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## New ruling targets BEE fronting

BY Alan Peat

Even those companies in the freight and trading industries that are well advanced in the self-assessment of their black economic empowerment (BEE) ratings will have to have their final documentation “rubber-stamped” by an accredited verification agency from August 1.

This is a complete reversal of the previous policy, where the department of trade and industry had not made the use of a verification agency mandatory.

It is the result of the April 9 Government Gazette, where minister of trade and industry, Mandisi Mphahla, issued a notice that said: “As from August 1, only certificates issued by accredited verification agencies – or one that has a pre-assessment letter from the SA National Accreditation System (Sanas) – will be valid.”

Said Keith Levenstein, CEO of empowerment consultants EconoBEE: “What it means is that, from August 1 onwards, you may no longer accept just any BEE certificate from your suppliers. That certificate must have been produced by an agency accredited by Sanas.

“You must also only supply

your customers with a certificate produced by an accredited agency.”

However, the ministerial notice stated that any certificate produced prior to the date of publication of the notice (April 9) would remain valid for a period of 12 months from date of issue.

This means that existing certificates remain valid, as long as they're accurate, even if produced by a 'non-accredited' agency, according to Levenstein.

“It is as relevant now, if not more so, to calculate and improve your own scorecard before you call in a verification agency,” he said. “A verification agency's job is to verify your data, not to just give you a scorecard or certificate on request. Successful companies should work hard at building up a scorecard, getting expert advice, gathering data, calculating their score, and then calling in a verification agency to verify the accuracy of the data.”

Levenstein also felt that the minister had obviously taken this step to remove the risk of fronting, and the production of inaccurate scorecards.

“Reports are that the BEE advisory council is finally going to be constituted,” he told FTW,

To page 16

## Opening its heart for the needy



Ten-year-old Dimpho Pitso shakes hands with Cindy Miller, UPS Vice President for South Europe and Africa, while school principal Leonore Ngozi thanks Jeff McCorstin, UPS managing director of freight forwarding for Europe, Middle East and Africa, for the R194 000 donation to the Ithembelihle Lsen School on the East Rand. See full story on page 10.



14:05 CAT

April 22, 2009

Voting Booth, Election Day, Pretoria

While John Ronbeck, Exports Manager of CBR Trading, is securing the future for his children, he will not be thinking about his latest Airfreight consignment going to Sao Paolo.

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**DUTY CALLS**
**A WEEKLY summary of the main changes to the South African tariff dispensation and amendments to customs and**
**Rule Amendment (Dar/49) – Purpose of Entry**

The substitution of Rule 202.02A (Purpose Code Table (Imports) – Purpose of Entry of Declaration) to the Customs and Excise Act (the Act).

The rule amendment relates to: (i) Removal in bond of goods as contemplated in rule 18.01(a) (i)(aa) (RIB); (ii) Removal in bond of goods in transit as contemplated in rule 18.01(a)(i) (bb) (RIT); (iii) Payment of duty or free (DP); (iv) Warehousing (WH); (v) Warehousing for export only (WE); (vi) Industrial rebates of customs duties (Schedule No. 3 to the Act) (IR); (vii) General rebates of customs duties (Schedule No. 4 to the Act) and exemption of VAT (Schedule 1 to the Value-Added Tax Act, Act No. 89 of 1991) or, where the goods are free of customs duty, exemption of VAT (Schedule 1 to the Value-Added Tax Act) (GR); (viii) Ordinary levy (OL); (ix) Transfer of liability: Industrial rebates of customs duties (Schedule No. 3 to the Act) where the importer of the goods is not the registered

manufacturer (TIR); (x) Transfer of liability: General rebates of customs duties (Schedule No. 4 to the Act) where the importer desires to deliver goods directly to a person or firm authorised to receive the goods under rebate of duty (TGR); (xi) Transfer of liability: Ordinary levy; (xii) Payment of duty ex warehouse (XDP); (xiii) Rewarehousing (XRW); (xiv) Removal in bond ex warehouse (XIB); (xv) Industrial rebates of customs duties (Schedule No. 3 to the Act) ex warehouse (XIR); (xvi) General rebates of customs duties (Schedule No. 4 to the Act) ex warehouse (XGR); and (xvii) Ordinary levy ex warehouse (XOL)

**Tariff Applications and Tariff Amendments – 17 April 2009**

No tariff applications (increase, reduction, or rebate of the customs duty) and tariff amendments for 17 April 2009 had been published at the time of going to print.

If you are interested in establishing whether a tariff

excise legislation. Compiled by Riaan de Lange of Tariff & Trade Intelligence. E-mail: [riaan@tariffandtrade.co.za](mailto:riaan@tariffandtrade.co.za)

application or a trade remedy or a draft rule amendment (to the Act) is still subject to comment, please visit TARIFF BOOK ([www.cargoinfo.co.za](http://www.cargoinfo.co.za)) or you can go to the EVENTS CALENDAR ([www.tariffandtrade.co.za](http://www.tariffandtrade.co.za) or [www.ttnews.co.za](http://www.ttnews.co.za)) and click on any date for further information.

