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**ftw FREIGHT & TRADING WEEKLY**

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**For import/export decision-makers**

# Truckers up in arms over abnormal permits in KZN

BY Alan Peat

With an apparently technically unqualified person being put in charge of issuing KwaZulu Natal abnormal load permits, and no reply to the industry's plea for an urgent meeting, the big truck brigade are up in arms.

Speaking on behalf of the industry, Carl Webb, managing director of Project Logistics Management, member of the super-load (125-tonne plus) committee and former member of the Road Freight Association (RFA) abnormal load sub-committee, told FTW that the Department of Transport

action could adversely affect the industry.

Abnormal truckers have been advised in writing that, in future, all abnormal permits for KZN are to be approved by an Advocate Chamane, and not the engineers presently in charge of the DoT's

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# Mercedes cruises into top position at Gauteng export awards

Attention to detail a key component

BY Liesl Venter

Mercedes-Benz South Africa walked away with the top honours at the JCCI-FNB 2010 Gauteng Exporter of the Year awards.

Also the winner in the category for large manufacturers, the company has been exporting cars for more than 60 years across the globe.

Receiving the award Naeem Hassim, vice president of sales for the company, said the award showed the commitment from the manufacturing side of the company and was proof that good quality products still have a place in the market despite the tough economic times.

Especially in the difficult



Naeem Hassim... 'The award proves that good quality products still have a place in the market despite tough economic times.'

American market the company has left its mark. "We also received an award in the States some two months ago for being the best manufacturing plant.

"Add the Gauteng

To page 28

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## DUTY CALLS

### Draft Rules Electricity Levy

The South African Revenue Service (Sars) has extended an invitation to all interested parties to comment on its proposed draft rule amendments to the Act relating to the electricity levy.

You will recall that in recent years there has been an increase in the use of Environmental Levies, which is allocated in Schedule No.1 Part 3 to the Act.

Comment is due by 16 November 2010.

### Draft Tariff Phase Down

Sars has extended an invitation to all interested parties to comment on its proposed tariff amendments to Schedule No.1 Part 1 and Schedule No.3 as the proposed phase down for the South African Harmonised Tariff 2011.

Comment is due by 15 November 2010.

### Tariff Amendment Stainless Steel Nuts

On 05 November 2010, the South African Harmonised Customs and Excise Tariff was amended through means of the insertion of tariff subheading 7318.16.10 relating to stainless steel nuts. The rate of customs duty (duty) irrespective of the country of origin is free (0%).

### Rule Amendment Wine Ex Warehouse

Sars informed of the amendment of Rule 35.04 to the Customs and Excise Act ("the Act") to read as follows, "In the case of any removal of wine ex warehouse for payment of duty, the relative invoice referred to in rule 35.03 shall be deemed to be a certificate for removal of excisable goods but copies of such invoices shall not be deposited in the entry box unless required in writing by the Controller on the date or for the period mentioned in rule 20.14."

### Rule Amendment Purpose Code Tables

Sars informed of the amendment of various amendments to Rules 19A, 39 and 120 to the Act, including the insertion of Purpose Code Tables in the Schedules to the Rules to the Act.

### Completion of Declarations Manual

On 01 November 2010, Sars released its External and Internal – Manual for the Completion of Declarations.

The manual describes the completion and presentation of declarations when:

(i) Goods are imported; (ii) Removed in transit/bond; (iii) Exported from the local market or ex warehouse; and (iv)

When goods are moved between South Africa and the BLNS countries.

### Rebate of Duty External Policy

On 01 November 2010, Sars released its External Policy – Clearance of Goods Qualifying for Rebate of Duty and/or VAT Exemption.

According to the scope of the document the policy applies to goods cleared under rebate of Customs duties and/or Value-Added Tax (VAT) exemption.

### Duty Calls' 'To Do List'


In an effort to ensure that you do not miss a thing, the following serves as the reminder of comments that are due.

Comment in respect of the proposed rebate of the customs duty on woven fabrics of synthetic filament yarn for the manufacture of headgear is due by 19 November 2010.

Comment in respect of the anti-dumping duty on paper insulated lead covered electric cables originating in or imported from India is due by 29 November 2010.

Note: This is a non-comprehensive statement of the law. No liability can be accepted for errors and omissions.

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# The importance of growing 'dynamic' product exports

BY Liesl Venter

Exporting was the lifeblood of the South African economy and played a critical role in its growth, said Christiaan Saaiman of the Department of Trade and Industry at the 10th annual JCCI-FNB Gauteng Exporter of the Year awards.

Saaiman said without exports the country would not achieve its growth targets, as it remained an "important growth pillar for the South African economy".

"Exporters have had an extremely tough time thanks to the global economic downturn, the strong rand and the changing global markets. It is therefore important for us to support our exporters and encourage them to persevere in these difficult times."

Saaiman said it was for that reason that the DTI supported initiatives such as

the Exporter of the Year as it was not just the right thing to do but actively acknowledged the difference exporters were making in the country.

"South Africa represents only 0.05% of the world's exports. When it comes to developing countries we are ranked 24th on the exporters' list and while we are the number one exporter of commodities, we are 48th when it comes to dynamic products. We need to improve these statistics," said Saaiman. "We therefore need our exporters to be motivated. It is crucial for the economy of the country."

Experts agree that exporters have been compelled to look at new markets in the past 24 months following the global economic meltdown, which saw much of Europe and the USA negatively affected. With the South African government



Christiaan Saaiman... 'It is important to support our exporters and encourage them to persevere in these difficult times.'

actively engaging with the governments of India, China and Brazil, exporters are being encouraged to look for new opportunities and to persevere through the difficult times.

Exporters have to deal with the high cost of transport, infrastructural deficiencies and complex distribution channels on a daily basis.

## SACAA tightens air cargo security

As part of the international tightening of air cargo security following the finding of bombs in the cargo holds of aircraft over the weekend of October 31, the South African Civil Aviation Authority (SACAA) has just issued its own restrictive measures on airfreight.

These consist of seven specific regulations:

- \* No air carrier shall carry unknown cargo. Cargo must be processed through a regulated agent facility, subjected to security controls (including screening) and must be declared as such to the carrier;
- \* Mail must be subjected to 100% screening, sealed and must be accompanied by a valid postal manifest;
- \* Known cargo must

be labelled or marked as known cargo in accordance with the regulated agents' approved security manual;

- \* There must be a proper document trail of cargo processed and screened;
- \* The acceptance of cargo, the verification of persons tendering cargo, verification of seals, how cargo is declared and the inspection of cargo for signs of tampering must take place;
- \* Personnel involved in the processing of cargo and shipping documentation are background checked and must have completed appropriate security familiarisation training;
- \* Ensure that known cargo is sealed with tamper-evident seals – and that such seals are intact.

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# Cape Town Port introduces new system for temperature checks

BY Ray Smuts

Transnet Port Terminals has notched up a 'first' for sub-Saharan African ports by implementing the world-class Refcon system to remotely carry out temperature checks on refrigerated (reefer) shipping containers at Cape Town Container Terminal.

Previous practice was for reefers to be manually checked by operators at four-hourly intervals, over and above shipping lines carrying out their own "shadow monitoring" twice daily; only at those times could breakdowns be identified.

The main Navis operating system, which plans and records all container and equipment moves, has been successfully integrated with Refcon, allowing for automatic synchronisation of information between the two systems, thereby improving conditions immensely. (Refcon feeds reefer temperature information

into Navis at 30-minute intervals.)

"A major benefit of integrating Refcon into the Navis system is that faulty and out-of-protocol reefers can be identified easier and quicker, which reduces the terminal's risk profile and saves costs," says Hector Danisa, TPT's assistant terminal executive for Western Cape terminals, adding that shipping lines are now able to access Refcon on Navis.

In the event of Refcon shutting down, a manual procedure has been created to protect the cargo's identity.

Operators have been undergoing intensive training on remote reefer monitoring, Refcon's remote monitoring server supplying electronic messages highlighting exceptions and enabling them (operators) to report the relevant alarms to shipping lines for rectification.

Reefers that are not Refcon-compliant will continue to be monitored



Pictured among the reefers, which can now be temperature controlled remotely, are left to right: Hector Danisa, TPT's Assistant Terminal Executive: Western Province; Dakalo Mboyi, General Manager for Maersk: Western Province and Nomaphelo Thyaliti, Operations Co-ordinator: Landside.

manually, however 80% of the terminal's customers are already Refcon-compliant and initiatives are being implemented to improve this further.

Future plans currently under consideration for Refcon include automatic e-mail and text message

alerts to customers and stakeholders. TPT also hopes to extend Refcon to more reefer areas within the terminal.

Maersk Line is already 95% Refcon-compliant, the line's sales director, Mark Cairns, tells FTW. "This is a definite move forward,

allowing for better 'real time' monitoring for boxes in the port, and the key here is to ensure that the system downtime remains at a minimum.

"Maersk will continue to manually monitor these boxes until the trials are fully completed."



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FTW347SD





# Massmart will not hand over shares

## 'We will have to pull out'

The major retail store operation Massmart is still adamantly against foreign governments that demand that companies hand over a proportion of their shareholding to local owners.

This followed CEO Grant Pattison having given a stern warning to Zimbabwean authorities two weeks ago that a proposed law compelling all companies to hand over 51% equity to local owners would force the retail giant to pull out.

It runs Makro warehouse stores in Harare, the capital, and Bulawayo, the country's second-largest city.

"The thing we need from Zimbabwe is for them to agree whether it's law or not," Pattison said.

"I would say, ultimately for Massmart, if the Indigenisation Act is left

where it is, we will have to pull out."

In his comments about warnings for doing business in Africa, Pattison said a further consideration was the security offered over property rights.

"We use property as the benchmark as to whether the country is ready for us. If we can't negotiate commercial terms, if there aren't locals prepared to put money into their own property, don't go there," he said.

However, his threat to exit at a time when other SA companies are moving back into Zimbabwe was tempered with a heavy dose of pragmatism, according to an SA newspaper, pointing out that the company was already planning to sell its Zimbabwean operation, and had been made an offer back in July by an



unnamed purchaser.

This did not detract from the Massmart stance about any law compelling all companies to hand over 51% (or any other share of) equity to local owners, a spokesman told FTW.

"We have a policy that we prefer 100% control of assets in foreign territories," he added. "As a company we will not do business in any country that demanded a level of local ownership from

foreign investors."

He also named the business with which Massmart has been having dealings on the sale of its Zimbabwe operation. "It's OK Zimbabwe," he confirmed.

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FTW1906SD

# Air safety tops agendas across the globe

The two bombs in UPS and FedEx aircraft in the UK and Dubai have brought a host of responses from around the world on the subject of air cargo security.

In the US Republican Edward Markey is vowing to introduce legislation that will require 100% screening of all airfreight before it is loaded on freighters that will travel in the US.

Markey, author of the 2007 law that requires 100% screening of all air cargo transported on domestic and international passenger planes entering the US, said he would table the legislation when Congress reconvened following this month's mid-term elections.

"At the time, strong opposition from the shipping industry, the US Chamber of Commerce and other business interests prevented the inclusion of a screening mandate for all-cargo aircraft," Markey said. "Following this foiled cargo bombing plot from Yemen, now is the time to finish the job.

"It is time for the shipping industry and the business community to accept the reality that more needs to be done to secure cargo planes so that they cannot be turned into a delivery system for bombs targeting our country. That is why I intend to introduce a bill that would close the air cargo plane screening loophole when Congress reconvenes."

The airfreight industry disagrees, saying such scanning is not a cheap exercise and will see global logistics costs increase as cargo security requirements become more stringent – and more costly.

Iata CEO and director general, Giovanni Bisignani says security remains at the top of the organisation's agenda.

Speaking at the opening of AVSEC World in Frankfurt, Germany, Bisignani said: "Air freight drives the world economy. The products that we carry represent 35% of the total value of goods



Giovanni Bisignani ... 'Security remains at the top of the organisation's agenda.'

traded internationally.

"In 2009, airlines carried 26 million tons of international cargo.

"By 2014, that will increase to 38 million tons. Transporting these goods safely, securely and efficiently is critical," said Bisignani, who commended all the governments for their swift, co-ordinated and targeted response following the finding of the three bombs in cargo holds.

Iata has called for an integrated approach where everyone works together on enhancing air cargo safety.

## Beware of 'knee-jerk' reaction following bomb scare

Airfreight organisations across the globe have warned against knee-jerk reactions following three bombs being found in the cargo holds of aircraft over the weekend of October 31.

According to the British International Freight Association (BIFA) the issue of cargo safety requires attention to look at systems and procedures.

"Though it must be stressed that there are already well-established, in-depth and organised processes in place," said BIFA director general, Peter Quantrill.

"It was a very serious issue but it would be wrong to suggest that airfreight is not treated in the same way as passengers when it comes to security."

Air cargo service providers fear demands for 100% scanning will produce an increasingly fierce if not impossible business environment. And all agree that screening each parcel is not practical,

with figures from a Reuters report showing that UPS alone moves 15-million packages a day.

Nicole Geerkens from the European Logistics Association (ELA) said logistics costs had already jumped up in recent years due to relocation of production plants to other areas in the world. "A big security focus might put the costs up further," she added.

Analysts have been quoted saying that logistics represents up to 15% of the value of goods, depending on the type of business and economy.

That top-end limit fits in with SA costs, according to the Council for Scientific and Industrial Research (CSIR) executive director Hans Ittmann.

The council's stats for 2008 (the latest available) showed the logistics costs as a percentage of the GDP was 14.7% (the lowest since the first survey in 2004) and down from 2007's 15.9%.

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FTW1954SD



# SA vehicle exports powering up

New car exports from South Africa to the European market, in particular, are holding up strongly despite the ongoing recession in European Union countries.

According to the National Association of Automobile Manufacturers of South Africa (Naamsa), South African original equipment manufacturers (OEMs) exported 27 338 vehicles in October – described as a “sharp increase of 6 387 units or an improvement of 30,5% compared to the 20 951 vehicles exported during October last year.”

OEMs also accelerated production to catch up on lost volumes during the various strikes that affected the industry and exports showed a “massive increase of 118,1% or a gain of 14 804 vehicles over the month of September”.

Naamsa is optimistic that

exports will stay on track. “Above-average export sales should continue over the next few months,” it says.

This success runs counter to the flow of vehicle sales in the European markets supplied by the likes of Volkswagen and Toyota South Africa.

October was the sixth consecutive month in which new car sales in Western Europe dropped – examples being 17% in Germany and 19% in France year-on-year.

Over 75% of all 3 Series BMWs produced at the Rosslyn plant are exported to the USA, Taiwan, Japan, Singapore, New Zealand, Hong Kong, Australia and Sub-Saharan Africa. Sales in many of these markets are in the slow lane.

October new car sales in Japan are reported to have fallen to their lowest monthly level in 42 years – down 27%



from October 2009.

