23/11,FEP 24/11,NAS 24/11,MIA 25/11,POP 25/11,MHH 25/11,GEC 26/11,SDQ 26/11,TOV 26/11,SLU 27/11,PHI 27/11,GDT 27/11,SJO 28/11,BAS 28/11,VJ 28/11,RSU 29/11,PAP 29/11,KTN 29/11,HQN 30/11,BGI 30/11,STG 30/11,MSY 02/12
Safmarine Boland 156B	DAL/MOL/MSK/SAF	-	-	-	-	19/10	-	BAL 24/11,MIA 29/11,HAL 30/11,POS 01/12,CAU 05/12,SAV 05/12,SEA 05/12,NYC 06/12,BCC 06/12,ORF 08/12,LGB 08/12,PDX 08/12,MTR 09/12,CHU 10/12,TOD 11/12,KIN 11/12,SJU 15/12,HQN 15/12,MSY 16/12,PEF 16/12,SCT 16/12,ATM 17/12,LAX 20/12,PCR 21/12,MAN 21/12,OAK 22/12,PAG 24/12

To: Australasia								
								Updated daily on http://www.ftwonline.co.za
Northern Magnitude IZ541A	MSC	-	-	-	6/10	-	9/10	FRE 24/10,ADL 25/10,MLB 29/10,SYD 01/11,TRG 05/11,LYT 07/11
Maersk Stralsund 1512	CMA/MSK/SAF	-	-	10/10	-	-	7/10	AKL 07/11,TRG 08/11,NPE 09/11,LYT 10/11,TIU 11/11,POE 11/11,FRE 11/11,NSN 13/11,NPL 13/11,SYD 17/11,MLB 18/11,BSA 22/11,ADL 22/11
Cosco Jeddah 019E	COS/CSC/EMC/HLC/KLI/MOL/PIL	-	-	-	-	8/10	-	BSA 02/11,SYD 04/11,MLB 07/11
Elektra CO531	VWL	-	-	9/10	-	10/10	11/10	FRE 22/10,MLB 27/10,PKL 29/10,BSA 31/10
Glovio Cougar 2	HOE	-	-	-	-	9/10	-	FRE 22/10,MLB 27/10,PKL 29/10,BSA 31/10,TRG 04/11,NPE 05/11,WLG 07/11,LYT 08/11
Washington IZ542A	MSC	-	-	-	13/10	-	16/10	FRE 31/10,ADL 01/11,MLB 05/11,SYD 08/11,TRG 12/11,LYT 14/11
Northern Justice 1512	CMA/MSK/SAF	-	-	17/10	-	-	14/10	AKL 14/11,TRG 15/11,NPE 16/11,LYT 17/11,TIU 18/11,POE 18/11,FRE 18/11,NSN 20/11,NPL 20/11,SYD 24/11,MLB 25/11,BSA 29/11,ADL 29/11
Alexandria Bridge 066E	COS/CSC/EMC/HLC/KLI/MOL/PIL	-	-	-	-	15/10	-	BSA 09/11,SYD 11/11,MLB 14/11
Hoegh London 59	HOE	-	-	-	-	16/10	-	FRE 28/10,MLB 02/11,PKL 04/11,BSA 06/11,TRG 10/11,NPE 11/11,NOU 13/11,WLG 13/11,LYT 14/11
Thalatta CO532	VWL	-	-	16/10	-	-	-	FRE 30/10,MLB 04/11,PKL 06/11