**Merchant Shipping – Oil Pollution**

The Minister of Transport has invited comment on a Government Gazette notice titled Publication for Public Comments: Merchant Shipping (International Oil Pollution Compensation Fund) Bill, 2009.

The Minister has also invited comment on a Government Gazette notice titled Publication for Public Comments: Merchant Shipping (International Oil Pollution Compensation Fund) (Contributions) Bill, 2009.

Comment is due by no later than 22 May 2009.

**Report on Provisional Anti-Dumping Duties on Sinks**

In last week's column you were informed of the imposition of

provisional payments on stainless steel kitchen sinks imported from or originating in Malaysia and the People's Republic of China.

If you are interested in why such residual provisional payments were imposed, you can study the report that was released articulating the argument and reasoning for the imposition of these payments.

**Display of Prices of Petroleum Products**

The Department of Minerals and Energy has invited comment on a Government Gazette notice titled Draft Display of Prices of Petroleum Products Regulations for Public Comment. The proposed regulations are made in terms of the Petroleum Products Act (Act no. 120 of 1977). Comment is due on 08 May 2009.

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

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# CT logistics operators more ready to collaborate

Supply chain survey reveals regional trends

Cape Town-based logistics operators appear to have embraced the collaboration imperative well ahead of their counterparts in the rest of the country, based on the results of a recent supply chain survey.

Supply Chain Intelligence Report (SCIR) 2009 has revealed that while companies in South Africa generally operate with low levels of collaboration, companies based in Cape Town appear to collaborate more than companies located elsewhere in South Africa.

The SCIR is an annual, independent and international study into the supply chain and logistics practices of emerging economies around the world.

Developed and compiled by TerraNova Research, the 2009 edition saw over 200 senior company officials, from a variety of industries and from

both a strategic and supply chain perspective, take part in an in-depth survey.

The analysis of the results by region indicated that companies based in Cape Town collaborated more with suppliers and customers than companies based elsewhere in South Africa.

'CT companies are collaborating with their competitors far more than companies located in other parts of South Africa.'

This is particularly true with regard to collaboration with suppliers.

Approximately 48.1% of Cape Town based companies collaborate with suppliers compared with the overall total sample which stands at only 34.6%. The same finding holds true for

collaboration with customers, although only marginally so, as 29.9% of Cape Town based companies indicate they collaborate with customers compared to 28.3% of the total sample.

Similarly, the Cape Town based companies indicated a much lower perception of risk in collaboration than companies located elsewhere in South Africa.

With regard to suppliers, only 16.8% of the Cape Town-based respondents perceive collaborative relationships to be risky in some form or another, compared with 20.6% for the total sample. In terms of risk when collaborating with customers, 18.7% of the Cape Town-based companies believe such collaborative relationships are risky, compared to 24.2% for the total sample.

The Cape Town-based companies also indicate that



they are collaborating with their competitors far more than companies located in other parts of South Africa. Only 49.5% of Cape Town

based companies are either not, or have no intention of collaborating with their competitors, compared to 65.0% of the total sample.



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# Samba service now calling at Walvis Bay

BY Alan Peat

Namibia is certainly getting a fair share of the world's ocean liner trades calling at the Port of Walvis Bay – with a new Maersk/Safmarine direct import service connecting the Middle East with this west coast harbour.

The first vessel in the “Samba” service – sailing west-bound to South America from the Middle East – arrived at Walvis Bay during the first week of April, marking the start of weekly sailings on the trade.

The port rotation, according to a Maersk spokesman, is: Jebel Ali; Walvis Bay; Vitoria; Itajai; Paranagua; Rio Grande; Santos; then return to

Salalah in Oman.

“This will now provide a direct product between the Middle East and Namibia,” he said, “whereas previously, all this cargo went via SA.

“It has definitely improved the transit timing, cutting about 10 days off the voyage sailing direct rather than transshipping via the Port of Durban.”

And, in common with other services now calling at Walvis, a lot of the cargo transiting the Namibian port is eventually bound for Angola.

Agnetha Mouton, business development officer of the Walvis Bay Corridor Group, agreed.

“The majority of the consignments that benefit

from the service are primarily destined for Angola,” she told FTW. “There has been a significant increase in the transportation of vehicles, furniture and machinery destined for Angola along the Trans-Cunene Corridor through the Port of Walvis Bay.”

Indeed, she added, the Walvis Bay Corridors offer immense opportunities to importers and exporters in the surrounding states, providing a reliable and shorter transit route between the inland and the overseas markets.

“This new service, therefore, also offers a new product to other markets in the Southern African Development Community



Namibia getting its fair share of the world's ocean trades.

Photo: Ed Richardson.

(SADC) region – providing shorter transit times for imports from the Middle East

to Angola, Botswana, DRC, Zambia, Zimbabwe and the Gauteng region of SA.”

## Agreement addresses Russia's poor air safety record

The International Air Transport Association (Iata) has signed an agreement with the Russian aviation body, the Interstate Aviation Committee (IAC), designed to improve safety levels

in the Commonwealth of Independent States (CIS), which are rated well below world norms.