Australian sales are down, while those in New Zealand were boosted by a pending rise in General Sales Tax.

Markets that continue to hold up include China,

India, and the United States – an important market for Mercedes-Benz and BMW South Africa.

India is showing the most consistent strong growth – leaving many Japanese,

European and American auto manufacturers on the sidelines as they have not established a strong presence in what could be the fastest-growing market over the next decade.

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# Construction still under way at Dube TradePort

## Tenants misled by unkept promises

As it passed its third month in residence at the new premises of Dube TradePort at the just-opened King Shaka International Airport (KSIA) in Durban, Consolidation & Wholesale Cargo reckoned that 98% of the development was now under control, Vivian Ramawter, acting manager for Natal, told FTW.

“In July,” he added, “CWC became the first tenant to take occupation in the then unfinished cargo section of the Dube TradePort.

“This move followed a management decision at the end of 2009, when shareholders agreed to invest in the Durban operation with a view to building up Durban business.”

But the move didn't prove as easy as CWC hoped for.

It was misled by projections and developers' plans that the Dube TradePort would be functional at the end of July.

Although there are still a few ongoing problems at the new facility and some issues still have to be resolved, CWC is determined that it now has the capacity to effectively consolidate cargo.

“We have invested money, not only in the move but also in extra staffing and a purpose-designed warehouse programme – using software which was developed in Johannesburg.”

To supplement growth, CWC has also adopted an aggressive sales and marketing approach.



## Market still unpredictable

As the end of 2010 draws near airfreight seems to be continuing its rollercoaster ride of one week up, another week down.

“The markets are very unpredictable at present,” says Bryn Woolley, managing director of Airline Cargo Resources. “They go from being up one week to down the next. It is ebb and flow.”

While 2010 has seen airfreight volumes recover significantly following the global economic downturn in 2009, the markets as yet remain inconsistent, says Woolley.

“As market conditions continue to change so radically it makes it very difficult to plan ahead. Now, more than ever, it is important for clients to take cognisance of the local markets they are wanting to move cargo to.”

According to Woolley there have been some major developments in 2010 though, such as the signing of Thai Airways as a client. “We are starting to see regular bookings and loads are improving. Something we are very happy about.”

Another development has been the offices opening up in Dar es Salaam, Entebbe and Nairobi.

“We represent Turkish Airlines on this route and particularly the Dar es Salaam and Entebbe flight has been met with much enthusiasm. We are flying mostly perishables but we are seeing a consistency which is very pleasing.”

Woolley says while the industry continues to try to find its feet after the hardship that was 2009, rates seem to continue to be king.

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## AIRFREIGHT EXPRESS

# Airfreight throttles back

International airfreight volumes dropped between August and September this year, while passenger numbers climbed, according to the International Air Transport Association (Iata).

International freight traffic recorded a 14,8% year-on-year increase, which is "significantly weaker" than the 19% rise recorded in August, says Iata.

While freight markets were expected to weaken towards year-end,

September's decline was larger than anticipated.

"The freight numbers are worrying. Freight activity has fallen 6% since May's post-crisis peak. What we see in air cargo markets is inevitably reflected in the broader economy," said Giovanni Bisignani, Iata's Director General and CEO.

As international air cargo accounts for 35% of the value of goods traded internationally, it is a leading indicator of economic activity, he says.

"Consumer and business

confidence remains weak in many parts of the world. Re-stocking lifted freight markets earlier in the year but this has not been followed by spending to solidify the economic recovery," his statement adds.

Compared with September 2009, freight capacity has increased by 11,9% – below the 14,8% volume growth, pushing cargo load factors to 52,4%.

The only area showing growth is the Middle East, where carriers are

transporting a third more freight than they did prior to the recession.

Asia-Pacific carriers reported the biggest drop in demand, with a 15% increase in freight demand over the previous year, a significant decline from the 22% growth recorded in August.

In contrast, there was a 10,5% year-on-year increase in passenger traffic, which is "significantly stronger" than the 6,5% rise recorded for August, says Iata.



Giovanni Bisignani ... 'The freight numbers are worrying.'

## 'Airfreight does not need 100% scanning'

"Killing the airfreight industry with draconian security procedures would be giving the terrorists a result they would long to see," says Andrew Traill, Managing Partner of Shippers' Voice, a leading advocate for importers, exporters and others who source or supply goods globally.

He says 100% scanning of airfreight would not only harm international trade, it would be ineffective. "The most effective way to detect and deter anyone intending to use airfreight to carry out an attack is through intelligence," he says.

"There are regulations now in the US and Europe, that require information about the freight, its origins and destination, the people

handling it and its route, to be sent in advance of its arrival. "This means in practice that most air cargo carriers will not want to even take off before being sure that the freight they carry has been cleared by the security authorities."

Traill says that enabling people in the chain to perform security checks and maintain the security through the transport chain, (themselves authorised to do so based on the systems and practices they deploy), is not a weakness of security but a strength.

"Provided the system is properly policed, this multi-tiered approach to security in airfreight is far more effective than scanning everything (especially when we know the technology is



not perfect) and watching the airfreight industry collapse under the weight of delays and excessive costs."

He admits that some of these programmes are still being implemented around Europe and, indeed, elsewhere around the world. "But the industry

and the authorities are getting their act together, and increasing the quantity, standard and variety of security procedures being implemented. Now is not the time to undermine these initiatives in any knee-jerk reaction to the latest threat," he says.

"The industry must be robust in its defence of current and developing practices or else risk facing unworkable, costly and pointless security measures which will be no better, and possibly worse, than what we have and are developing today."




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**ELECTRONIC SOLUTIONS**

# 'Relevant reporting at all times is crucial'

BY Liesl Venter

The creation of facilitated industry-specific platforms is of major importance to the freight industry, says Sue Wood, operations director for Cargocare Freight Services.

"They serve to establish real requirements and democratic development, not favouring a specific department to the detriment

of another," says Wood.

"Creative solutions around increased and improved channels of communication to fill gaps created by shortfalls of our Telkom-centric world is just one of the developments taking place."

But there seems to be a huge knowledge gap of the risks related to selecting the correct IT system for

the required application, in Wood's view. "Due to integration needs, it is recommended that all systems be integratable, quickly and easily updated and modified. One must be able to issue relevant and usable reporting at all times."

She says increasing the use and implementation of programmes with insufficient training across

organisations is a challenge.

"Developers are trying to work out what users want out of the programme, while users are trying to work out what to ask for. We also need to address our lack of bandwidth as we move forward."

Sue Wood ... 'One must be able to issue relevant and usable reporting at all times.'



## Training crucial for customs modernisation

The customs modernisation programme is set to take South Africa to the next level but training is crucial to ensure successful implementation.

According to Ridwaan Mohamed, senior systems analyst for Advanced Customs Solutions (ACS), the company has been working closely with the South African Revenue

Service (Sars) through the modernisation programme that is currently under way.

"We have seen the successful implementation of phase 1. Multiple workshops in various locations around the country have been hosted by ACS for our clients, which will no doubt alleviate a lot of stress during the implementation programme

of the new CPC codes."

Mohamed says customers were definitely comforted by the learning process and understanding of the new codes and were completely stress free once they saw how the codes are implemented into the programme.

ACS, which first opened its doors in 2001 with a very basic programme,

has continued to develop its service offerings and today boasts one of the most advanced freight systems in the industry.

"It is about not standing alone in a time of crisis," says Mohamed. "Having an outstanding support service available along with experienced IT and customs knowledge using remote and onsite support makes all the

difference. In other words, there is no more worrying about downtimes that cost time and money."

According to Mohamed it is important that a system is always available. "It is about incorporating an unsurpassed reliability, flow and efficiency providing the user with a professional high-end, user-friendly working environment."

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## ELECTRONIC SOLUTIONS

## Support turnaround time drastically reduced

## Ship-Shape continues to grow despite slowdown

BY Alan Peat

An effective computer system is crucial nowadays if a company is to run a successful business, according to JL Koekemoer, executive of software providers, Ship-Shape.

"In establishing an efficient company, the management has to assess the company requirements, and look for system partners who can deliver them," he told FTW.

A problem is that, having originally got what they needed, too many companies fail to realise the continuing need to upgrade their systems.

"Some companies stick to what they have been using since the year dot," said Koekemoer, "without investigating what is out there.

"Chances are there is more modern and advanced software available (like Ship-Shape) that keeps up to date with the changing

times and delivers what their clients require of them."

And the company has continued to perform well, despite last year's global slump, according to Koekemoer.

"Our software sales have continued to enjoy growth – albeit smaller than pre-crisis years – across the country," he added, "despite the lack of activity experienced by the industry over the past year."

He also noted that all the hype surrounding the Soccer World Cup had effectively shielded the SA freight industry from the massive downturn seen in other countries since late 2008.

"However, it also has to be acknowledged that the departure of this left a vacuum," said Koekemoer. "Fortunately, the state of the economy hasn't prevented us from powering full-steam ahead to stay abreast of the latest developments in the market – especially with the continuous changes

emanating from SA Revenue Service (Sars) linked to its modernisation programme."

He also suggested that, in the ever-changing world of technology, it is hard to stay on top of new developments without a trusted systems provider.

"Because of this, we have to be dedicated to our clients' needs," said Koekemoer, "and spare no effort in resolving system-related issues.

"We also have to be at the forefront of the latest electronic data interchange developments, and be able to offer a full spectrum of reliable EDI services – including live tracking via the Internet from anywhere in the world."

An effective system provider also has to recognise the level of maturity the Internet has reached in the past four or five years.

"With more accessible broadband connections," said Koekemoer, "support



JL Koekemoer ... Software sales continue to grow.

turnaround time has been drastically reduced."

He suggested that this now requires a system provider to operate a form of remote control.

"We are now able to troubleshoot a remote site in real time over the Internet, as well as ensuring that critical updates are distributed and applied instantaneously across our entire client base."

## Improving efficiency with electronics

Electronic solutions are all about improving efficiency.

It is for this very reason Sars Customs began its large-scale modernisation initiative.

According to a spokesman the modernisation programme comes in the wake of the tax modernisation initiatives and is aimed at improving not only internal efficiencies, but the entire service offering from Sars.

Customs, thanks to electronic solutions, will be moving from a complex, partially paper-based and labour-intensive environment to a simplified, automated and cost-efficient one.

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## ELECTRONIC SOLUTIONS

# Ensuring business continuity is critical

BY Alan Peat

Being able to provide an electronics solution is one thing, but enabling it to overcome the effects of a “crash” is vital, according to Nachi Mendelow, sales and marketing manager of systems specialists Compu-Clearing

“We have to ensure ‘business continuity’ for our customers,” he told FTW. “Effectively, what we have been aiming for is that – no matter what happens – our clients will never find themselves in a situation where they are unable to work.”

And, to provide this, Compu-Clearing has invested over R3-million to provide a full-scale ‘Disaster Recovery Plan’.

“Internationally,” said Mendelow, “disasters normally refer to natural events such as hurricanes

or earthquakes. But, in SA, our disasters are often quite different.

“What we have become accustomed to are more in the line of power outages and theft of computers.”

However, whatever the disaster at the customers’ premises or at Compu-Clearing itself, the company has that ‘Disaster Recovery Plan’ to fall back on and ensure business continuity.

“Our central database servers help to ensure this,” Mendelow said. “Since all data is stored locally at Compu-Clearing, if the client’s computers disappear – no data is lost. We also immediately provide replacement machines.”

A second safety factor is that – with all its servers Internet-enabled, both locally and internationally – customers are able to log in to their unique database from any place, anywhere

in the world, with a basic Internet connection.

This connectivity also helps to address issues like power outages, according to Mendelow.

“Clients can go to any place where there is an Internet connection and continue their work,” he said. “This not only resolves electricity issues but also allows our customers to take work home with them for completion, when necessary.”

The primary internal safety factor is that Compu-Clearing has also now built what Mendelow termed a “dual facility”, where all its servers are duplicated in a separate building. This means that if one of the buildings goes down, the second data centre will take over. Also, all data is backed-up on to magnetic tapes, which are taken off site daily.



Nachi Mendelow ... ‘In SA our disasters are often quite different.’

“Compu-Clearing has also built a ‘Customer Care Centre’, with training rooms, meeting rooms and an auditorium,” he added.

“These rooms can be used by our customers to continue their work. Almost daily we have people using our facilities to frame entries.”

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**ELECTRONIC SOLUTIONS**

# Technology transforming cargo industry

## Business solutions simplified

The use of technology is fast tracking the airfreight industry into the digital age, according to Kum Naicker, cargo manager of Emirates SkyCargo.

“It’s not a new thing on the aviation scene,” he told FTW. “For some time now, people have been able to book their tickets and even check in online, and an increasing number is even doing this on their mobile phones.”

But, he added, while passenger services have been at the forefront of adopting new technologies, the cargo industry has also made great strides in the development and rollout of technology solutions to simplify business operations.

“In 2006,” Naicker said, “Emirates SkyCargo made the headlines when it launched SkyChain. This was a new-generation cargo

reservation and operations system that revolutionised the method of using information systems – and has become the standard in the airfreight industry.”

Now poised to transform the airfreight industry in a similar or even greater manner is e-freight, an economical electronic process that simplifies the business of cargo transportation by eliminating the use of paper and reducing handling and processing costs. E-freight decreases the waiting time to process freight, while empowering the customers to clear freight from the comfort of their offices. Using Electronic Data Interchange (EDI) messaging to exchange quality information from the source at the outset of a shipment life cycle, it helps to reduce errors and increases

the efficiency of handling airfreight. It is an industry-wide initiative facilitated by Iata and involves carriers, freight forwarders, ground handlers, shippers and customs authorities. Through a series of collaborative engagements, the industry has developed an adequate legal framework permitting the use of electronic information to replace paper.

It aims to expedite the carriage of goods while at the same time reducing the carbon footprint of the airline industry and contribute to environment conservation.

**What are the benefits?**

The main benefit of e-freight is the reduction of paper in the handling of airfreight, which will result in an industry saving of up to US\$4.9 billion annually.

Furthermore, forwarders



Kum Naicker ... 'Not a new thing on the aviation scene.'

who send traffic using e-freight can enjoy the benefits of a faster service through reduced cycle times, greater reliability and accuracy with e-freight’s one-time electronic data entry at point of origin. E-freight also offers better visibility as electronic documentation

allows for online track and trace functionality, and customs benefits as the number of fines is reduced and deposits are no longer required.

The adoption of e-freight is spreading at an exponential rate with an increased number of



## ELECTRONIC SOLUTIONS

shipments from compliant airports around the world being sent in this way. The adoption rate in South Africa is still relatively low but those bold enough to set the pace will certainly have a competitive advantage and better serve their customers. This is an industry initiative and the challenge is for the industry to embrace this innovation and simplify the business for the future.