OUTBOUND BY DATE - Dates for sailing: 05/10/2015 - 19/10/2015

Name of Ship/Voy/Line	WBAY	CT	PE	NGQ	EL	DBN	RBAY	Loading for
To: Middle East, Pakistan, India and Sri Lanka				Updated daily on http://www.ftwonline.co.za				
Hedda Schulte 031MUW	CMA/DEL	-	-	-	-	5/10	-	MUN 18/10,KLF 22/10,JEA 23/10
Kota Hidayah HDY115	PIL	-	-	-	-	6/10	-	CMB 20/10,NSA 24/10,HZL 26/10,MUN 28/10,JEA 01/11
Minna 033MUW	CMA/DEL	-	7/10	-	10/10	-	12/10	MUN 25/10,KLF 29/10,JEA 30/10
Kota Anggerik AGK145	PIL	-	-	-	-	8/10	-	CMB 26/10,NSA 31/10,HZL 02/11,MUN 04/11,JEA 08/11
JPO Leo 035MUW	CMA/DEL	-	14/10	-	16/10	-	18/10	MUN 01/11,KLF 05/11,JEA 06/11
Kota Hapas HPS269	PIL	-	-	-	-	19/10	-	CMB 03/11,NSA 07/11,HZL 09/11,MUN 11/11,JEA 15/11
Kota Nazim NZM099	PIL	-	-	-	-	-	-	CMB 24/11,NSA 28/11,HZL 30/11,MUN 02/12,JEA 06/12
Richard Rickmers 1510	DAL/MSK/SAF	-	-	5/10	-	-	9/10	JEA 22/10,MUN 27/10,NSA 29/10
Northern Magnitude IZ541A	MSC	-	-	-	6/10	-	9/10	SLL 21/10,JEA 25/10,BQM 27/10,NSA 30/10,MUN 01/11
Cosco Jeddah 019E	COS/CSC/EMC/HLC/KLI/MOL/PIL	-	-	-	-	-	8/10	CMB 27/10,NSA 29/10
Jolly Diamante 0396	LMC	-	-	-	-	-	9/10	JED 29/10,RUH 18/11,AQJ 23/11,MSW 23/11,PZU 23/11,HOD 24/11,AUH 28/11,DXB 30/11,KWI 30/11,NSA 30/11,BAH 03/12,BND 03/12,DMN 03/12,DOH 03/12,MCT 03/12,BQM 05/12
Msc Bruxelles 540R	MSC	-	-	-	-	10/10	-	CMB 23/10
Bosun 045MUW	CMA/DEL	17/10	-	-	-	-	-	MUN 06/12,KLF 10/12,JEA 11/12
Quadrira 1518	DAL/MSK/SAF	-	-	11/10	-	-	15/10	JEA 29/10,MUN 03/11,NSA 05/11
Washington IZ542A	MSC	-	-	-	13/10	-	16/10	SLL 28/10,JEA 01/11,BQM 03/11,NSA 06/11,MUN 08/11
Alexandria Bridge 066E	COS/CSC/EMC/HLC/KLI/MOL/PIL	-	-	-	-	-	15/10	CMB 03/11,NSA 05/11
Msc Roma FY541R	MSC	-	-	-	-	-	17/10	CMB 30/10
Kota Naluri NLR093	PIL	-	-	-	-	-	-	CMB 06/12,NSA 12/12,HZL 14/12,MUN 16/12,JEA 20/12
Maersk Izmir 1510	DAL/MSK/SAF	-	-	19/10	-	-	-	JEA 05/11,MUN 10/11,NSA 12/11