Signing the agreement with IAC chairman, Tatiana Anodina, the CEO of Iata,

Giovanni Bisignani, said: “Safety is our top priority, and the performance of the CIS is far below the global average. All Iata airlines – including 15 in the CIS – are on our operational safety

audits (Iosa) registry. I look forward to working closely with the IAC to help raise the bar on safety in this region by promoting Iosa and other Iata global standards.”

However, Russia has

already made tremendous progress in making air traffic more efficient, he added. “In 2008, a total of 13 routes were optimised. Work on a further 42 routes will take effect by the end of May.”

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# Vehicle tracking systems bring significant cost benefits

BY Liesl Venter

Effective use of technology and digital tracking systems offer benefits far beyond just safety, says Tony Austin, business development manager: government for Digidore Fleet Management.

Speaking at the Transport Forum in Sandton recently, Austin said unlocking the true value of vehicle tracking and monitoring systems made all the difference to fleet managers and should be used to the optimum rather than just to see where the vehicle is at any given time.

“Innovation in itself is not the key to success, but rather applying it in a variety of ways to get the optimum use out of your innovative system.”

According to Austin, tracking systems, initially implemented in South Africa to ensure safety of vehicles, have come a long way in recent years.

“They now play an

important role in cost reduction, clearly affecting the rands and cents of a company. We believe the greatest operational utilisation of digital tracking systems is to have the system installed on your own computer system.”

“Tracking and monitoring systems correctly implemented have seen reductions of 15% in fuel consumption.”

Austin said this meant a company was not just called when a vehicle was in danger or a safety breach had occurred, but they could literally track and manage their fleet on a daily basis in terms of driving, maintenance and productivity.

“These systems are uploaded every two minutes, so it always ensures fresh information is available.

There is no doubt that it is

about much more than just safety. A manager can now see when a driver has stopped for too long, moves out of a specific area, or is not in the vehicle. Other aspects of the system include being able to determine how they drive, how much fuel they use and how long any particular job takes.”

According to Austin, tracking and monitoring systems correctly implemented have seen reductions of 15% in maintenance costs, 15% in fuel consumption and 35% in accidents.

A study, conducted by a large courier company over four months, found after using the system to its optimum that there was a 25% reduction in harsh braking, 61% reduction in the number of speed violations, 65% reduction in over-revving incidents and 80% reduction in duration of excess idling.

“One can now monitor the abuse of the vehicle, but also



Tony Austin ... 'It's about much more than just safety.'

time. We are seeing a major reduction in overtime costs as managers can now compare the reports to the overtime claims. The operational control is better, productivity is up, while the assets are being managed better.”

He said for the system to work it was imperative that

both managers and drivers were trained to understand and know how the system worked.

“The use of tracking systems should not just be about letting you know when the vehicle is missing but rather be a business tool in a company.”

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FTW1590SD

# BLG opens East London container depot

Earmarked as area of future growth



Michael Fry ... depot served by road and rail.

BY Alan Peat

On a rapid expansion path, Port Elizabeth-based BLG Logistics has just opened a full-scale commercial container depot in East London.

"In essence," said GM Michael Fry, "this was an old depot that needed full refurbishment after years and years of operation. But, when it was decided to close it down, BLG had decided to open up a container facility in East London, and creating it on that existing site made sound business sense."

Queried on what future Fry envisaged for East London, he told FTW that, although it was a small operational area, he saw it as an area of future growth.

"Especially with the core established round the Daimler Benz plant, it is an area of development in the SA car industry. And, although that has taken a bit of a knock for the moment, establishing there in the bad times means that we can be fully ready for when things turn."

However, it's an area that Fry sees as needing a fair amount of marketing.

"Although there's a developed industrial base there," he told FTW, "I wonder if they know just what a depot such as BLG's can offer."

"We've given it a full facelift and paint job, completely marked off the whole warehouse, and are busy revamping the security fencing. Clients and prospective clients can look forward to a very good-looking operation."

And the offering is the complete range of services expected of a fully-fledged, commercial container depot, Fry added, including empty container handling and storage (including repairs and washing); handling both cleared and uncleared full containers, and both general and bonded warehouse storage; a dedicated area for customs examination; container pack and unpack; and a full container customisation division specialising in conversion of used containers into offices, spaza shops, workshops and the like.

"It is also both road and rail served," he said, "with a rail siding facility accommodating seven rail wagons at a time."

The depot also has a full fleet of container handling equipment, including a brand-new, 45-tonne Hyster reach-stacker, and a year-old Hyster empty container handler capable of seven-high stacking.

"Our staffing includes all the previous permanent staff members, so we have continuity as far as expertise is concerned," said Fry.