Emirates SkyCargo, as one of the early adopters and avid advocates of e-freight, in July 2010 reached the incredible milestone of one million kilograms of paperless cargo consignments a month and has already passed the 16 million kilogram mark in total e-freight shipments this year. Emirates SkyCargo is recording a healthy adoption rate of 12% of its shipments from certified trade lane moving as e-freight.

Contrary to common misconceptions, e-freight is not expensive to implement.

It is a mechanism to collectively remove paper from the supply chain at no or minimal cost. Even small organisations that do not have an in-house messaging system can use e-freight by logging on to websites such as that of Emirates SkyCargo ([www.skycargo.com](http://www.skycargo.com))

E-freight simplifies the shipping process by replacing following documents:

- Trade documents: Invoice, Packing List, Certificate of Origin (where legally feasible)
- Transport documents: Flight Manifest, Air Waybill, House Manifest, House Waybill
- Customs documents: Export and Import Cargo Declaration and Release, Export and Import Goods Declaration and Release

By the end of 2010, e-freight will replace a total of 20 documents, eliminating a weight of more than 7 800 tones of paper documents annually.

## ‘Electronic communication paramount’

BY Liesl Venter

More often than not companies are moving to seamless solutions from indent to general ledger, says Pedro da Costa, managing director of Compufreight.

A software development house providing comprehensive freight management solutions, Compufreight is a firm believer in software solutions that are not only comprehensive but also affordable, reliable and scalable.

“In the clearing and forwarding industry electronic communications and solutions are paramount. Without that, the client will not achieve successful clearance for imports or exports,” says Da Costa.

Having developed

a freight management solution that is a fully integrated suite built for any size of clearing agent to scale their operations, simplifying back office activities, adding locality to bring about better control over logistics with minimal additional resources, Da Costa’s vision for the freight and logistics industry is that of a seamless, open and integrated technology environment whereby all components work together. He says at Compufreight there are always developments to improve electronic offerings. One such development is the workflow bulletin board, which provides the ability to monitor and control the planning and execution of events that exist across the entire supply chain, by defining workflow

and critical dates with automatic scheduling of Tasks, Milestones, Exception and Event management across the Indenting, Forwarding, Brokering, Warehousing and Accounting functions. Information is entered once and accessible organisation-wide in every department, in every branch.

It is about providing affordable, user-friendly software solutions for the clearing and forwarding industry, says Da Costa.

“There are challenges, for example, in warehousing, where clients want to be able to access live consolidated stock reporting and then do their pick list electronically. We have therefore developed a management system that allows for connectivity via the Internet and can overcome this challenge.”

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## ELECTRONIC SOLUTIONS

# ‘Software must meet needs of user market’

It is vital that a specialist software system provider has a product that completely meets the needs of its user market, according to Gregory Bruce, Western Cape-based representative of SA software house, CoreFreight Systems.

He feels he is well qualified to judge how well CoreFreight plays its role, talking from over 20 years’ experience in the forwarding and clearing industry – with a background in operations, finance and information technology (IT).

“What I particularly like about the CoreFreight application,” he told FTW, “is that it has a smooth, logical process flow, which comprehensively covers the requirements of South African freight forwarding and customs clearing.”

Bruce also noted that it was easy-to-use – and

facilitated both the training of new users and cross-skilling of existing operators.

“The system is flexible and may be set up to accommodate a ‘single-user’ environment, and equally to provide for the needs of a sophisticated agent with multiple users,” he said. “It also has the associated management control features already in place and integrated into the process.”

It also fulfils all the needs of the new customs’ modernisation programme.

“It’s a relevant example of specific functionality,” Bruce said. “Through the CoreFreight application, users were easily able to adapt to the recent change to the SA Revenue Service (Sars) customs declarations – where the ‘CPC codes’ replaced the old ‘purpose codes’.

“We provided the operator with a transparent logical mechanism within the application to link the old and new codes. At certain client sites, we were actually able to activate the requirement weeks prior to the Sars’ cutover. This allowed our clients to adapt any internal procedures well in advance, and significantly reduce the stress associated with the switch.”

The system also fits rather neatly into the Western Cape’s speciality fruit export trade.

Although fruit exports have taken a hammering from the impact of the current exchange rate, they are still a pretty big proportion of the province’s seafreight traffic. And Bruce pointed out that the CoreFreight application still found a major role to play for major fruit exporters.

“Amongst other things,” he added, “they are able to take advantage of the proven Transnet National Ports Authority (TNPA) interface for the electronic submission of Cargo Dues direct from the CoreFreight screen they are working in. And obviously, the other Cape speciality of wine exports is also an area which is facilitated by this CoreFreight function.”

Bruce was also adamant that his exposure to a number of applications over the years from the user/client perspective had made him more than conscious of the benefits of an IT system that was proven, comprehensive and easy to use.

He also stressed the equal importance of a service provider that not only met the current minimum industry requirement, but also actively sought



Gregory Bruce ... ‘This allows clients to optimise their IT investment.’

to enhance its solution to accommodate future potential requirements.

“This allows clients to optimise their IT investment and remain competitive,” he said. “I am confident that CoreFreight provides such an IT solution.”

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# Chemical industry pushes for return to rail

'Public-private partnerships must be investigated'

BY Liesl Venter

Moving the transportation of dangerous goods from road to rail is an important priority for the Chemical and Allied Industries' Association (CAIA).

Due to a major increase in the number of vehicles on the roads, the deteriorating road conditions and drivers not being appropriately managed, CAIA has seen a major rise in road fatalities in 2009. A total of 14 people died in road accidents.

But, says Dr Laurraine Lotter, executive director of CAIA, there are also more incidents happening on roads that impact the economy negatively.

"The biggest contributor to transportation incidents is road transportation as opposed to rail and pipeline. In 2009 we had a total of 186 incidents on road with only three on rail and

two for pipeline."

CAIA defines an incident as anything that involves the spillage, leakage or other escape of products being transported from one place to another. This also includes incidents causing public disruption where roads have to be closed and any public activity restricted.

"Road is a risky form of transport for freight, full stop," says Dr Lotter. "When it comes to the transportation of dangerous goods, even more so. A spill or a leakage can see a road closed for hours, something that has a huge economic impact."

Not only that, she says, there are also delays with road that result in goods reaching their destination late. "It takes a truck six hours just to get in and out of the Durban port. We believe rail will be a viable option."

But, says Dr Lotter, it needs to be efficient

and effective. "As an organisation, we are involved and participating in the drafting of the new Freight Strategy for the country by the Department of Transport and give regular input as to the needs for a rail system. At this stage, though, it is not an option as we just do not have the infrastructure."

It has also become apparent, she says, that Transnet Freight Rail just does not have the budget to invest in the necessary rolling stock and it is important that public-private partnerships be investigated as an option.

"We no longer have rail sidings at factories and the branch lines have totally disintegrated at some places. To make the move to rail viable will, however, require a significant investment by government and the private sector."

But it is an important priority. "There is no doubt



Dr Laurraine Lotter ... 'To make the move to rail viable will require a significant investment by government and the private sector.'

that more freight must be transported by rail. To benefit the economy, though, it needs to be an efficient and effective service at a competitive rate. We

manufacture to export, and to grow our exports this is an issue that must be addressed if we want to remain internationally competitive."



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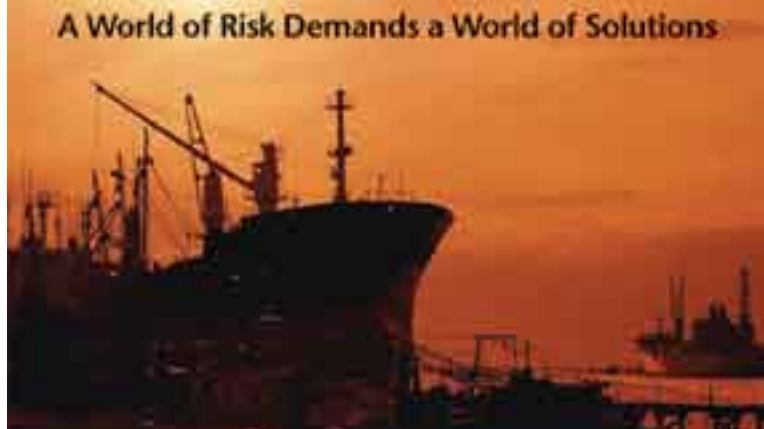
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# Record shipment for VW

Volkswagen Group South Africa exported its biggest single shipment of vehicles – 3 141 New Polo and Cross Polo cars – over the last weekend of October.

The vehicles were loaded in the Port Elizabeth harbour on to the United Kingdom-registered Tortugas.

The Tortugas will take about 21 days to Emden in northwestern Germany. From Emden, the vehicles will be distributed to the United Kingdom, Ireland, Malta, Cyprus, Germany, Spain, Ukraine, Poland, Czech Republic, Italy, France, Austria, the Netherlands, Switzerland, Belgium, Portugal and the Canary Islands, according to VW.

Earlier this year, the Volkswagen Group South Africa announced an increase of New Polo exports from the previously planned 55 000 units to over 75 000 in 2010.

The Uitenhage-based manufacturer is the sole manufacturer of the new Cross Polo.

From left, VW Transport Manager: Planning and Purchasing – Andreas Breidenbend, Assistant Manager: WWL Liner Department – Niran Sheoprosad, Tortugas Captain – Trond Jamtli, VW Production Director – Tom du Plessis and VW Transport Manager – Selwyn Naidoo in front of the Tortugas in PE harbour shortly before loading began.



## Chilean shipping company reopens SA-West Africa service

BY Alan Peat

South America's largest line has reopened an SA-West Africa service.

The Chilean shipping company, Compania Sud Americana de Vapores (CSAV), previously served West Africa between 2002 and 2006. But it was then a Europe-West Africa-East Coast South America (ECSA) connection – offered together with CSAV Uruguayan affiliate Montemar, with temporary partnerships with MOL and

Hapag-Lloyd.

But the new service will use Durban as its hub port linking up West Africa with the Far East, India, Middle East and ECSA markets. This will be done through connections at Durban with CSAV's Asia-SA service (New Discovery – 45561) and ECSA-SA-Middle East service (Marco Polo – 45572).

The line will re-enter the West Africa market with a weekly feeder service – West Africa Explorer

– linking Durban with Abidjan, Tema, Cotonou and Lagos.

It will operate a fleet of four ships of 1 800-TEU capacity. The 1 841-TEU San Adriano will open the service on December 12, as it sails from Durban headed for the West African string of ports.

This is another step forward in the fortunes of CSAV which, earlier in the year, staved off the spectre of bankruptcy after it put together the equivalent of almost R5-billion in

a capital-raising plan in agreement with Hamburg-based shipowners.

With this backing, the line took advantage of the early-year global recovery and increase in trade, and posted first-half profits of almost R475-million compared to a record loss of R4.67-bn in 2009. This saw the German investors making an immediate 10% return on their investment, and cashing in on the recovery with the sale of a third of their equity participation in the

Valparaiso-based group. CSAV then raised another R2.8-bn through issuing new equity to allow the group to further bolster its balance sheet and expand its fleet.

CSAV quickly became one of the fastest-growing container lines, adding 203 000-TEUs (or 61%) to its capacity in the first nine months – helping it to move up six places (from 13th to 7th) in French shipping analyst, AXS Alphaliner's, global rankings of boxlines.

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# SA-bound ship hijacked

Sheriff arrests another in lieu of unpaid debt

BY Alan Peat

A veteran in the abnormal load and project cargo industry, Carl Webb, MD of Project Logistics Management (PLM), has been a bit of a Jonah in the last couple of weeks as far as the heavy-lift shipping industry is concerned.

Webb was the first to phone FTW early last week with the news that the SA-bound, 12 744-tonne deadweight (dwt) heavy-lift dry cargo ship Beluga Fortune had been hijacked by pirates off the Somali coast. And the reason he was alerted to this piece of hot news was because he'd just been offloading a project cargo from the sister ship, Beluga Fantasy at Richards Bay.

And the Beluga Fortune was also bound for RB with a consignment of project cargo from the United Arab Emirates.

Not content to stop there, Webb again phoned FTW last Thursday morning to tell us that he was standing at Durban's Pier 3 alongside the German-owned

heavy-lift ship, Scan Brasil. And, he told FTW, he had heard that the sheriff of the court had been aboard her in the early hours – with orders to arrest the ship in lieu of unpaid debts.

The Beluga Fortune saga started in the early hours of Sunday, October 24.

On the emergency airwaves, the captain of the Beluga Fortune reported his ship was under attack by pirates 750 nautical miles (1 387 kilometres) off the Somali coast.

According to Internet reports, the captain then reported that the pirates were on board and he and his crew were locked in the ship's 'citadel' (panic room) – from where they were able to shut down the engines, cut off fuel and disable the bridge controls.

On Sunday afternoon, an EU Navfor (naval force) maritime patrol aircraft was despatched to the area of the incident and reported sighting individuals on board but was unable to establish

contact with the crew.

The Royal Navy warship HMS Montrose, operating under NATO's naval force and the closest to the incident, headed towards the vessel.

As it closed with the captured ship the following day, the pirates set fire to part of the superstructure and immediately abandoned the ship.

"A team of Royal Marines from HMS Montrose boarded the vessel and released the crew from the safe room," said a NATO release. "None of them were injured."

The vessel, which had suffered only a little damage, then resumed her voyage to Richards Bay.

The Scan Brasil story,

Royal Marines from HMS Montrose board the Beluga Fortune just after the Somali pirates, who had hijacked the ship, abandoned her as the naval rescue ship approached.

Courtesy of the Royal Navy



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however, doesn't have such a good ending.

From proudly boasting about the quality of its ships and services just a month ago, Hamburg owner Scanscot Shipping Services, has sunk into despondency.

"Made in Germany" will continue to guarantee product quality even in the future and is consequently an obligation – even for the logistic service provider Scanscot, said MD Michael W. von Brauchitsch in a recent undated press statement.

But within weeks, the Hamburg owner and two of its one-ship companies had filed for insolvency – with MD Von Brauchitsch blaming the move on the KfW banking group, which refused to support a restructuring, according to Lloyds List.

And, in its October 20 edition, Fairplay Shipping News said: "German project and heavy-lift operator Scanscot has become the first casualty

of the slump in the project freight markets. The Hamburg company, which operates nine owned multipurpose vessels plus charter tonnage, filed for insolvency last week after it defaulted on ship mortgage loans for two new buildings."

The 9 500-tonne deadweight (dwt) Scan Britania and Scan Espana, both fitted with cranes for tandem lifts up to 700-tonnes, were delivered to Scanscot from the former Hegemann shipyard group in late 2009 and early 2010.

The lender, German state development bank KfW, decided to foreclose on the vessels after it became clear that freight revenues would not cover interest and principal for another year.

MD Von Brauchitsch told Fairplay that freight rates for project and heavy lift cargoes had dropped by 30-50% from the 2008 highs – because of project delays and cancellations during the financial markets crisis. At the same

time, supply-side pressure is continuing to grow due to record deliveries of heavy-lift vessels after the ordering spree of 2006-8.