To: South America				Updated daily on http://www.ftwonline.co.za				
Dal Karoo 156B	DAL/MOL/MSK/SAF	-	5/10	-	-	-	-	PBL 19/11,BAQ 22/11,GYE 23/11,CLL 24/11,LAG 24/11,LIO 25/11,VPZ 28/11,SAI 30/11,IQQ 01/12,BUN 04/12,PRQ 04/12,ARI 05/12,ANF 06/12
Maersk Langkloof 156B	DAL/MOL/MSK/SAF	-	12/10	8/10	-	-	5/10	PBL 26/11,BAQ 29/11,GYE 30/11,CLL 01/12,LAG 01/12,LIO 02/12,VPZ 05/12,SAI 07/12,IQQ 08/12,BUN 11/12,PRQ 11/12,ARI 12/12,ANF 13/12
Nordic Stralsund 015E	CMA/HLC/NDS	-	9/10	7/10	-	-	6/10	NVT 30/10,PNG 31/10,SSZ 02/11
Nordic Beijing 0174KE	CMA/HLC/NDS	-	16/10	14/10	-	-	12/10	NVT 06/11,PNG 07/11,SSZ 09/11,RIO 10/11
MOL Proficiency 156B	DAL/MOL/MSK/SAF	-	19/10	15/10	-	-	12/10	PBL 03/12,BAQ 06/12,GYE 07/12,CLL 08/12,LAG 08/12,LIO 09/12,VPZ 12/12,SAI 14/12,IQQ 15/12,BUN 18/12,PRQ 18/12,ARI 19/12,ANF 20/12
Safmarine Boland 156B	DAL/MOL/MSK/SAF	-	-	-	-	-	19/10	PBL 10/12,BAQ 13/12,GYE 14/12,CLL 15/12,LAG 15/12,LIO 16/12,VPZ 19/12,SAI 21/12,IQQ 22/12,BUN 25/12,PRQ 25/12,ARI 26/12,ANF 27/12
Gerhard Schulte 019E	CMA/HLC/NDS	-	-	-	-	-	19/10	NVT 13/11,PNG 14/11,SSZ 16/11

EASIFINDER GUIDE TO AGENTS

AGENT	JHB 011	DBN 031	CT 021	PE 041	RBAY 035	EL 043	PTA 012	WBAY 09264 64	Misc.
Africamarine Ships Agency	450-3314	306-0112	510-7375	-	-	-	-	-	-
Africa Union Transport	783-8611	301-6025	-	-	-	-	-	-	-
Alpha Shipping Agency (Pty) Ltd	450-2576	207-1662	-	-	-	-	-	-	-
BLS Marine	-	201-4552	-	-	-	-	-	-	-
Bridge Marine	625-3300	460-0700	927-9700	-	-	-	-	-	-
CMA CGM Shipping Agencies	409-8120	319-1300	552-1771	087 803-3380	797-4197	-	-	274-450	-
Combine Ocean	407-2200	328-0403	419-8550	501-3427	-	-	-	-	-
Cosren Shipping Agency	622-5658	307-3092	418-0690	501-3400	-	-	-	-	-
CSAL (Mitchell 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 (0925821) 312354/5
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	-	-	-	-	-	-
Höegh Autoliners	513-2900	536-3500	-	487-0381	-	-	-	-	-
Hull Blyth South Africa	-	360-0700	-	-	-	-	-	-	-
Ignazio Messina & Co	881-9500	365-5200	418-4848	-	-	-	-	-	-
Inchcape Shipping Services	787-6878	368-1622	522-8599	581-3770	788-0330	-	-	-	Maputo (0925884) 310-9509 Saldanha Bay (022) 714-4976
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	-	-	-
LBH South Africa	-	309-5959	421-0033	585-0671	788-0953	585-0671	-	220-462	Maputo (092521) 360 320
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	-	789-5427	-	-	-	-
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	441-2200	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 Mosel 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	784 2876/77	534-3300	-	-	-	-	-	-	-