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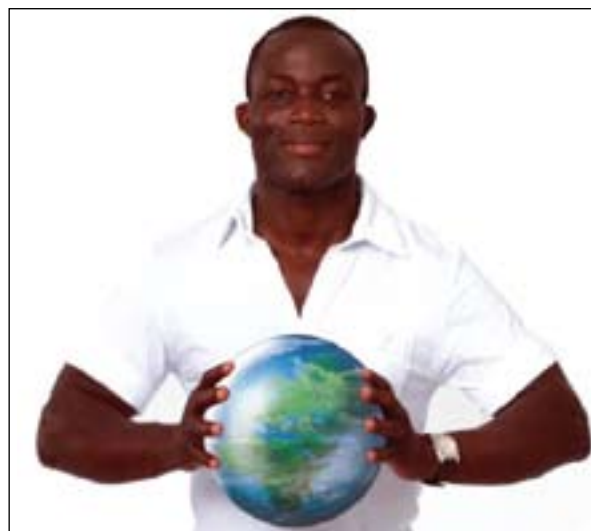
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FTW4349b



# 11-point plan could reduce truck accident scourge

FTW reader offers his perspective

BY Joy Orlek

As truck accidents and lost loads continue to dominate the headlines, the question of culpability is a hot issue.

Road Freight Association technical and operations manager Gavin Kelly believes that truck drivers are sometimes unfairly blamed. "Incidents are often caused by light vehicles moving around them at ridiculous speeds and performing stops and turns in front of oncoming vehicles," he said recently.

It's an issue close to the heart of FTW reader John Bewsey, who has clocked up some two million kilometres in his lifetime and collected ample photographic evidence of poor driving and poor securing of loads – and the knock-on impact on traffic flows.

Bewsey believes that some simple pointers would go a long way to addressing the

issues at the root of many of the problems:

- Outlaw the payment of front end bashing where tailgating was obvious.
- Erect camera-operated vision points at all intersections like Reading and N3N/Albertyn to eliminate cut-ins that cause fury to the law-abiding.
- Fine trucks that lose their loads on any busy road – minimum R100 000 but in proportion to the trouble caused. In some cases confiscate the truck.
- Fine trucks that break down at bad areas (like Van Buuren road) and do not have proof of servicing – R100 000.
- Create a report bad driving hotline and advertise it continuously and prominently – the public want to help police the roads.
- Create a system of random auditing of road blocks by unmarked auditors from Price Waterhouse (or similar) to ensure honesty of the police.

- Make accident and death statistics available all the time – like the gold price or weather report – to make the public continually aware of the war zone in which we operate.
- Make part of a fine for habitual bad driving 100 hours of community service in trauma units of a hospital over weekends.
- Make it illegal for two or more long vehicles to travel nose to tail on a single lane road – they must leave at least once car space in between for faster vehicles to overtake.
- Control the ratio of hours spent by traffic officers in speed traps to the total hours available – say 40% max.
- Make all fines payable to the state and not the municipalities – this will stop the tendency to use this form of income generation as a priority.

Email your comments to [joyo@nowmedia.co.za](mailto:joyo@nowmedia.co.za)



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FTW4039a



# UK forwarders win insurance victory

BY Ed Richardson

In what is seen as victory for the industry, the UK government has agreed to exclude freight forwarding and its associated activities from its Insurance Mediation Directive.

This follows a ruling in 2007 that enabled freight forwarders to extend their open cover policy to commercial customers without the need to register with the Financial Services Authority (FSA) in order to provide insurance to their customers.

"Those forwarders who offered to sell insurance to so-called retail customers, for example private

individuals emigrating and shipping personal effects abroad, were still required to be registered with the FSA," says Peter Quanttrill, director general of the British International Freight Association.

"Now the retail customer comes under the exemption like the commercial customer and the cost and administrative burden to our members of these regulations is lifted, which is especially good in these straitened times."

Forwarders must accept certain obligations, including adopting the BIFA Code of Practice and signing up to the Financial Ombudsman Service (FOS).

# Transnet secures R915m

Transnet has finalised the first rand-denominated Export Credit Agency (ECA) financing facility for the procurement of equipment for the ports of Durban, Ngqura and Cape Town.

This transaction, amounting to R915-million and supported by Finnvera, the Finnish export credit agency, forms part of Transnet's five-year R80-billion capital

expenditure programme.

The proceeds of the funding will be used for the purchase of straddle carriers and rubber-tyred gantries (RTGs) for the Pier 1 container terminal in Durban; the newly upgraded container terminal in Cape Town; and the Ngqura container terminal, expected to be operational later this year.



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# BEE company bucks recession trend

BY Liesl Venter

Logwin Air & Ocean Simesonke has proved to be much more than just the Black Economic Empowerment (BEE) arm of its holding company.

The company, which has operated as a separate entity since its inception in 2005, is a subsidiary of Logwin Air & Ocean SA. It has continued to grow from strength to strength, says MD Cyril Pillay. "March was our best month for the first quarter of 2009, despite a global recession, and April is looking very good and will be an excellent month for us," Pillay told FTW.

"There is no denying the importance of BEE in South African business today," says Pillay, "and while we are proud of our rating and our commitment to BEE, we are also very proud of the achievements of the company."

It has a Level One rating, the highest possible in the country at the moment.

"We were recently awarded a contract to bring a large number of 40 foot containers from Turkey on an ex works basis and so far our client is very happy with our professionalism in handling their shipments. We are also bringing in products like olive oil, pasta, canned goods, shoes, clothing and tiles from Italy. Our partnership with Embassy Cargo (Italy) has helped to grow our forwarding from this country."