"The market is under extreme pressure and we cannot disengage ourselves from the market," Von Brauchitsch pointed out.

Scanscot would honour its freight contracts for the remaining five vessels, but it was too early say whether the company would manage to re-emerge from administration, he added.

But only a week later, on Thursday October 28, handcuffs were attached to another of the Scanscot vessels – Scan Brasil – as she berthed at Durban's Pier 3, and the sheriff boarded the vessel in the early hours and arrested her.

Since then there has been quite a flock of creditors crawling all round the case of the Scan Brasil with at least two other mortgages due on her, and other creditors and their Durban attorneys also looking to attach the vessel.

## Scanscot owns the following vessels:

- 'Scan Britania' type: Scan Britania & Scan Espana
- 'Scan Oceanic' type: Scan Oceanic
- 'Scan Atlantic' type: Scan Atlantic & Scan Hansa
- 'Scan Brasil' type: Scan Brasil (Durban attachment)
- 'S. Pacific' type: Scan Pacific & Scan Partner
- 'S. Fellow' type: Scan Fellow



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# Swazi exports hit hard

BY James Hall

Swaziland's export industries were hit hard this past year by the strong rand, to which the local currency (the lilangeni) is linked, the Central Bank of Swaziland told FTW. Local transport firms and SA companies that bring inputs and ship out finished products are feeling the effect.

Forest fires that destroyed 80% of key timber-producing plantations led to the shutting of Chrisilda Transport's operations at SAPPI Usuthu after the parent company closed down SAPPI's Swaziland operations.

A long-time hauler of cross border

commodities, Express Cargo, also recently folded in a reversal of the industry's competitive order that previously saw newer road freight firms closing before established companies.

The stable to good export performance of sugar and sugar-based products (mostly sweets and soft drink concentrates) helped haulers of those commodities weather the recession.

Sugar exports rose to 304 000 Mt this year compared to 299 000 Mt last year. But production of canned fruits was down by half at the end of the financial year ending March 31 from three years earlier, and movers of construction materials suffered from a drop in activity in that sector. Completed buildings

this past year were worth only R50m compared to R78m in new construction the year before.

Almost all coal mined in Swaziland is exported and

used in SA but this leading mineral export saw a drop to 130 000 Mt this past year from 241 000 Mt the year before – a significant drop from the 311 000 Mt mined just two years ago.

The much-reported 62% drop in Swaziland's portion of SACU receipts spells bad news for government, and may cause a crisis if payrolls aren't met for government employees and security forces. But the private sector will be less impacted.

Last year Swaziland received R5.19 billion in SACU customs receipts. That fell to R1.97 billion this year.

Of greater concern for road transporters is what effect a government budget crisis will have on customs operations and similar services related to cargo haulage.

Unpaid bills have led to a halt in construction at the new Sikhupe International Airport, but air freight volumes into and out of Swaziland are relatively negligible compared to road and rail, and the service is seen by industry as a convenience rather than a lifeline.

## R&D cut back globally

### Need to focus on logistics

BY Ed Richardson

Research and Development (R&D) has been one of the casualties of the global recession.

Total R&D spending among the world's top spenders on innovation dropped in 2009 for the first time in 13 years, according to Booz & Company's 2010 Global Innovation 1000 study.

The 1 000 companies that spent the most on research and development decreased their total R&D spending by 3.5%, or US\$18-billion to US\$503-billion in 2009, according to the report.

Sectors that cut back most were automotive, computing and electronics.

In contrast, health, software and Internet, telecom, chemicals and energy, aerospace and defence, consumer and industrials increased spending "to some degree," according to the report.

No logistics or transport companies are mentioned

in the report.


However, research is not enough. Successful companies "must also excel in areas outside R&D, including manufacturing, logistics, sales, marketing, and human resources," says the report by Barry Jaruzelski and Kevin Dehoff.

Despite the drop in expenditure in dollar terms, overall the investment in R&D as a percentage of revenues increased, according to the report.

Companies cut other discretionary spending categories, such as sales, general, and administrative expenses more sharply than R&D spending.

"The relatively modest cuts in R&D spending compared to much larger declines in revenues, demonstrate the continued importance of innovation as a critical component of corporate strategy to companies in every industry," said Michael Knott, Partner at Booz & Company.

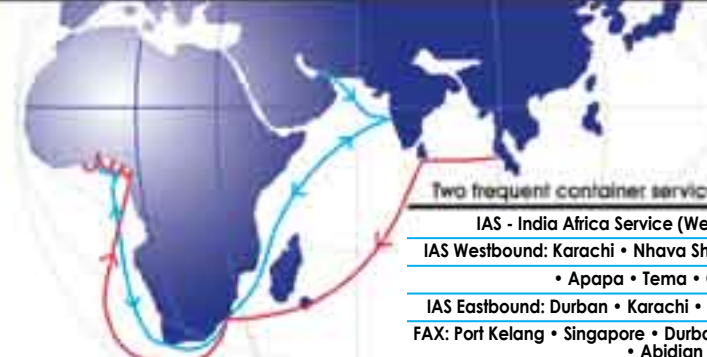




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# Plans for Zambezi waterway run aground

Plans for a US\$6-billion Zambezi river barge system linking Malawi to the port of Beira have hit turbulent waters, with the Mozambican authorities refusing to allow Malawi to pilot and test the proposed route with a fertiliser-loaded barge.

The Nyasa Times reports that the Malawi government says it is engaged in diplomatic talks with Mozambique in order to refloat the plan.

"We will soon make an official announcement over the whole situation because a lot is going on, and we hope to reach an amicable agreement in our discussions with Mozambique soon," says Director of Transport Planning in Malawi's Ministry of Transport and Public Infrastructure, Victor Lungu.

Mozambican President Armando Guebuza told a news conference in Pretoria that opening the Zambezi and its tributary the Shire to international navigation would depend on the conclusions of a viability study.

Malawian President Bingu wa Mutharika, however, officially opened a river port at Nsanje on the Shire on October 23.

Guebuza said, while he understood Malawi's need to use the two rivers for its trade, that could only happen after the viability and environmental studies.

Much of the road and rail infrastructure linking Malawi to the much closer ports of Nacala and Pemba is in need of rebuilding.

Malawi also believes that transport by barges will be cheaper than that by road.

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### Air cargo will triple by 2029

Global air cargo traffic will expand 5.9% each year over the next two decades and will triple by 2029, according to Boeing World Air Cargo.

Jerry Allyn, vice-president of strategic planning and analysis, said traffic was expected to return to 2007 peak levels following a strong rebound after the recession.

"Economic activity is the key driver of the air cargo market," he added. "Following the recession and a year of recovery, world economic growth is forecast to average 3.2% over the next two decades."

### Pirates becoming more violent

Naval patrols off Somalia's coast have increasingly disrupted the activities of pirates, with many sea bandits arrested and prosecuted, but others have continued to seize ships

using increasingly violent methods, according to UN secretary-general Ban Ki-moon.

"The trend of the increased levels of violence employed by the pirates as well as their expanding reach is disconcerting," he said in his latest report to the Security Council on piracy and armed robbery off Somalia's Indian Ocean coast

### Coal exports hit monthly high

Richards Bay Coal Terminal (RBCT), Africa's biggest export facility for fuel, increased shipments to a monthly record in October, enabling mining companies to take advantage of rising prices for the fuel, reports Bloomberg.

It shipped 7.38-million tonnes (mt) during the month, compared with the previous record in December 2005 of 7.24-mt.

The terminal, owned

by the country's largest coal producers including Anglo American, BHP Billiton Ltd. and Xstrata, expanded its capacity 26% to 91-mt this year. RBCT has exported 52.09-mt in the year-to-date. It shipped 61.14-mt last year.

### Ports offer cut rates

Six European ports have launched an initiative aimed at cutting emissions from ships.

Some terminals are offering discounts on port dues to cleaner vessels from January next year, officials said.

A progressive global cut in nitrogen oxide (NOx), sulphur oxide (SOx) and particulate matter entered into force in July this year.

The European ports of Le Havre, Bremen, Hamburg, Antwerp, Amsterdam and Rotterdam are part of the initiative.

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FTW4803

# Better but still nowhere near perfect

BY Alan Peat

That's the consensus of a number of freight industry people when questioned by FTW about the state-of-play at the City Deep inland port – which was completely shut down by the Transnet strike earlier this year, and has been struggling to succeed at its catch-up game.

When queried about the City Deep predicament, one freight industry source said: "Transnet Freight Rail (TFR) is moving slower than its trains."

That referred to the post-strike efforts of the container depot operators.

He added that there were still just too many frustrations – like certain railway lines being closed for various reasons; sluggish movement of boxes in and out of the depot; and a continuing inability to move empty boxes out of City Deep by rail.

However, he did suggest that the general feeling was that things were improving – certainly better than the disastrous period immediately after the Transnet strike. "There

was a forum meeting in Johannesburg last week," he told FTW, "and the consensus was that the new booking system was working – and things were on the up-and-up."

An e-mail to FTW last week from Ron Frick, MD of Deutsche Afrika Linien (DAL) in SA, suggested that the lines were still not happy with the performance at City Deep.

The inability to shift empty boxes by rail out of the depot has been proving a major problem for the lines.

Trucking them back to the port city of Durban was just not financially sound. And this one unsatisfactory link was reflecting adversely on the cost-efficiency of the whole seafreight supply chain.

'TFR is moving slower than its trains.'

This immediately saw all the lines getting into a huddle with TFR to try to plan a method of overcoming the problem. "But," said David Williams,

SA MD of Maersk Line, "this is only aimed at the long-term solution, as there is just no short-term answer."

Ernest Govender of Bridgeport is happy that his company has its own connection from its siding in Johannesburg to the Bridgeport siding in Durban.

This allows it to sidestep the problems of the TFR rail line on the country's main trade link. And Bridgeport has also been acting as a helping hand for the lines in their problem with moving empty boxes. "We have been transporting these on our own Johannesburg-Durban line," he told FTW, "and doing everything else we can to assist TFR."

Georgi Georgiev of Grindrod Intermodal, is another who feels that things are better than before at City Deep but it still needs more TFR attention before it gets up to par.

"If TFR doesn't invest in handling equipment it's not going to improve that much," he said.

"Because of this inadequacy I think the present problem will persist



for the next three to four months."

But will City Deep ever meet the demands being made on it?


Definitely not, if you believe Pat Corbin, transport specialist at the Johannesburg Chamber of Commerce and Industry.

The SA Revenue Service customs has already noted this obviously weak link in the seafreight supply chain in and out of SA, and has raised the red warning flag at parliamentary level.

In a largely ignored paragraph printed in the draft Customs Control Bill at the beginning of this year, Sars recommended to

government that City Deep be downgraded from being an "inland port" to just a container terminal. This was also included in Transnet's Master Plan put before parliament, suggesting that new inland port developments would be encouraged.


And the reason for this, according to Corbin, was that there was no room for the urgently needed expansion of City Deep. Over the years the city expansion in Johannesburg had slowly enveloped all the free space round the inland port, and it suddenly found itself strangled by the rapidly growing influx of import containers.



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MSC ALESSIA 575A / MSAL	S1046	-	-	-	06/11	07/11	23/11	25/11	27/11	
MSC LAURA 12A / MLRA	S1047	09/11	12/11	12/11	14/11	16/11	30/11	02/12	04/12	

Vessel	Voy	Dbn	P.E.	C.T.	Felix	Ham	Ant	R'Dam	Le Havre
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# Learning more about Incoterms®2010

## EX WORKS PART II – The seller's obligations

### EXW

According to the International Chamber of Commerce (ICC) the first Incoterms – Ex Works (EXW), at a named place of delivery, means that “the seller delivers when he places the goods at the disposal of the buyer at the seller's premises or another named place (i.e. works, factory, warehouse, etc). The seller does not need to load the goods on any collecting vehicle, nor does he need to clear the goods for export, where such clearance is applicable”.

### FCA

### CPT

### CIP

### DAT

### DAP

### DDP

### FAS

### FOB

### CFR

### CIF

The ICC's Incoterms®2010 identifies ten obligations that the seller might need to fulfil in terms of Ex Works: (1) general obligations of the seller; (2) licences, authorisations, security clearances and other formalities; (3) contract of carriage and insurance; (4) delivery; (5) transfer of risks; (6) allocation of costs; (7) notices to the buyer; (8) delivery document; (9) checking – packaging – marking; and (10) assistance with information and related costs.

The general obligations of the seller are essentially the provision of goods in conformity with the contract, which implies that the documents stipulated in the contract of sale must be provided. If in respect of the licences, authorisations, security clearances and formalities the buyer requires the seller's assistance, such costs should be for the account of the buyer. An added stipulation is that the buyer can request the

seller's assistance with any information required for the security clearance of the goods. The seller has no obligation with respect to the contract of carriage, or with respect to the contract of insurance. For the delivery to be effected, the seller merely has to deliver the goods by placing them at the disposal of the buyer at the named place, at the agreed point, and not loaded on any collecting mode of transport.

Once the goods have been delivered then all risks are transferred from the seller to the buyer. As for the allocation of costs, the seller must pay all costs until the goods have been delivered. The seller must give notice to the buyer so that the latter is able to take delivery of the goods. The seller has no obligation to the buyer with respect to the delivery document. With respect to the checking, packaging and marking, the seller must pay those costs that are necessary for the purpose of the delivery of the goods. As for the assistance with information (including security-related information) and related costs, the buyer could request such from the seller but this would be for the buyer's account.

In next week's issue we will define Ex Works (EXW) – The Buyer's Obligations.

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## 'Focus on transport costs rather than strength of the rand'

### JCCI's Nowitz calls for government and private-sector co-operation

BY Liesl Venter

Addressing the exorbitant cost of transport is essential if exporting really wants to be encouraged in South Africa, according to Advocate Mark Nowitz, president of the Johannesburg Chamber of Commerce and Industry (JCCI).

Speaking at the JCCI-FNB 2010 Gauteng Exporter of the Year award ceremony in Johannesburg, Nowitz said 2010 had been a tough year for exporters for a variety of reasons, one being the strength of the rand.

“There are those that believe effort should be made to depress the currency, ostensibly to benefit export. Luckily market forces are strong enough to prevent artificial interference as this is not the way to support exporting. A much better and more tangible way is to address the ever-increasing cost of transport.”

Nowitz said South African transport costs had to be addressed as they were considered to be extremely high. “We have had a situation in this country where some 40 years ago we moved from road to rail. Now, understandably so, there is a move back towards rail.”

He said it was time that the private sector and government worked together to address the issues around transport.

“Government, business, ports and rail should all be working in tandem to find a solution in an effort to ensure that the cost of exports are kept to a minimum while efficiency is at a maximum,” said Nowitz. “That means ensuring no more bottlenecks at border posts or addressing the perceptions around the inefficiencies. We must focus on finding a tangible solution that will bring down the cost of export.”