Inbound

COMPILED AND PRINTED IN ONE DAY

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Updated until 11am

28 September 2015

INBOUND BY DATE - Dates for sailing: 05/10/2015 - 19/10/2015

Name of ship / voy	Line	WBAY	CT	PE	NGQ	EL	DBN	RBAY	Name of ship / voy	Line	WBAY	CT	PE	NGQ	EL	DBN	RBAY
Alexandria Bridge 066W	COS/CSC/EMC/HLC/KLI/MOL/PIL	-	-	-	-	-	11-Oct	-	Mol Glide 2516B	MSC/CMA/CSV/SAF	-	11-Oct	-	-	-	15-Oct	-
Archimidis 1507	CMA/MSK/SAF	-	-	-	-	-	17-Oct	-	MOL Gratitude 2616B	MSC/CMA/CSV/SAF	-	18-Oct	-	-	-	-	-
Barrier 8	DAL/OAC	18-Oct	12-Oct	-	-	-	05-Oct	-	Mol Guardian 2415B	MSC/CMA/CSV/SAF	-	-	-	-	-	-	08-Oct
Benita Schulte 035W	MSK/SAF	-	07-Oct	-	-	-	-	-	Mol Integrity 090W	COS/CSC/EMC/HLC/KLI/MOL/PIL	-	-	-	-	-	-	18-Oct
Blue Master 5221	MACS	-	-	-	-	-	-	10-Oct	MOL Proficiency 156A	DAL/MOL/MSK/SAF	-	-	06-Oct	-	-	-	10-Oct
Border 124	DAL/OAC	-	-	-	-	-	19-Oct	-	Mol Solution 057	CSC/EMC/HLC/KLI/MOL/PIL	-	16-Oct	-	-	-	-	12-Oct
Bosun 045MUW	CMA/DEL	17-Oct	-	-	-	-	-	-	Msc Alice 003	MSC/MSK/SAF	-	-	-	14-Oct	-	-	18-Oct
Busan Trader 849	GSL/ZIM	-	-	-	-	-	17-Oct	-	Msc Arbatax 538A	MSC/HLC/HSL	-	14-Oct	-	16-Oct	-	-	19-Oct
CMA-CGM Africa One 037W	MSK/SAF	-	14-Oct	-	-	-	-	-	Msc Athens 536A	MSC/HLC/HSL	-	-	-	-	-	-	05-Oct
CMA-CGM Strauss 0494	CMA/DEL/MSK/SAF	16-Oct	13-Oct	-	-	-	-	-	Msc Athos 537A	MSC/HLC/HSL	-	07-Oct	-	09-Oct	-	-	12-Oct
CMA-CGM Verdi 0484	CMA/DEL/MSK/SAF	09-Oct	06-Oct	-	-	-	-	-	Msc Denisse ZN538A	MSC	-	-	-	-	-	-	14-Oct
Elektra CO531	WWL	-	-	09-Oct	-	10-Oct	11-Oct	-	Msc Jeanne 069	MSC/MSK/SAF	-	12-Oct	-	-	-	-	-
Frontier 322N	MSC/DAL/MOL/MSK/OAC/SAF	-	12-Oct	-	-	-	17-Oct	-	Msc Julie 532R	MSC/CMA/CSC/CSV/HLC/MSK/SAF	-	-	08-Oct	-	-	-	-
Gerhard Schulte 019E	CMA/HLC/NDS	-	-	-	-	-	18-Oct	-	Msc Nicole ZN537A	MSC	-	-	-	-	-	-	10-Oct
Glovis Cougar 2	HOE	-	-	-	-	-	09-Oct	-	Msc Nilgun 069	MSC/MSK/SAF	-	12-Oct	-	-	-	-	-
Golden Karoo 5223	MACS	14-Oct	19-Oct	-	-	-	-	-	Msc Ningbo 539R	MSC/CMA/CSC/CSV/HLC/MSK/SAF	-	-	17-Oct	-	-	-	-
Greta 10/15	ASL	-	15-Oct	-	-	-	-	-	Msc Paola 002	MSC/MSK/SAF	-	19-Oct	-	07-Oct	-	-	11-Oct
Hedda Schulte 031MUW	CMA/DEL	-	-	-	-	-	05-Oct	-	Msc Toronto 538A	MSC	-	17-Oct	-	-	-	-	14-Oct
Helgoland Trader 1513	MSK/SAF	13-Oct	-	-	-	-	-	-	Msc Vancouver 537A	MSC	-	10-Oct	-	-	-	-	06-Oct
Henry Rickmers 1511	DAL/MSK/SAF	-	-	-	-	-	14-Oct	-	Nexoe Maersk 1511	MSK/SAF	06-Oct	-	-	-	-	-	-