Pillay, who started in the freight industry as a filing clerk some 25 years ago, is a firm believer in BEE.

"When BEE started there was a lot of fronting going on and it was not really benefiting the people it was supposed to. To this day there are still salary disparities and much that has to be changed.

"The BEE process can only be successful if companies work towards BEE compliance because they really want to make a meaningful contribution to society, and not because



Cyril Pillay ... 'Africa will continue to develop and grow.'

they have to.

"Being a subsidiary of transport logistics heavyweight Logwin Air & Ocean, we have direct access to Logwin offices in some 400 locations in more than 45 countries worldwide."

He believes Africa will continue to develop and grow. "With the Fifa World Cup coming to South Africa in 2010 and the Gautrain Project, there is much potential for business confidence."

# Chasing rainbows ...

BY Liesl Venter

From page 1.

With much clapping and singing and a dance show to boot, The UPS Foundation handed over a cheque for R194 000 to the Ithembelihle Lsen School on the East Rand last week.

"UPS has a rich tradition of being involved with communities all over the world and giving back is very much a part of our ethos," said Jeff McCorstin, UPS managing director of freight forwarding for Europe, Middle East and Africa, who was on hand for the event.

UPS South Africa has been involved with the school, which cares for some 170 children with disabilities, since 2005 and employees often volunteer their time. According to managing director Paul Horsfall, last year some 86% of UPS employees in South Africa

were involved in volunteer work across the country.

He said the dedication and commitment of staff to the school had led to the involvement of The UPS Foundation, the company's international charitable arm.

Accepting the money, school principal Leonore Ngozi said they were planning to expand and upgrade the existing health and wellness centre.

The Ithembelihle Lsen School is the only school for children with severe disability in the area.

"We only have one room dedicated to the physical and speech therapy of the pupils. This money will be used to upgrade those facilities," said Ngozi. "These children have been granted yet another chance to become holistic members of society today. UPS sees rainbows in these children and that is very special."

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FTW3549



# Eliminating counterfeiting demands buy-in from all parties

Drastic increase in recent years, says World Customs Organisation

BY Liesl Venter

Counterfeiting is fast becoming a major concern, placing huge strain on customs officials across the globe.

According to Norbert Conchin of the World Customs Organisation, counterfeiting has increased drastically in recent years and expectations are that the problem will only get worse in the future.

"Customs and trade are going to have to pool their resources and work together if

they want to rid the world of counterfeiters," said Conchin. The WCO has for this reason incorporated a model on counterfeiting in its e-learning programme, which is used in more than 100 countries to train not only customs officials but all members of the supply chain.

"Knowledge is key to eliminating counterfeiters who seem to be everywhere," says Conchin. "It is no longer just the odd Rolex or Ralph Lauren suit being counterfeited –

everything and anything goes and it is big business."

And the counterfeit goods are continuously being moved between countries – and customs has to be on the ball to target them. "It is important that everyone – be it the manufacturer, the freight forwarder, the warehouse or the exporter and importer – knows everything about counterfeiting and understands the concept and how to effectively police it."

Whether it is drugs or



clothes, toys or perfume the digital space has opened a new world of counterfeiters. According to the International Chamber of Commerce, up to 8% of the world's trade at any given point is made up of counterfeit and pirated goods. It is a multi-billion dollar industry and there seems to be no end in sight.

"Our predictions are that it will get worse," says Conchin. And volumes have already drastically increased. In the United States the US Bureau of

Customs and Border Protection seized \$57 million worth of goods in 2001. By 2007 that figure had risen to \$100 million.

"The rules are changing all the time in this fast-paced world we live in. Counterfeiting is a definite challenge facing us in the future," says Conchin.

Constituting a very real threat to the global economy it is therefore imperative to create awareness, understanding and policies to deal with the issue, he said.

## SA wine marketers turn up the electronic heat

BY Ray Smuts

International aficionados visiting South Africa for the 2010 Soccer World Cup extravaganza will have ample opportunity to focus on la dolce vita pursuits – other than boots, balls and

goals – not lost on Wines of South Africa as it moves to capitalise, big time.

Wosa, the country's international wine marketer, is in the process of revamping its website ([www.wosa.co.za](http://www.wosa.co.za)) to include information in as

many as 20 languages, the accent on languages spoken by many of the world's major football enthusiasts.

Says Wosa CEO Su Birch: "Currently we are offering some information in the major European languages such as Spanish,

Portuguese and French, also spoken in Africa and Latin America, as well as German and Italian, but we are also focusing on Filipino, Korean, Mandarin and Japanese, to reach a broad spectrum of international football lovers.

"Despite the global credit crunch, we are making good headway with foreign sales, and are listed on Virgin Online in the UK, shipping wines to Sweden, Finland and Canada and hoping to secure orders from Asia."

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FTW4029

# Carbon footprint assessment – where to begin

BY Joy Orlek

While carbon footprint debates in the freight industry tend to focus on modal advantages of air, sea, road and rail, the issues are far broader.

“For most companies the biggest part of their footprint is electricity usage,” says Harmke Immink, principal carbon adviser at Johannesburg-based consultancy Promethium.