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# 1700-ton project takes 40 vehicles to move

A total of 40 vehicles – running on 1 562 tyres – to carry a cargo of 64 pieces totalling 1 704-tonnes and with a volume of 2 717-cubic metres.

Those are the vital statistics of a recent project cargo job handled by Durban-based Project Logistics Management (PLM) – moving a new press line for MA Automotive from the port of discharge to its new home in Rosslyn, Pretoria.

“A few more figures to add to your list,” said Carl Webb, MD of PLM.

“The cargo was shipped in to Richards Bay aboard the 12 744-t deadweight (dwt) heavy-lift ship Beluga Fantasy. She berthed after a four-day delay, and took five days to discharge.

“The abnormal cargo consisted of press components, one of which weighed 160-t, three of 115-t, and the balance ranged between 6-t and 78-t

per piece. This was loaded directly on to 21 vehicles and indirectly on to 19.”

The transport to Rosslyn was completed within a 14-day period. This, Webb told FTW, was a little

longer than originally planned.

“But,” he added, “delays were incurred because the Gauteng traffic officers – who are an essential escort for abnormal load convoys

such as this – had decided to go on strike.”

Applying a keen eye to the technicalities of the marine survey and supervision was Dave Oram of DS Oram and Associates.



## Mercedes cruises into top position

### From page 1

Exporter award and it is clear we are on the right track. It also shows the commitment of the many people involved in the manufacturing and exporting of our vehicles.”

The company that exports C-Class cars and automotive components was heralded for its attention to detail. “Mercedes-Benz exemplifies how minute attention to detail, technological excellence and stringent quality standards deliver a product that holds its own against competitors around the world,” said Keith Brebner, CEO for the Chamber of Commerce and Industry.

Mercedes-Benz, which is based in Zwartkop, actively competes for manufacturing business against its sister plants in China, the USA, Europe and Eastern Europe on the

basis of quality, price and reliability of supply.

“We know we are on the right track,” said Hassim. “We are extremely proud of this achievement.”

Other award winners were Logan Originals, who walked away with the prize for the best new entrant in export, Manuchar South Africa for Export Services, Drotsky Aktief for best small manufacturer and Hydraform International for best medium manufacturer. Hydraform International was also named the best Exporter into Africa while Sud-Chemie SA won the technology award.

According to Brebner, the awards showcase companies that have shown tenacity, resilience and perseverance against all odds and that managed to maintain and even, in some instances, grow their markets.

## Truckers up in arms

### From page 1

KZN permit office in Pietermaritzburg.

While they accept that an advocate obviously has tertiary qualifications, he does not appear to have the technical background to ensure that, in applications for abnormal road permits, the vehicle and load specifications will suitably spread the load evenly over all the vehicle’s axles, and minimise road damage.

“That is the engineers’ primary concern,” said Webb. “The danger is that this is likely to give all the cowboys out there with illegal or unsuitable trucks free rein to run loose on what is already a badly deteriorated road infrastructure. It will quickly reduce currently bad roads into unusable roads.”

He added that, over the years, the truckers have had meetings with the KZN abnormal office, and resolved issues of concern to

the benefit of all concerned.

So, on behalf of the industry, an e-mail invitation was sent on November 4 to Chris Hlabisa, DoT executive in Pietermaritzburg, to meet with the abnormal road transporters and discuss their concerns.

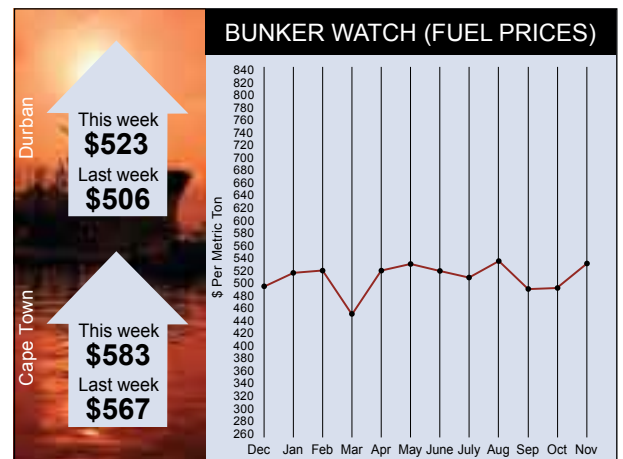
“We are willing to meet at your offices, or can offer our boardroom in our Hillcrest offices, which is

convenient for all parties,” said the communication.

“Please revert soonest, as the change in procedure could adversely affect the industry from this date.”

But, Webb added, no reply had been received by FTW’s publication date of November 12.

“Not a whisper,” he said. “Not even an acknowledgement of receipt.”



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# Outbound

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Updated until 11am

08 November 2010

## OUTBOUND BY DATE - Dates for sailing: 15/11/2010 - 29/11/2010

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for	
<b>To: The Far East and South East Asia</b>								
Updated daily on <a href="http://www.cargoinfo.co.za">http://www.cargoinfo.co.za</a>								
JPO Sagitarius 13	HSD/MSK/SAF	-	-	15/11	-	17/11	SHA 03/12, NGB 04/12, DCB 08/12, HKG 09/12, SIN 13/12, TPP 13/12	
Amasis WW361/362	CMA	-	-	-	-	17/11	LCH 26/11, PKG 30/11	
Stadt Aachen WWW363/364	CMA	-	-	-	-	24/11	LCH 03/12, PKG 07/12	
Cap Castilo 14	HSD/MSK/SAF	-	-	21/11	-	23/11	SHA 10/12, NGB 12/12, DCB 15/12, HKG 16/12, SIN 20/12, TPP 20/12	
Kota Jaya JY203	PIL	-	-	-	-	26/11	SIN 11/12	
Jing Po He 102E	COS/EMC/MBA	-	15/11	-	-	-	SIN 30/11, PGU 02/12, PKG 02/12, LCH 03/12, JKT 03/12, SUB 03/12, PEN 03/12, SGN 03/12, DLC 04/12, BLW 04/12, BKK 04/12, SRG 05/12, MNL 05/12, KHH 06/12, UKB 07/12, TYO 07/12, XMN 07/12, HPH 07/12, SHA 08/12, NGO 08/12, OSA 08/12, NGB 10/12, BUS 10/12, TAO 12/12, YTN 13/12, HKG 14/12, TXG 14/12, YOK 14/12, KEL 17/12, TXG 18/12	
Maersk Denver 1013	MSK/SAF	-	19/11	16/11	-	-	TPP 09/12, PGU 11/12, PKG 12/12, CWN 12/12, BLW 12/12, HKG 13/12, SUB 13/12, YOK 14/12, UKB 14/12, HUA 14/12, SRG 14/12, PEN 14/12, BUS 15/12, XMN 15/12, SHA 16/12, SGN 16/12, HPH 17/12, NGB 18/12, INC 18/12, TAO 21/12, OSA 21/12, NGO 21/12	
Hanjin Rio de Janeiro 0019E	HUL/HLC/STS/WHL/ZIM	-	-	-	-	15/11	SIN 27/11, HKG 02/12, BUS 06/12, SHA 08/12, NGB 09/12, SHK 13/12	
Alexandria Bridge 012W	KLI/MIS/PIL	-	19/11	-	-	16/11	PKG 05/12, SIN 06/12, HKG 10/12, SHA 12/12, BUS 18/12, INC 18/12, KEL 18/12, KHH 18/12, YOK 21/12, NGO 21/12, UKB 21/12	
Wamow Trader VWT002	PIL	-	16/11	-	-	-	SIN 22/12	
CSAV Suape 1038	CSV	-	-	-	-	17/11	SIN 28/11, HKG 03/12, TAO 08/12, SHA 10/12, NGB 11/12, CWN 15/12	
UASC Jeddah AA556E	CMA/CSC/MBA	-	-	-	-	17/11	PKG 27/11, HKG 03/12, BUS 06/12, SHA 08/12, NGB 09/12, CWN 12/12	
Dimitris Y 0274-051E	COS/EMC/MBA	-	22/11	-	-	18/11	SIN 07/12, PGU 09/12, PKG 09/12, LCH 10/12, JKT 10/12, SUB 10/12, PEN 10/12, SGN 10/12, DLC 11/12, BLW 11/12, BKK 11/12, SRG 12/12, MNL 12/12, KHH 13/12, UKB 14/12, TYO 14/12, XMN 14/12, HPH 14/12, SHA 15/12, NGO 15/12, OSA 15/12, NGB 17/12, BUS 17/12, TAO 19/12, HKG 21/12, TXG 21/12, YOK 21/12, YTN 22/12, KEL 24/12, TXG 25/12	
Mol Dream 3502	MOL	-	-	-	-	19/11	SIN 09/12	
Msc Lucy H1047R	MSC/STS	-	-	-	-	19/11	SIN 03/12, XMN 08/12, KHH 11/12, SHA 11/12, HKG 12/12, CWN 14/12	
Topaz Ace 005	HMM	-	-	-	-	19/11	SIN 04/12, USN 12/12	
Jakarta Tower 1004	MSK/SAF	-	-	-	-	19/11	TPP 02/12, NSA 06/12, SHA 09/12, YTN 13/12	
CMA-CGM	CMA	19/11	-	-	-	-	LCH 27/12, PKG 31/12	
Africa Four WWW369/370	MSK/SAF	-	26/11	23/11	-	20/11	TPP 16/12, PGU 18/12, PKG 19/12, CWN 19/12, BLW 19/12, HKG 20/12, SUB 20/12, YOK 21/12, UKB 21/12, HUA 21/12, SRG 21/12, PEN 21/12, BUS 22/12, XMN 22/12, SHA 23/12, SGN 23/12, HPH 24/12, NGB 25/12, INC 25/12, TAO 28/12, OSA 28/12, NGO 28/12	
Maersk Brani 1014	MSK/SAF	20/11	-	-	-	25/11	PKG 09/12, TPP 10/12	
Africa Star 13	EAS/SCO/ZIM	-	-	-	-	20/11	PKG 24/12, XMN 30/12, SHK 01/01	
Maersk Nairobi 018	HSD/MSK/SAF	-	-	-	-	-	SHA 07/01, NGB 09/01, DCB 12/01, HKG 13/01, SIN 17/01, TPP 17/01	
Mol Dedication 7111B	MOL	-	21/11	-	-	-	SIN 06/12, HKG 11/12, TXG 15/12, DLC 16/12, TAO 18/12, BUS 20/12, SHA 23/12	
Niledutch Hong Kong 331E	MSK/NDS/NYK/SAF	-	-	-	-	22/11	SIN 04/12, SHA 15/12, NGB 16/12, SHK 18/12	
Maersk Nolanville 1010	MSK/SAF	-	-	-	-	22/11	TPP 08/12, SHA 15/12, NSA 19/12, HKG 20/12	
Maria-Katharina S 1042	CSV	-	25/11	-	-	22/11	SIN 11/12, TXG 19/12, NGB 21/12, SHA 22/12, CWN 25/12, HKG 26/12	
Zim Ukrayina 6E	HUL/HLC/STS/WHL/ZIM	-	-	-	-	22/11	SIN 04/12, HKG 09/12, BUS 13/12, SHA 15/12, NGB 16/12, SHK 20/12	
Kota Wangi WGI949/50	PIL	-	-	-	-	23/11	SIN 01/01	
Helene S 0006E	CSC/HLC/KLI/STS	-	-	-	-	24/11	PKG 01/12, SHA 07/12, XMN 10/12, SHK 11/12	
Mackinac Bridge 063	KLI/MIS/PIL	-	27/11	-	-	25/11	PKG 12/12, SIN 13/12, HKG 17/12, SHA 19/12, BUS 25/12, INC 25/12, KEL 25/12, KHH 25/12, YOK 28/12, NGO 28/12, UKB 28/12	
Garden 0275-022E	COS/EMC/MBA	-	29/11	-	-	25/11	SIN 14/12, PGU 16/12, PKG 16/12, LCH 17/12, JKT 17/12, SUB 17/12, PEN 17/12, SGN 17/12, DLC 18/12, BLW 18/12, BKK 18/12, SRG 19/12, MNL 19/12, KHH 20/12, UKB 21/12, TYO 21/12, XMN 21/12, HPH 21/12, SHA 22/12, NGO 22/12, OSA 22/12, NGB 24/12, BUS 24/12, TAO 26/12, HKG 28/12, TXG 28/12, YOK 28/12, YTN 29/12, KEL 31/12, TXG 01/01	
Wehr Blankenese VWB010/11	PIL	-	-	-	-	26/11	SIN 04/01	
Niledutch Shenzhen 087	NDS	-	-	-	-	26/11	TXG 13/12, SHA 16/12	
Mol Stability 3703	MOL	-	-	-	-	26/11	SIN 16/12	
Juist Trader 1002	MSK/SAF	-	-	-	-	26/11	TPP 09/12, NSA 13/12, SHA 16/12, YTN 20/12	
Maersk Inverness 1012	MSK/SAF	27/11	-	-	-	-	PKG 16/12, TPP 17/12	
Msc Fabienne H1048R	MSC/STS	-	-	-	-	27/11	SIN 10/12, XMN 15/12, KHH 18/12, SHA 18/12, HKG 19/12, CWN 21/12	
Maersk Danbury 1101	MSK/SAF	-	-	-	-	27/11	TPP 23/12, PGU 25/12, PKG 26/12, CWN 26/12, BLW 26/12, HKG 27/12, SUB 27/12, YOK 28/12, UKB 28/12, HUA 28/12, SRG 28/12, PEN 28/12, BUS 29/12, XMN 29/12, SHA 30/12, SGN 30/12, HPH 31/12, NGB 01/01, INC 01/01, TAO 04/01, OSA 04/01, NGO 04/01	
Glorius Leader 008	HMM	-	-	-	-	27/11	SIN 10/12, CHB 18/12, USN 24/12	
Kota Jaya JY204	PIL	-	-	-	-	28/11	SIN 12/12	
Johan Rickmers YJR020	PIL	-	28/11	-	-	-	SIN 07/01	
Mol Dynasty 7208	MOL	-	28/11	-	-	-	SIN 13/12, HKG 18/12, TXG 22/12, DLC 23/12, TAO 25/12, BUS 27/12, SHA 30/12	
Cap Pasado 019	HSD/MSK/SAF	-	-	-	-	-	SHA 14/01, NGB 16/01, DCB 19/01, HKG 20/01, SIN 24/01, TPP 24/01	
San Adriano 1043	CSV	-	-	-	-	29/11	SIN 18/12, TXG 26/12, NGB 28/12, SHA 29/12, CWN 01/01, HKG 02/01	
Wan Hai 506 0062E	HUL/HLC/STS/WHL/ZIM	-	-	-	-	29/11	SIN 11/12, HKG 16/12, BUS 20/12, SHA 22/12, NGB 23/12, SHK 27/12	
Tem Arrow 171	GRB	-	-	-	-	29/11	SIN 22/12, ZHA 28/12, HUN 03/01, INC 07/01, BUS 09/01, NGO 12/01, YOK 14/01	
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MOL Cullinan 107B	CHL/DAL/MOL/MSK/SAF/TSA	-	20/11	-	-	15/11	ALG 03/12, CAS 03/12, CAZ 06/12, LIV 06/12, ORN 06/12, BLA 07/12, VEC 08/12, FOS 10/12, NPK 10/12, AXA 11/12, GIT 11/12, PSD 11/12, UAY 12/12, ASH 12/12, ASH 14/12, TUN 15/12, GOI 15/12, KOP 15/12, MAR 15/12, SAL 15/12, BEY 16/12, GEM 16/12, SKG 16/12, PIR 17/12, IST 17/12, TRS 17/12, IZM 19/12, HFA 20/12, MER 20/12	
Msc Viviana 13R	HSULTIMSC	-	21/11	18/11	-	17/11	VEC 05/12, SPE 10/12, LIV 10/12, GOI 11/12, NPK 11/12, HFA 11/12, FOS 12/12, BLA 15/12, AXA 17/12	
Jolly Verde 222	LMC	-	17/11	-	-	27/11	MRS 21/12, GOI 22/12, BLA 24/12, NPK 27/12, TUN 19/01, MLA 19/01, UAY 21/01, BEY 21/01, BEN 21/01, AXA 23/01, TIP 23/01	
Dal Kalahari 107B	CHL/DAL/MOL/MSK/SAF/TSA	-	27/11	18/11	-	22/11	ALG 10/12, CAS 10/12, CAZ 13/12, LIV 13/12, ORN 13/12, BLA 14/12, VEC 15/12, FOS 17/12, NPK 17/12, AXA 18/12, GIT 18/12, PSD 18/12, UAY 19/12, ASH 19/12, ASH 21/12, TUN 22/12, GOI 22/12, KOP 22/12, MAR 22/12, SAL 22/12, BEY 23/12, GEM 23/12, SKG 23/12, PIR 24/12, IST 24/12, TRS 24/12, IZM 26/12, HFA 27/12, MER 27/12	
Africa Star 13	EAS/SCO/ZIM	-	-	-	-	20/11	PSD 17/12, HFA 18/12, ASH 20/12, HFA 22/12, AXA 23/12	
Clara Maersk 1014	HSULTIMSC	21/11	-	-	-	-	ALG 06/12	
Miramarin 16R	HSULTIMSC	-	28/11	25/11	-	24/11	VEC 12/12, SPE 17/12, LIV 17/12, GOI 18/12, NPK 18/12, HFA 18/12, FOS 19/12, BLA 22/12, AXA 24/12	
Lars Maersk 108B	CHL/DAL/MOL/MSK/SAF/TSA	-	-	25/11	-	29/11	ALG 17/12, CAS 17/12, CAZ 20/12, LIV 20/12, ORN 20/12, BLA 21/12, VEC 22/12, FOS 24/12, NPK 24/12, AXA 25/12, GIT 25/12, PSD 25/12, UAY 26/12, ASH 26/12, ASH 28/12, TUN 29/12, GOI 29/12, KOP 29/12, MAR 29/12, SAL 29/12, BEY 30/12, GEM 30/12, SKG 30/12, PIR 31/12, IST 31/12, TRS 31/12, IZM 02/01, HFA 03/01, MER 03/01	
Jolly Marrone 237	LMC	-	29/11	-	-	-	MRS 05/01, GOI 06/01, BLA 08/01, NPK 11/01, TUN 03/02, MLA 03/02, UAY 05/02, BEY 05/02, BEN 05/02, AXA 07/02, TIP 07/02	
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MOL Cullinan 107B	CHL/DAL/MOL/MSK/SAF/TSA	-	20/11	-	-	15/11	RTM 05/12, TIL 06/12, BIO 06/12, LEI 08/12, BRV 09/12, CPH 10/12, GOT 10/12, HMQ 10/12, OFQ 11/12, HEL 13/12, OSL 16/12	
Purple Beach 1103	MAC	-	29/11	-	17/11	20/11	25/11	VG 14/12, LZI 16/12, RTM 17/12, HMQ 19/12, PFT 20/12, IMM 20/12, HUL 20/12, BXE 21/12, KRS 21/12, LAR 21/12, ANR 22/12, OSL 22/12, OFQ 23/12, CPH 23/12, ORK 23/12, DUO 23/12, GOT 23/12, GOO 23/12, GRG 23/12, HEL 23/12, KTK 25/12, STO 25/12, BIO 27/12
Msc Viviana 13R	HSULTIMSC	-	21/11	18/11	-	17/11	LZI 03/12, FXT 05/12, HMQ 07/12, BRV 08/12, ANR 09/12, RTM 10/12, LEH 10/12, BIO 10/12, LIV 12/12, VGO 15/12, HEL 15/12, LEI 16/12, KTK 16/12, STO 18/12, KLJ 20/12, LED 23/12	
Dal Kalahari 107B	CHL/DAL/MOL/MSK/SAF/TSA	-	27/11	18/11	-	22/11	RTM 12/12, TIL 13/12, BIO 13/12, LEI 15/12, BRV 16/12, CPH 17/12, GOT 17/12, HMQ 17/12, OFQ 18/12, HEL 20/12, OSL 23/12	
Clara Maersk 1014	HSULTIMSC	21/11	-	-	-	-	VG 09/12, LEI 10/12, LZI 13/12	
Amber Lagoon 1104	MAC	-	-	-	22/11	25/11	VG 21/12, LZI 23/12, RTM 24/12, PFT 27/12, IMM 27/12, HUL 27/12, HMQ 28/12, BXE 30/12, ORK 30/12, DUO 30/12, KRS 30/12, LAR 30/12, OSL 31/12, OFQ 01/01, CPH 01/01, GOT 01/01, GOO 01/01, GRG 01/01, HEL 01/01, ANR 02/01, BIO 03/01, HEL 03/01, KTK 03/01, STO 03/01	
Panama Express 290008	CNT	-	-	-	-	22/11	ANR 17/12	
Dignity Ace 3A	MOL	-	-	25/11	24/11	23/11	VG 10/12, ZEE 14/12, BRV 16/12	
Miramarin 16R	HSULTIMSC	-	28/11	25/11	-	24/11	LZI 10/12, FXT 12/12, HMQ 14/12, BRV 15/12, ANR 16/12, RTM 17/12, LEH 17/12, BIO 17/12, LIV 19/12, VGO 22/12, HEL 22/12, LEI 23/12, KTK 23/12, STO 25/12, KLJ 27/12, LED 30/12	
Sunrise 001	GRB	-	-	-	-	24/11	PRU 16/12, ANR 20/12	
Lars Maersk 108B	CHL/DAL/MOL/MSK/SAF/TSA	-	-	25/11	-	29/11	RTM 19/12, TIL 20/12, BIO 20/12, LEI 22/12, BRV 23/12, CPH 24/12, GOT 24/12, HMQ 24/12, OFQ 25/12, HEL 27/12, OSL 30/12	