Hoegh Kobe 28	HOE	-	-	-	-	-	14-Oct	-	Niedutch Rotterdam 30248A	PIL	-	17-Oct	-	-	-	-	12-Oct
Hoegh London 59	HOE	-	-	-	-	-	15-Oct	-	Nordic Beijing 0174KE	CMA/HLC/NDS	-	16-Oct	14-Oct	-	-	-	11-Oct
Hoegh Sydney 54	HOE	-	-	-	-	-	13-Oct	-	Nordic Stralsund 015E	CMA/HLC/NDS	-	09-Oct	07-Oct	-	-	-	-
Jolly Diamante 0396	LMC	-	-	-	-	-	06-Oct	-	Northern Justice 1511	CMA/MSK/SAF	-	-	16-Oct	-	-	-	10-Oct
JPO Leo 035MUW	CMA/DEL	-	13-Oct	-	16-Oct	-	18-Oct	-	Northern Magnitude 535R	MSC	-	-	-	-	-	-	08-Oct
K Pegasus 537R	MSC	-	-	-	18-Oct	-	-	-	Quadriga 1518	DAL/MSK/SAF	-	-	10-Oct	-	-	-	14-Oct
Kota Anggerik AGK145	PIL	-	-	-	-	-	07-Oct	-	Red Cedar 5222	MACS	-	06-Oct	-	-	-	-	12-Oct 18-Oct
Kota Hapas HPS269	PIL	-	-	-	-	-	19-Oct	-	Richard Rickmers 1510	DAL/MSK/SAF	-	-	-	-	-	-	07-Oct
Kota Hidayah HDY115	PIL	-	-	-	-	-	05-Oct	-	Safmarine Boland 156A	DAL/MOL/MSK/SAF	-	11-Oct	13-Oct	-	-	-	17-Oct
Kota Lahir 087	CSC/EMC/HLC/KLI/MOL/PIL	-	-	-	-	-	19-Oct	-	Safmarine Chilka 1507	CMA/MSK/SAF	05-Oct	-	-	-	-	-	-
Kota Naluri NLR093	PIL	-	-	-	-	-	-	-	Safmarine Highveld 157A	DAL/MOL/MSK/SAF	-	18-Oct	-	-	-	-	-
Kota Segar SEG010	PIL	-	06-Oct	-	-	-	-	-	Safmarine Linyati SA15005	SAF	-	-	-	-	-	-	-
Maersk Cadiz 1508	CMA/MSK/SAF	07-Oct	-	-	-	-	-	-	Seadream 1507	CMA/MSK/SAF	-	-	09-Oct	-	-	-	-
Maersk Cape Town 1505	CMA/MSK/SAF	08-Oct	-	-	-	-	-	-	Silverford 1520	GAL	17-Oct	-	-	-	-	-	15-Oct
Maersk Conakry 1508	CMA/MSK/SAF	14-Oct	-	-	-	-	-	-	Thalatta CO532	WWL	-	-	16-Oct	-	-	-	-
Maersk Izmir 1510	DAL/MSK/SAF	-	-	17-Oct	-	-	-	-	Uni Fortuna 1503	DAL/MSK/SAF	-	-	-	-	-	-	07-Oct
Maersk Stralsund 1511	CMA/MSK/SAF	-	-	09-Oct	-	-	-	-	Vega Virgo ZA541A	MSC	15-Oct	18-Oct	-	-	-	-	-
Maersk Varna 029	MSC/MSK/SAF	-	05-Oct	-	-	-	-	-	Vega Virgo ZA543A	MSC	-	-	-	-	-	-	-
Mareno ZA539A	MSC	-	08-Oct	-	-	-	-	-	Warnow Moon 506	CSA/HLC	-	05-Oct	-	-	-	-	08-Oct 13-Oct
Mareno ZA542A	MSC	13-Oct	-	-	-	-	-	-	Washington 536R	MSC	-	-	-	11-Oct	-	-	15-Oct
MCP Bilbao 0108RRR	CMA/DEL/UAF	-	-	-	-	-	13-Oct	-	Xin Qin Huang Dao 0434	CMA/DEL/MSK/SAF	-	16-Oct	-	-	-	-	-
Minna 033MUW	CMA/DEL	-	06-Oct	-	09-Oct	-	12-Oct	-	Yellowstone 1524	GAL	12-Oct	17-Oct	-	-	-	-	-

ABBREVIATIONS

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

Notice any errors?

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