“In South Africa especially it’s coal based and inefficient and the emission factor is quite high which means a lot of their footprint could be due to electricity.”

Her advice is for companies to undertake an overall assessment in order to establish what their carbon footprint is, where the boundaries are and how to reduce it.

## Food miles

The issue of food miles has been a strong driver of carbon footprint awareness, and a recent case study involving roses from Tanzania illustrates the importance of perspective.

“Export roses from Tanzania took quite a dip because the Dutch suggested that for UK importers it was more

carbon-efficient to buy from the Netherlands because the transport distance was so much shorter.

“But if you do an overall assessment you realise that the carbon footprint of a Tanzanian rose imported to the UK, even with the transport leg, is still smaller than heating the greenhouses necessary for

**‘Undertake an overall assessment to establish what the carbon footprint is, where the boundaries are and how to reduce it.’**

cultivation in the Netherlands.”

Promethium has provided carbon consulting for a variety of industries – from gold mining to wine and grapes.

And while there is clearly a huge saving if goods are transported by sea rather than air, there are several product-specific variables that must be taken into account in any calculation.

## Maersk Line

“Maersk Line, for example, has done a lot of good work on carbon emission reduction.

They use bigger ships and if you divide the number of containers moving on that one ship the reduction is significant. They also use the waste heat from the ship engines for the cooling of the containers so there are a couple of very innovative things they have done to get their carbon footprint seriously down. But you can’t apply that across the board – their numbers apply to their ‘best of breed’ practices. You can’t apply the same figures to all seafreight.”

Clearly there’s a need to focus less on transport and more on the bigger picture.

“Of all the exporters we’ve assessed, there was only one where electricity was not the biggest carbon element because for every one kilowatt hour there is one kilogram of CO2 going into the air.

“If you want to reduce your carbon footprint you could consider doing things like switching off the lights, closing the doors when your aircon is on and so on.”

Immink uses the example of a fruit marketing company that was considering cutting down on overseas travel to reduce its footprint. “We established that electricity made up 50% of their



Harmke Immink ... ‘For most companies the biggest part of their footprint is electricity usage.’

footprint and by closing their patio doors to make their aircon more efficient, they significantly reduced CO2 emissions. Their time was better spent focusing on the biggest emitter.”

Carbon neutral wine estate Backsberg provides another interesting example. They focused first on electricity and next on packaging. They realised

that they were sending more glass and air overseas in a bottle than wine and the question was how to package it differently. While exporting in bulk and bottling the product overseas would reduce footprint, this raised issues of quality. “But an interesting fact emerged from Scandinavia where the biggest growth in the wine industry was in box wine because people understood that the carbon footprint was much lower. There was therefore an increase in demand for high quality wine with a lower carbon footprint. So the awareness is growing.”

Immink suggests three steps to a carbon neutral footprint: “Establish what your footprint is, look at ways of reducing it and then offset the remainder.”

Offset projects range from planting trees in low cost housing schemes to financing the installation of solar geysers for disadvantaged members of the community.

And for those companies concerned about additional costs related to carbon footprint reduction, Immink stresses that the result is more often than not a reduction in costs.

Clearly a win-win scenario for all.

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MBSA	29/3-2/4	25-31/4	12-16/5	9-12/6	DJIB	16-18/3	19-21/4	16-18/5	4-6/6
DJIB	8-10/4	5-7/5	22-24/5	18-20/6	MBSA	24-26/3	27-30/4	24-28/5	12-16/6
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FTW1638SD



# Fruit and wine industries release emissions report

Farm and orchard operations should become 'greener' in SA

BY James Hall

The quickest way to reduce pollutants associated with food miles travelled from the source of an agricultural product to market is not by improvements in clean transport technology alone but more importantly from better farm and orchard

management.

In a new report, "Confronting Climate Change", the South African fruit and wine industries seek ways to reduce carbon emissions per food mile to conform with EU environmental regulations and the demands of world consumers for more eco-

friendly products. It's not just fossil-fuel burning trucks, ships and planes that are pollution sources considered in a product's carbon footprint, but pollution associated with the production of wine, dairy, produce and meat products.

There seems little to do to control the digestive systems of cattle – methane emissions from livestock farming (i.e. – gas released from burping cows) are 25 times higher than carbon dioxide emissions globally. But the report says there is a lot that can be done to control nitrous oxides released into the air from over-fertilisation and bad land management. Worldwide, nitrous oxide emissions are close to 300 times greater than carbon dioxide emissions.

While much nitrous oxide emission comes from deforestation – the burning of forests to make way for cropland – the climate change study found that farm and

orchard operations in SA could become significantly "greener" if scientific management systems were employed.

For consumers seeking the "greenest" product, the report found that amongst similar studies, "the general consensus is that transport distances cannot be the only factor evaluated in the environmental audit of product choice."

However, transport pollution cannot be disregarded.

The report stated: "Transport choices such as air freight versus seafreight have the largest impact within the supply chain and therefore should be prioritised for emissions reduction interventions."


EU consumers assume that locally produced products have lower pollutant quotients because they travel less far than African imports. However, the study noted



that the labour that goes into the production of African agricultural products is manual and thus less polluting than European mechanised production systems fuelled by electricity or petrol – one consideration that mitigates the transport pollution factor.