## OUTBOUND BY DATE - Dates for sailing: 15/11/2010 - 29/11/2010

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
<b>To: East Africa</b>							
<b>Updated daily on <a href="http://www.cargoinfo.co.za">http://www.cargoinfo.co.za</a></b>							
Corn Hill 23/24	FAI	19/11	-	-	-	-	MPM 31/10,BEW 04/11,MPM 08/11
Jolly Bianco 209	LMC	-	-	-	21/11	-	MPM 21/11,DAR 27/11,MBA 29/11
Jolly Verde 222	LMC	-	17/11	-	27/11	-	MPM 27/11,DAR 03/12,MBA 05/12
UAF Mauritiu 516	UAF	-	-	-	18/11	-	MPM 21/12
Msc Chaneca 54A	MSC	-	-	-	18/11	-	BEW 21/11
Hoegh Asia 89	HOEH/HUA	-	-	19/11	20/11	22/11	MPM 22/11
Mol Dream 3502	MOL	-	-	-	19/11	-	MPM 20/11
Africa Star 13	EAS/SCO/ZIM	-	-	-	20/11	-	DAR 25/11,MBA 28/11
Msc Leila 108A	MSC	-	-	-	23/11	-	MPM 24/11,MNC 29/11
Msc Nefeli 30A	MSC	-	-	-	23/11	-	DAR 28/11,MBA 05/12
Corn Hill 25/26	FAI	-	25/11	-	-	-	MPM 29/11,TGT 09/12
Mol Stability 3703	MOL	-	-	-	26/11	-	MPM 27/11
Terra Bona YTA097	PIL	-	28/11	-	26/11	-	MPM 22/11
Jolly Marrone 237	LMC	-	29/11	-	-	-	MPM 12/12,DAR 18/12,MBA 20/12
Ridge 59	MOL/MSK/OAC/SAF	-	-	-	29/11	-	MPM 30/11,MNC 07/12

<b>To: West Africa</b>							
<b>Updated daily on <a href="http://www.cargoinfo.co.za">http://www.cargoinfo.co.za</a></b>							
Amasis WW361/362	CMA	-	-	-	17/11	-	TEM 29/10,LFW 30/10,APP 01/11,ABJ 06/11
Kota Harum 298	PIL	-	-	-	24/11	-	LOS 04/11,TEM 08/11,COO 10/11
Stadt Aachen WWW363/364	CMA	-	-	-	24/11	-	TEM 01/11,APP 03/11,LFW 11/11,ABJ 13/11
Jolly Bianco 209	LMC	-	-	-	21/11	-	DKR 24/12
Kota Jaya JYY203	PIL	-	-	-	26/11	-	ABJ 11/11,LFW 13/11,LOS 15/11
MOL Cullinan 107B	CHL/DAL/MOL/MSK/SAF/TSA	-	20/11	-	15/11	-	LPA 30/11
Black Rhino 1/10	ASL	-	24/11	-	16/11	-	LOB 29/11,LAD 01/12,CAB 06/12
Karin Rambow 0701	MOL	19/11	16/11	-	-	-	LOB 23/11,LAD 26/11
Warnow Trader VWT002	PIL	-	16/11	-	-	-	TEM 25/11,COO 27/11,DLA 30/11
Austria 1S	MOL/MSK/MSK/OAC/SAF	-	17/11	-	-	-	MSZ 24/11,LAD 28/11
Beautriton 5101xx	UAL	-	17/11	-	22/11	-	LAD 01/12,SZA 03/12,PNR 05/12,BSG 08/12,SSG 12/12,LOS 14/12
Sargasso Sea 1009	MSK/SAF	17/11	-	-	-	-	ABJ 22/11,TEM 25/11,APP 30/11
Msc Viviana 13R	HSL/LTI/MSK	-	21/11	18/11	-	17/11	LPA 28/11,DKR 30/11,ABJ 01/12,TEM 03/12,APP 09/12,TIN 10/12
Jolly Verde 222	LMC	-	17/11	-	27/11	-	DKR 30/12
Dal Kalahari 107B	CHL/DAL/MOL/MSK/SAF/TSA	-	27/11	18/11	-	22/11	LPA 07/12
CMA-CGM	CMA	19/11	-	-	-	-	TEM 24/11,APP 27/11,LFW 05/12,ABJ 07/12
Africa Four WWW369/370							
Msc Sheila 62A	MSC	-	20/11	-	-	-	LOB 24/11,LAD 27/11
Conti Asia 301	PIL	-	-	-	-	-	LOS 30/11,TEM 04/12,COO 06/12
Clara Maersk 1014		21/11	-	-	-	-	SPY 27/11
Niledutch Guangzhou 089	NDS	-	23/11	-	21/11	-	PNR 28/11,LAD 01/12,BOA 05/12,LOB 06/12,MAT 06/12,SZA 08/12,LBV 08/12,CAB 09/12,DLA 09/12,MSZ 10/12
Santa Federica 2W	GSL	-	-	-	22/11	-	TEM 01/12,LOS 03/12,TKD 09/12,ABJ 12/12
City of Shanghai 333W	MSK/NDS/NYK/SAF	-	-	-	22/11	-	LFW 29/11,TEM 03/12,LOS 06/12
CSC San Jose 019W	CSC/HL/KLI/SMU/STS	-	-	-	22/11	-	TEM 30/11,LFW 02/12,COO 05/12,TIN 06/12
Kota Wangi WG1949/50	PIL	-	-	-	23/11	-	ABJ 02/12,LFW 04/12,LOS 06/12
Luetjenburg 1011	MSK/SAF	24/11	-	-	-	-	ABJ 29/11,TEM 02/12,APP 07/12
Miramarin 16R	HSL/LTI/MSK	-	28/11	25/11	-	24/11	LPA 05/12,DKR 07/12,ABJ 08/12,TEM 10/12,APP 16/12,TIN 17/12
Lars Maersk 108B	CHL/DAL/MOL/MSK/SAF/TSA	-	-	25/11	-	29/11	LPA 14/12
Terra Bona YTA097	PIL	-	28/11	-	26/11	-	LAD 03/12
Mark Twain WW371/372	CMA	26/11	-	-	-	-	TEM 30/11,APP 02/12,LFW 08/12
Wehr Blankenese VWB010/11	PIL	-	-	-	26/11	-	ABJ 06/12,LFW 08/12,LOS 09/12,ONN 13/12
Swallow Ace 28A	MOL	-	-	-	27/11	-	LAD 03/12,LBV 07/12,LOS 09/12,DLA 13/12,COO 16/12,LFW 17/12,TEM 19/12,ABJ 19/12
Johan Rickmers YJR020	PIL	-	28/11	-	-	-	TEM 07/12,COO 09/12,LOS 11/12,DLA 15/12
Buxmaster 302	PIL	-	-	-	-	-	LOS 09/12,TEM 13/12,COO 15/12
Msc Agata 717A	MSC	-	29/11	-	-	-	LOB 03/12,LAD 05/12
Jolly Marrone 237	LMC	-	29/11	-	-	-	DKR 14/01
Nyk Daniella 334W	MSK/NDS/NYK/SAF	-	-	-	29/11	-	LFW 08/12,TEM 09/12,LOS 12/12

<b>To: Indian Ocean Islands</b>							
<b>Updated daily on <a href="http://www.cargoinfo.co.za">http://www.cargoinfo.co.za</a></b>							
Maersk Denver 1013	MSK/SAF	-	19/11	16/11	-	-	PLU 27/11
Tombarra CO031	WWL	-	-	18/11	19/11	20/11	RUN 24/11
UAF Mauritiu 516	UAF	-	-	-	18/11	-	EHL 24/10,TLE 22/11,TMM 27/11,PLU 30/11,RUN 02/12,MAW 06/12,LON 09/12,MUT 10/12,DIE 12/12,NOS 14/12,MJN 15/12
Msc Lucy H1047R	MSC/STS	-	-	-	19/11	-	PLU 25/11,TMM 27/11,PDG 01/12,DIE 03/12,DZA 03/12,EHL 13/12,MJN 13/12
Maersk Daesan 1015	MSK/SAF	-	26/11	23/11	-	20/11	PLU 04/12
Msc Fabienne H1048R	MSC/STS	-	-	-	27/11	-	PLU 03/12,PDG 10/12,DZA 12/12,EHL 13/12,MJN 13/12,TMM 15/12,DIE 21/12
Maersk Danbury 1101	MSK/SAF	-	-	-	27/11	-	PLU 11/12
Sanne 205	UAF	-	-	-	28/11	-	TLE 03/12,EHL 05/12,TMM 07/12,PLU 11/12