Maersk Line is one of the carriers that has done a lot of good work on carbon emission reduction.



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# Fifty years on – and still going strong

BY Liesl Venter

Olaf Westfelling is trying to retire.

In fact, he has been trying for several years. Unsuccessfully one might say for every morning Westfelling can still be found at his desk – working.

Employees at Geodis Wilson in Kempton Park are, however, not complaining. “I never knew he had retired,” says one. “What would we do without him?” says another. A former director of Rohde & Liesenfeld, which was bought out by Geodis Wilson some years ago, he has been working for the same company for 50 years. Ask him for his title and the answer brings about girdles of laughter in the passages of the offices of the freight forwarding heavyweights.

“I am nothing. I am trying to retire,” he says.

Westfelling grew up in wartime Germany, the only child of a merchant navy captain and his wife. Born in 1941 he knew without a doubt that he could not wait in Hamburg for life to happen.

“I wanted to travel, to experience other cultures and see the world. I even went so far as to learn to speak Spanish as I was very interested in Argentina and wanted to visit South America.”

But after two years of commercial school he found

himself joining Rohde & Liesenfeld in Hamburg as an intern.

“I started in the warehouse loading boxes onto trucks. In those days you were trained by being exposed to every department of the business and

**‘I wanted to travel, to experience other cultures and see the world. I even went so far as to learn to speak Spanish as I was very interested in Argentina and wanted to visit South America.’**

after three years you knew what a forwarding business was all about.”

But before he could convince the company to send him into the world, the German army came knocking.

“I had to march for a year and a half, but I was still determined to travel. I returned to Rohde & Liesenfeld where I was appointed airfreight manager.”

His dedication and commitment to the industry saw him progressing and by 1967 he was offered the job of managing the Johannesburg office.

“I knew nothing of Africa, but I was happy to come – it was a new continent after all.”

Soon after his former secretary followed him for a visit. “She never left. We have

now been married for 40 years,” he laughs.

The couple, parents to twin boys and a daughter, now enjoy spending time with their three granddaughters, who all live in Johannesburg. “We speak German at home, but we have not lived in Germany since the sixties.”

In 1977 he was transferred to head up the New York office and also spent much time in the Far East.

“Freight forwarding has not changed much since the days I started. It has become faster though. I miss the personal contact we used to have. Computers and email have taken over – we no longer talk to each other.”

His love for the business is clear. His passion has not subsided a bit in 50 years. “I liked the people I worked with, I liked the places I worked in. I have been blessed in having a career that was always full of excitement. I would do it over in a heartbeat.”

Retiring is difficult, he says. “It is not as simple as just closing the door and walking off. There are projects that have to be completed – freight forwarding is a hectic industry. You know Sol Kerzner is still building hotels and he is in his seventies already. Now I am no Sol, but I love and enjoy what I am doing.”

His family remain supportive,



Trying to retire ... Olaf Westfelling has just celebrated his 50th year in the industry.

he says. “They are one of my greatest achievements. I think they are a measure of my success.”

His love of the bush has kept him in Africa. “I escape to the bush every chance I get. I still love travelling as much as when I was a young man dreaming of seeing the world.”

And that is what he will do, if he ever manages to walk out of the door permanently. “Spend some time in the bush with my wife, play with the grandchildren (two more are on the way), maybe take time to play a little bit of golf every now and then, visit some more countries, who knows, the journey still continues.”

## Dismal vehicle export figures

Commercial vehicle exports were all well down in March, according to National Association of Automobile Manufacturers of SA (Naamsa) figures, with the exception of extra heavy vehicles and buses.

Light commercial vehicles (LCVs) exported 6 349 units in March, with a total of 13 311 for the year-to-date (YTD) – well down on last year’s YTD of 16 882 units. Mediums (MCVs), meantime, exported eight units in March and 23 for the YTD – compared to 39 units in YTD 08. Heavies (HCVs) only exported 11 units in March, with the 34 units of the YTD down on last year’s 40 units.

But extra heavies (EHCVs) are still performing well. 14 units were exported in March and 131 for the YTD – well up on the 60 units last year. Buses sold what sounds like a feeble 2 units, but had still totted up 32 for the YTD – marginally up on last year’s 31 units.

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M.V. BLUE SKY 87/09N	*	*	29/04/09-24/05/09	*	*	*	31/05/09-01/06/09	02/06/09-03/06/09	17/06/09-10/06/09
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LAST WEEK'S TOP STORIES ON



**Cargolux pleads guilty – pays \$119m fine**

Cargolux has pleaded guilty to a violation of the US Sherman Act relating to the charging of surcharges by major carriers for international air cargo shipments and agreed to pay a fine of US\$119 million, payable in instalments over the next five years. The agreement reached remains subject to court approval.

**Policeman nailed for truck hijacking**

A policeman was arrested for alleged truck hijacking in Vaal Rand this week.

According to police spokesman Inspector Sanku Tsunke, the police inspector, who works from the Lenasia South police station, was arrested along with another man after a truck carrying goods to the value of R70 000 was hijacked in Vanderbijlpark earlier this week.