<b>To: North America</b>							
<b>Updated daily on <a href="http://www.cargoinfo.co.za">http://www.cargoinfo.co.za</a></b>							
Algoa Bay 1105	GAL	-	-	-	-	21/11	ATM 17/12,HQN 20/12,MSY 23/12,JKV 10/01
Jing Po He 102E	COS/EMC/MBA	-	15/11	-	-	-	LAX 12/12,OAK 15/12,TIW 17/12,BCC 19/12
Westerhever 002	MSC/MSK/SAF	-	18/11	-	15/11	-	NYC 08/12,BAL 10/12,ORF 11/12,CHU 13/12,FEP 14/12,NAS 15/12,MIA 16/12,POP 16/12,MHH 16/12,GEC 17/12,SDQ 17/12,TOV 17/12,SLU 18/12,PHI 18/12,GDT 18/12,SJO 19/12,BAS 19/12,VJ 19/12,RSU 20/12,PAP 20/12,KTN 20/12,HQN 21/12,BGI 21/12,STG 21/12,MSY 23/12,SLU 15/12,BAL 17/12,ORF 18/12,CHU 20/12,FEP 21/12,NAS 22/12,MIA 23/12,POP 23/12,MHH 23/12,GEC 24/12,SDQ 24/12,TOV 24/12,SLU 25/12,PHI 25/12,GDT 25/12,SJO 26/12,BAS 26/12,VJ 26/12,RSU 27/12,PAP 27/12,KTN 27/12,HQN 28/12,BGI 28/12,STG 28/12,MSY 30/12,LAX 19/12,OAK 22/12,TIW 24/12,BCC 26/12
Msc Damla 040	MSC/MSK/SAF	-	27/11	17/11	-	22/11	NYC 15/12,BAL 17/12,ORF 18/12,CHU 20/12,FEP 21/12,NAS 22/12,MIA 23/12,POP 23/12,MHH 23/12,GEC 24/12,SDQ 24/12,TOV 24/12,SLU 25/12,PHI 25/12,GDT 25/12,SJO 26/12,BAS 26/12,VJ 26/12,RSU 27/12,PAP 27/12,KTN 27/12,HQN 28/12,BGI 28/12,STG 28/12,MSY 30/12
Dimitris Y 0274-051E	COS/EMC/MBA	-	22/11	-	-	18/11	LAX 19/12,OAK 22/12,TIW 24/12,BCC 26/12
Maersk Vilnius 003	MSC/MSK/SAF	-	-	24/11	-	29/11	NYC 22/12,BAL 24/12,ORF 25/12,CHU 27/12,FEP 28/12,NAS 29/12,MIA 30/12,POP 30/12,MHH 30/12,GEC 31/12,SDQ 31/12,TOV 31/12,SLU 01/01,PHI 01/01,GDT 01/01,SJO 02/01,BAS 02/01,VJ 02/01,RSU 03/01,PAP 03/01,KTN 03/01,HQN 04/01,BGI 04/01,STG 04/01,MSY 06/01,LAX 26/12,OAK 29/12,TIW 31/12,BCC 02/01
Garden 0275-022E	COS/EMC/MBA	-	29/11	-	-	25/11	

<b>To: Australasia</b>							
<b>Updated daily on <a href="http://www.cargoinfo.co.za">http://www.cargoinfo.co.za</a></b>							
Jing Po He 102E	COS/EMC/MBA	-	15/11	-	-	-	BSA 11/12,SYD 13/12,MLB 16/12
Maersk Denver 1013	MSK/SAF	-	19/11	16/11	-	-	FRE 14/12,LYT 18/12,AKL 19/12,TRG 20/12,TRG 20/12,NPE 21/12,LYT 22/12,TIU 23/12,POE 23/12,SYD 23/12,MLB 24/12,NSN 25/12,NPL 25/12,BSA 28/12,ADL 28/12
Dimitris Y 0274-051E	COS/EMC/MBA	-	22/11	-	-	18/11	BSA 18/12,SYD 20/12,MLB 23/12
Tombarra CO031	WWL	-	-	18/11	19/11	20/11	FRE 04/12,MLB 09/12,PKL 11/12,BSA 13/12
Hoegh Asia 89	HOEH/HUA	-	-	19/11	20/11	22/11	FRE 04/12,MLB 09/12,PKL 11/12,BSA 13/12,TRG 14/12,NPE 15/12,WLG 17/12,LYT 18/12
Msc Lucy H1047R	MSC/STS	-	-	-	19/11	-	FRE 06/12,ADL 07/12,MLB 11/12,SYD 14/12,TRG 18/12,LYT 20/12
Maersk Daesan 1015	MSK/SAF	-	26/11	23/11	-	20/11	FRE 21/12,LYT 25/12,AKL 26/12,TRG 27/12,TRG 27/12,NPE 28/12,LYT 29/12,TIU 30/12,POE 30/12,SYD 30/12,MLB 31/12,NSN 01/01,NPL 01/01,BSA 04/01,ADL 04/01
Garden 0275-022E	COS/EMC/MBA	-	29/11	-	-	25/11	BSA 25/12,SYD 27/12,MLB 30/12
Msc Fabienne H1048R	MSC/STS	-	-	-	27/11	-	FRE 14/12,ADL 15/12,MLB 19/12,SYD 22/12,TRG 26/12,LYT 28/12
Maersk Danbury 1101	MSK/SAF	-	-	-	27/11	-	FRE 28/12,LYT 01/01,AKL 02/01,TRG 03/01,TRG 03/01,NPE 04/01,LYT 05/01,TIU 06/01,POE 06/01,SYD 06/01,MLB 07/01,NSN 08/01,NPL 08/01,BSA 11/01,ADL 11/01
Aida CO031	WWL	-	-	28/11	29/11	-	FRE 11/12,MLB 16/12,PKL 18/12,BSA 20/12



## OUTBOUND BY DATE - Dates for sailing: 15/11/2010 - 29/11/2010

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
<b>To: Middle East, Pakistan, India and Sri Lanka</b>				<b>Updated daily on <a href="http://www.cargoinfo.co.za">http://www.cargoinfo.co.za</a></b>			
Kota Harum 298	PIL	-	-	-	24/11	-	BQM 06/12
Jolly Bianco 209	LMC	-	-	-	21/11	-	JED 08/12, RUH 28/12, AQJ 02/01, MSW 02/01, PZU 02/01, HOD 03/01, AUH 07/01, DXB 09/01, KWI 09/01, NSA 09/01, BAH 12/01, BND 12/01, DMN 12/01, DOH 12/01, MCT 12/01, BQM 14/01
Jing Po He 102E	COS/EMC/MBA	-	15/11	-	-	-	CMB 05/12, NSA 07/12
Nele Maersk 1016	MSK/SAF	-	-	20/11	-	16/11	SLL 02/12, JEA 05/12, BND 08/12, NSA 13/12
Jolly Verde 222	LMC	-	17/11	-	-	27/11	JED 13/12, RUH 02/01, AQJ 07/01, MSW 07/01, PZU 07/01, HOD 08/01, AUH 12/01, DXB 14/01, KWI 14/01, NSA 14/01, BAH 17/01, BND 17/01, DMN 17/01, DOH 17/01, MCT 17/01, BQM 19/01
Lobivia 1042	CSV	-	17/11	-	-	22/11	JEA 04/12, BND 06/12, NSA 10/12
Dimitris Y 0274-051E	COS/EMC/MBA	-	22/11	-	-	18/11	CMB 12/12, NSA 14/12
Conti Asia 301	PIL	-	-	-	-	-	BQM 01/01
Africa Star 13	EAS/SCO/ZIM	-	-	-	20/11	-	JIB 11/12, Suez 16/12, AQJ 18/12, CMB 07/01
Msc Sena 14A	MSC	-	-	-	20/11	-	JEA 02/12, BQM 05/12, SHJ 05/12, AUH 05/12, MCT 05/12, BAH 05/12, DMN 05/12, KWI 05/12, BND 05/12, IXY 07/12, DOH 07/12, NSA 09/12, CMB 12/12, RUH 12/12
Msc Roberta 35A	MSC	-	-	-	21/11	-	JEA 04/12, BQM 07/12, SHJ 07/12, AUH 07/12, MCT 07/12, BAH 07/12, DMN 07/12, KWI 07/12, BND 07/12, IXY 09/12, DOH 09/12, NSA 11/12, CMB 14/12, RUH 14/12
Libra Ipanema 1043	CSV	-	24/11	-	-	27/11	JEA 09/12, BND 10/12, NSA 15/12
Nicoline Maersk 1018	MSK/SAF	-	-	26/11	-	24/11	SLL 09/12, JEA 12/12, BND 15/12, NSA 20/12
Garden 0275-022E	COS/EMC/MBA	-	29/11	-	-	25/11	CMB 19/12, NSA 21/12
Msc Jade 74A	MSC	-	-	-	27/11	-	JEA 10/12, BQM 13/12, SHJ 13/12, AUH 13/12, MCT 13/12, BAH 13/12, DMN 13/12, KWI 13/12, BND 13/12, IXY 15/12, DOH 15/12, NSA 17/12, CMB 20/12, RUH 20/12
Buxmaster 302	PIL	-	-	-	-	-	BQM 10/01
Jolly Marrone 237	LMC	-	29/11	-	-	-	JED 29/12, RUH 18/01, AQJ 23/01, MSW 23/01, PZU 23/01, HOD 24/01, AUH 28/01, DXB 30/01, KWI 30/01, NSA 30/01, BAH 02/02, BND 02/02, DMN 02/02, DOH 02/02, MCT 02/02, BQM 04/02

<b>To: South America</b>				<b>Updated daily on <a href="http://www.cargoinfo.co.za">http://www.cargoinfo.co.za</a></b>			
JPO Sagitarius 13	HSD/MSK/SAF	-	-	15/11	-	17/11	SSZ 31/10, ITJ 03/11
Cap Castillo 14	HSD/MSK/SAF	-	-	21/11	-	23/11	SSZ 14/11, ITJ 17/11
Hammonia Pomerania 1038	CSV	-	-	-	-	19/11	ITJ 29/11, SSZ 01/12, PNG 03/12, RIG 08/12
Maersk Nairobi 018	HSD/MSK/SAF	-	-	-	-	-	SSZ 05/12, ITJ 08/12
Ante Wulff 1039	CSV	-	-	-	-	28/11	ITJ 09/12, SSZ 11/12, PNG 13/12, RIG 16/12
Cap Pasado 019	HSD/MSK/SAF	-	-	-	-	-	SSZ 12/12, ITJ 15/12

## 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	-	-	-	-	-	-
Alpha Shipping Agency (Pty) Ltd	450-2576	304-5363	-	-	-	-	-	-	-
BLS Marine	-	201-4552	-	-	-	-	-	-	-
Bridge Marine	625-3300	460-0700	927-9700	-	-	-	-	-	-
CMA CGM Shipping Agencies	285-0033	319-1300	911-0939	581-0240	797-4197	-	-	-	-
Combine Ocean	407-2200	328-0403	419-8550	501-3427	-	-	-	-	-
Cosren Shipping Agency	622-5658	307-3092	418-0690	501-3400	-	-	-	-	-
CSAV Group Agencies SA	771-6900	328-0008	421-4171	-	-	-	-	-	-
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
Eyethu Ships Agencies	-	301-1470	-	-	-	-	-	-	Mossel Bay (044) 690-7119
Evergreen Agency (SA) Pty Ltd	284-9000	334-5880	431-8701	-	-	-	-	-	-
Fairseas	513-4039	-	410-8819	-	-	-	-	-	-
Galborg	340-0499	365-6800	402-1830	581-3994	788-9900	731-1707	-	202-771	Maputo (092581) 430021/2
Gearbulk	-	277-9100	-	-	-	-	-	-	-
Global Port Side Services	-	328-5891	-	-	-	-	-	-	-
Hapag-Lloyd	0860 101 260	583-6500	0860 101 260	-	-	-	-	-	-
Hamburg Sud South Africa	615-1003	334-4777	425-0145	-	-	-	-	-	-
HUA Hoegh Autoliners (ISS-Voigt)	994-4500	-	-	-	-	-	-	-	-
Hull Blyth South Africa	-	360-0700	-	-	-	-	-	-	-
Ignazio Messina & Co	884-9356	365-5200	418-4848	581-7833	-	-	-	-	-
Independent Shipping Services	-	-	418-2610	-	-	-	-	-	-
Island View Shipping	-	302-1800	425-2285	-	797-9402	-	-	-	-
ISS-Voigt Shipping	285-0113	207-1451	911-0938	518-0240	797-4197	-	-	-	SaldanhaBay (022) 714-1908
John T. Rennie & Sons	407-2200	328-0401	419-8660	501-3400	789-1571	-	-	-	-
King & Sons	340-0300	301-0711	440-5016	581-3994	788-9900	731-1707	-	219-550	Maputo (092581) 430021/2
K.Line Shipping SA	253-1200	328-0900	421-4232	581-8971	-	722-1851	-	-	-
Legendijk Brothers Holdings	-	309-5959	-	-	-	-	-	-	-
Land & Sea Shipping	679-1651	-	-	-	-	-	-	-	-
LBH South Africa	-	309-5959	421-0033	-	788-0953	-	-	-	Saldanha Bay (022) 714-1203
Lloydafrica	455-2728	480-8600	402-1720	581-7023	-	-	-	-	-
Macs	340-0499	365-6800	402-1830	581-3994	788-9900	731-1707	-	202-771	Maputo (092581) 430021/2
Maersk South Africa (Pty) Ltd.	277-3700	336-7700	408-6000	501-3100	-	707-2000	-	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	731-1707	-	219-550	-
Mitchell Cotts Maritime NYK	788-4798	301-1506	421-5580	581-3994	788-9933	731-2561	-	219-550	-
Mitsui OSK Lines SA	601-2000	310-2200	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	-	-	-	-	-	-
Ocean Africa Container Lines	-	302-7100	412-2860	-	-	-	-	-	-
Panargo	-	335-2400	434-6780	-	789-8951	-	-	-	Saldanha (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	-	707-2000	335-8787	209-839	-
Seaglow Shipping	263-8550	536-7200	-	-	-	-	-	-	-
Seascope (Appelby Freight Svcs)	616-0595	-	-	-	-	-	-	-	-
Sea-Act Shipping cc	475-5245	-	-	-	-	-	-	-	-
Seaciad Maritime	442-3777	327-9400	419-1438	-	-	-	-	-	-
Sharaf Shipping	263-8540	584-2900	-	-	-	-	-	-	-
Southern Chartering	302-0000	-	-	-	-	-	-	-	-
Stella Shipping	450-2642	304-5346	-	-	-	-	-	-	-
Transmarine Logistics	450-2399	301-2001	425-0770	-	-	-	-	-	info@transmarine.co.za
Transocean Logistics	450-3314	306-0112	510-0370	-	-	-	-	-	-
Wilhelmsen Ships Services	285-0038	277-6500	527-9360	360-2477	788-0077	-	-	-	Saldanha Bay (022) 714-0410
Zim Southern Africa	324-1000	534-3300	425-1660/1/2	581-1896	797-9105/7/9	-	-	-	-

# Inbound

COMPILED AND PRINTED IN ONE DAY

Updated daily on Cargo Info Africa – [www.cargoinfo.co.za](http://www.cargoinfo.co.za)

# ftw EasiFinder

Updated until 11am

08 November 2010

## INBOUND BY DATE - Dates for sailing: 15/11/2010 - 29/11/2010

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAV
Aalborg 1026	GAL	-	-	-	-	26-Nov	-
Africa Star 12	EAS/SCO/ZIM	-	-	-	-	15-Nov	-
African Cheetah 20252	MBA	-	-	-	-	27-Nov	-
African Ubuntu 20260	MBA	-	-	-	-	25-Nov	-
Aida CO031	WWL	-	-	28-Nov	29-Nov	-	-
Alexandria Bridge 012W	KLI/MIS/PIL	-	19-Nov	-	-	-	-
Amasis WW361/362	CMA	-	-	-	-	16-Nov	-
Amber Lagoon 0229	MAC	-	17-Nov	-	22-Nov	20-Nov	26-Nov
Ante Wulff 1039	CSV	-	-	-	-	26-Nov	-
Black Rhino 1/10	ASL	-	22-Nov	-	-	-	-
Buxmaster 302	PIL	-	-	-	-	-	-
Cap Castillo 14	HSD/MSK/SAF	-	-	21-Nov	-	23-Nov	-
Cap Pasado 019	HSD/MSK/SAF	-	-	-	-	-	-
City of Shanghai 333W	MSK/NDS/NYK/SAF	-	-	-	-	19-Nov	-
Clara Maersk 1013	MSK/SAF	20-Nov	-	-	-	-	-
CMA-CGM Africa Four WWW369/370	CMA	18-Nov	-	-	-	-	-
CMA-CGM Africa Three WW365/366	CMA	-	-	29-Nov	-	-	-
Conti Asia 301	PIL	-	-	-	-	-	-
Corn Hill 23/24	FAI	16-Nov	22-Nov	-	-	-	-
CSAV Suape 1038	CSV	-	-	-	-	15-Nov	-
CSCL San Jose 019W	CSC/HLC/KLI/SMU/STS	-	-	-	-	20-Nov	-
Dal Kalahari 107A	CHL/DAL/MOL/MSK/SAF/TSA	-	-	16-Nov	-	20-Nov	-
Dimitris Y 0274-051W	COS/EMC/MBA	-	21-Nov	-	-	15-Nov	-
Garden 0275-022W	COS/EMC/MBA	-	28-Nov	-	-	22-Nov	-
Glorius Leader 008	HMM	-	-	-	-	27-Nov	-
Hammonia Pomerania 1038	CSV	-	-	-	-	17-Nov	-
Hanihe 110W	COS/EMC/MBA	-	-	-	-	29-Nov	-
Helene S 0006E	CSC/HLC/KLI/STS	-	-	-	-	22-Nov	-
Hoegh Asia 89	HOE/HUA	-	-	18-Nov	19-Nov	21-Nov	-
Horizon 29B	MOL/MSC/MSK/OAC/SAF	-	-	-	-	19-Nov	-
Jakarta Tower 1004	MSK/SAF	-	-	-	-	18-Nov	-
Johan Rickmers YJR020	PIL	-	28-Nov	-	-	-	-
Jolly Bianco 209	LMC	-	24-Nov	-	-	18-Nov	-
Jolly Verde 222	LMC	-	-	-	-	24-Nov	-
JPO Sagittarius 13	HSD/MSK/SAF	-	-	-	-	16-Nov	-
Juist Trader 1002	MSK/SAF	-	-	-	-	25-Nov	-
Karin Rambow 0701	MOL	18-Nov	15-Nov	-	-	-	-
Kota Halus 299	PIL	-	-	-	-	29-Nov	-
Kota Harum 298	PIL	-	-	-	-	22-Nov	-
Kota Jaya JYY203	PIL	-	-	-	-	26-Nov	-
Kota Wangi WGI949/50	PIL	-	-	-	-	22-Nov	-
Lars Maersk 108A	CHL/DAL/MOL/MSK/SAF/TSA	-	20-Nov	23-Nov	-	27-Nov	-
Libra Ipanema 1043	CSV	-	24-Nov	-	-	27-Nov	-
Lobivia 1042	CSV	-	17-Nov	-	-	20-Nov	-
Lok Prem 001	GRB/UNG	-	-	-	-	24-Nov	-
Luetjenburg 1011	MSK/SAF	23-Nov	-	-	-	-	-
Mackinac Bridge 063	KLI/MIS/PIL	-	27-Nov	-	-	22-Nov	-
Maersk Brani 1014	MSK/SAF	19-Nov	-	-	-	25-Nov	-
Maersk Daesan 1014	MSK/SAF	-	24-Nov	21-Nov	-	17-Nov	-
Maersk Danbury 1012	MSK/SAF	-	-	28-Nov	-	24-Nov	-
Maersk Denver 1012	MSK/SAF	-	17-Nov	-	-	-	-
Maersk Inverness 1012	MSK/SAF	26-Nov	-	-	-	-	-
Maersk Nairobi 018	HSD/MSK/SAF	-	-	-	-	-	-
Maersk Nolanville 1010	MSK/SAF	-	-	-	-	17-Nov	-
Maersk Noumea 1018	MSK/SAF	-	-	-	-	24-Nov	-
Maersk Vilnius 003	MSC/MSK/SAF	-	20-Nov	23-Nov	-	25-Nov	-
Maria-Katharina S 1042	CSV	-	25-Nov	-	-	20-Nov	-
Mark Twain WW371/372	CMA	25-Nov	-	-	-	-	-
Matumba 001	GRB/UNG	-	-	-	-	21-Nov	-
Miramarin 16A	HLC/HSL/LTI/MSC	-	15-Nov	18-Nov	-	20-Nov	-
MOL Caledon 108A	CHL/DAL/MOL/MSK/SAF/TSA	-	27-Nov	-	-	-	-
Mol Dedication 7111	HSD/MSK/SAF	-	-	22-Nov	-	-	-
Mol Dedication 7111B	MOL	-	20-Nov	-	-	-	-
Mol Dream 3502	MOL	-	-	-	-	17-Nov	-
Mol Dynasty 7208	MOL	-	27-Nov	-	-	-	-
Mol Silver Fern 0607	MOL	-	29-Nov	-	-	-	-
Mol Stability 3703	MOL	-	-	-	-	24-Nov	-
Msc Agata 717A	MSC	-	27-Nov	-	-	-	-
Msc Alessia 575A	HLC/HSL/LTI/MSC	-	23-Nov	25-Nov	-	27-Nov	-
Msc Carla 081	MSC/MSK/SAF	-	27-Nov	-	-	-	-
Msc Chaneca 53A	MSC	-	-	-	-	18-Nov	-
Msc Damla 040	MSC/MSK/SAF	-	-	16-Nov	-	18-Nov	-
Msc Denisse 8A	MSC	-	-	-	-	20-Nov	-
Msc Fabienne H1044A	MSC	-	-	-	-	23-Nov	-
Msc Jade 73R	MSC	-	-	-	-	25-Nov	-
Msc Leila 107A	MSC	-	-	-	-	21-Nov	-
Msc Lucy H1043A	MSC	-	-	-	-	16-Nov	-
Msc Nefeli 29A	MSC	-	-	-	-	22-Nov	-
Msc Panama 56A	MSC	-	-	-	-	22-Nov	-
Msc Roberta 34R	MSC	-	-	-	-	15-Nov	-
Msc Sheila 62A	MSC	-	18-Nov	-	-	-	-

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAV
Nele Maersk 1015	MSK/SAF	-	-	19-Nov	-	15-Nov	-
Nexoe Maersk 1018	MSK/SAF	-	-	22-Nov	-	-	-
Nicoline Maersk 1017	MSK/SAF	-	-	26-Nov	-	22-Nov	-
Niledutch Guangzhou 089	NDS	-	23-Nov	-	-	19-Nov	-
Niledutch Hong Kong 331E	MSK/NDS/NYK/SAF	-	-	-	-	19-Nov	-
Niledutch Shenzhen 087	NDS	-	-	-	-	24-Nov	-
Nyk Daniella 334W	MSK/NDS/NYK/SAF	-	-	-	-	28-Nov	-
Panama Express 290008	PRU	-	-	-	-	19-Nov	-
Purple Beach 0228	MAC	-	-	-	-	16-Nov	21-Nov
Red Cedar 0230	MAC	29-Nov	-	-	-	-	-
Ridge 58	MOL/MSK/OAC/SAF	-	-	-	-	27-Nov	-
Safmarine Onne 1010	MSK/SAF	-	-	-	-	29-Nov	-
San Adriano 1043	CSV	-	-	-	-	27-Nov	-
Sanne 204	UAF	-	-	-	-	28-Nov	-
Santa Federica 2W	GSL	-	-	-	-	21-Nov	-
Sargasso Sea 1009	MSK/SAF	16-Nov	-	-	-	-	-
Stadt Aachen WWW363/364	CMA	-	-	-	-	23-Nov	-
Terra Bona YTA097	PIL	-	28-Nov	-	-	25-Nov	-
Thai Bright 109	GRB/UNG	-	-	-	-	28-Nov	-
Tombarra CO031	WWL	-	-	18-Nov	19-Nov	20-Nov	-
Topaz Ace 005	HMM	-	-	-	-	19-Nov	-
UAFL Mauritius 515	UAF	-	-	-	-	18-Nov	-
UASC Jeddah AA556E	CMA/CSC/MBA	-	-	-	-	16-Nov	-
Wan Hai 506 0062E	HJL/HLC/STS/WHL/ZIM	-	-	-	-	27-Nov	-
Warnow Trader VWT002	PIL	-	16-Nov	-	-	-	-
Wehr Blankenese VWB010/11	PIL	-	-	-	-	25-Nov	-
Yellowstone 1028	GAL	24-Nov	29-Nov	-	-	-	-
Zim Ukrayina 6E	HJL/HLC/STS/WHL/ZIM	-	-	-	-	20-Nov	-

## ABBREVIATIONS

ASI	Asiatic (Hull Blyth)	MAL	Mainport Africa Container Line (Mainport Africa Shipping)
ASL	Angola South Line (Meihuizen International/Seascope cc)	MAR	Marimed (Marimed Ship.)
BEL	Beluga Shipping (Mainport Africa Shipping)	MAS	Mascot Line (Marimed)
CHL	Consortium Hispania Lines (Seaclad Maritime)	MBA	Maruba (Alpha Shipping)
CMA	CMA-CGM (Shipping Agencies)	MAS	Mascot Line (Marimed Shipping)
CMZ	Compagnie Maritime Zairoise (Safmarine)	MAU	Mauritius Shipping Corporation (Alpha Shipping)
CNT	Conti Lines (Portco SA)	MISC	MISC Line (Bridge Marine)
CSA	Canada States Africa Line (Mitt Cotts)	MSC	Mediterranean Shipping Co. (MSC)
CSC	China Shipping Container Lines (Seaclad Maritime)	MSK	Maersk Line
CSV	CSAV (CSAV Group Agencies SA)	MOL	Mitsui Osk Lines (Mitsui Osk Lines)
COS	Cosren (Cosren)	MOZ	Mozline (King & Sons)
DAL	Deutsche Afrika Linien (DAL Agency)	MOZ	MOZIF (LBF)
DEL	Delmas CMA-CGM (Shipping Agencies)	MUR	MUR Shipping
DML	Debala Mozambique Line (Mainport Africa Shipping)	NDS	Nile Dutch Africa Line B.V. (Nile Dutch South Africa)
DSA	Delmas ASAF (Century)	NVQ	Navique (Tall Ships)
ESA	Evergreen Agency (SA) (Pty) Ltd	NYK	(Mitchell Cotts – NYK Agency)
ESL	Ethiopian Shipping Lines (Diamond Shipping)	OAC	Ocean Africa Container Line (Ocean Africa)
EUK	Eukor (Diamond Shipping)	PHO	(Phoenix Shipping)
FAI	Fairseas (Fairseas)	PIL	Pacific International Line - (Foreshore Shipping)
FAY	Faymon Shipping (Sea-act Shipping cc)	PRO	ProLine (Bridge Marine)
GAL	Gulf Africa Lines (King and Sons)	PRU	Prudential Line (Alpha Shipping)
GCL	Global Container Lines (Freightmarine)	SAF	Safmarine (Safmarine)
GRB	Gearbulk	SCH	Southern Chartering
GSL	Gold Star Line (Polaris Shipping)	SCI	Shipping Corp of India (Combine Ocean)
HJL	Hanjin Lines (Sharaf)	SCO	Sea Consortium (Bridge Shipping)
HLC	Hapag – Lloyd	SHL	St Helena Line (RNC Shipping)
HSD	Hamburg Sud South Africa	SMU	Samudera Shipping Line (African Marine Ships Agency)
HSL	H Stinnes Linien (Diamond Shipping)	SSI	Seascope Shipping Inc (Century Ships Agency)
HOEGH	Hoegh Autoliners (ISS Voigt)	STS	Stella Shipping (Stella)
INM	Intermarine (Mainport Africa Shipping)	TSA	Transatlantic (Mitchell Cotts)
IRISL	Islamic Republic of Iran Shipping Lines (King & Sons)	UAF	United Africa Feeder Line (Seaclad Maritime)
IVS	Island View Shipping	UAL	Universal Africa Lines (Seaclad Maritime)
KEE	Keeley Granite (Term Shipping)	UASC	United Arab Shipping Company (Seaclad Maritime)
KLI	K Line Shipping SA	UNG	Unigear (Gearbulk)
LAU	NYK Cool Southern Africa	WHL	Wan Hai Lines (Seaglow)
LMC	Ignazio Messina (Ignazio Messina)	WWL	Wallenius (Wilhelmsen Ships Service)
LNL	Laurel Navigation Line (Polaris Shipping)	ZIM	Zimstar (Zim Southern Africa)
MAC	Macs (King & Sons)		

**Notice any errors?  
Contact Peter Hemer on  
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