**Competition for idle vessels**

As Southeast Asia's anchorages fill up with idle vessels, lay-up is becoming a competitive business with a growing number of companies offering services, reports Lloyds List.

As locations such as Subic Bay, the Philippines, and Singapore's outer port limits' anchorages rapidly fill up with empty vessels, agents and ships managers are jumping on the bandwagon to manage laid-up vessels and offer new locations.

**Maersk undertakes investigation following piracy attack**

Following the hijacking of the Maersk Alabama last week and hostage-taking of Captain Richard Phillips, the A.P. Moller - Maersk Group is undertaking a thorough investigation of the events.

Based on this investigation, the Group will review its policies and procedures for sailing off the coast of Somalia and take appropriate action, says Søren Skou, Group partner and Maersk tanker CEO.

**Truckers' strike ends as violence escalates**

The Road Freight Employers' Association (RFEA) and the four road freight unions, Satawu, MTWU, PTWU and Tawusa, yesterday signed an agreement which includes, amongst others, an across-the-board increase of 11% for all employees who are currently

covered by the Road Freight Bargaining Council. The RFEA requested the Minister of Labour to launch investigations into the ongoing intimidation and acts of violence that have been rife. Striking workers turned on two truck drivers who, according to Johannesburg police, had driven past the marching strikers. They stopped the vehicles, pulled out the drivers and beat them up. Rubber bullets were used to disperse the strikers. A group of them also stoned and looted a delivery van in Braamfontein.

# Illegal fishing costs billions

BY Ray Smuts

Explanations have yet to be furnished for relaxed vigilance as illegal fishing continues unabated, at a cost to South Africa of some R6 billion a year.

A commissioned study for the Institute for Security Studies by fisheries advisory firm Feike comes up with some disconcerting findings. One of these is that hake, a prime export accounting for about half the wealth of the country's commercial fisheries, is in crisis.

Titled 'Contextualised Illegal, Unregulated and Unreported fishing of Marine Resources in South African Waters', the report points out that the hake quota for South African waters was cut by 14% from 2005 to 2007, at a cost to the hake industry of about R300 million.

Changing environmental conditions in the Benguela current aside, the report says Namibian hake stocks, probably related to those

in South Africa, have been "plundered" by the Spanish and South Africans for decades and now "all but collapsed".

While South African law excludes foreign fishing vessels from obtaining quotas, the Spanish are hard at it. Apparently they establish joint agreements with small quota holders who are paid by the Spanish for their consideration.

What is more, the report reveals the real average mass of hake landed in the port of

Cape Town is not disclosed to authorities. It is also standard practice for Spanish vessels to keep two logbooks, one for the authorities, the other revealing the actual catch.

Disconcerting too is that the Department of Environmental Affairs disbanded the Marines, an anti-poaching unit with a conviction success rate of 80%, and allowed a number of Spanish vessels owned by convicted poacher, Manuel Martinez, into the hake industry in 2007.



Hake exports in crisis.

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PLATINUM RAY	062	-	-	27/04	29/04	05/05	-	12/05	19/05	16/05	23/05	25/05
MORNING CHAMPION	040	24/04	09/05	27/05	30/05	04/06	13/06	25/06	18/06	22/06	16/06	15/06

**EUKOR – FAR EAST / UAE / FAR EAST SERVICE**

VESSEL	VOY	NAG	YOK	SIN	DAM	BAH	JEB	SHA	MOM	DAR	DBN	LOB
CYPRESS PASS	138	-	-	-	-	21/04	30/04	01/05	05/05	19/05	27/05	-

**EUKOR – SOUTH AMERICA / AFRICA / FAR EAST SERVICE**

VESSEL	VOY	LUA	LAG	TEM	VTO	SAN	MVD	DBN	MAP	SIN	CHB	MOJ
MORNING CAMILLA	002	-	-	-	-	-	-	23/04	24/04	07/05	15/05	17/05
MORNING CAROL	010	-	-	-	03/05	07/05	09/05	22/05	-	02/06	09/06	10/06



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FTW3009

# Latest port stats reflect impact of global recession

## Hopes of volume stabilisation in second quarter

BY Alan Peat

The statistics released by Transnet National Ports Authority (TNPA) for cargo movement through the Port of Durban for the first quarter of 2009 once again make for unpleasant reading, according to Dave Watts, shipping director of the SA Association of Freight Forwarders (Saaff) in KwaZulu Natal.

This major indicator of the state-of-health of SA trade shows that it has also been blighted by the downturn in international cargo flow.

“The numbers for full import and export boxes – measured in twenty-foot equivalent units (TEUs) and an indication of SA’s international trade – shrank to levels below those recorded in the same period 2007,” he told FTW, “and are, respectively, 25% and 22% below 2008.

“Considering the on-going conversion from breakbulk and bulk to containers over recent years, the decline in box movements to levels below those

recorded two years ago indicates the impact the global recession is having on SA trade.”

In Watts’ opinion, there is little value in comparing this year’s month-on-month statistics due to various factors. “However,” he said, “it seems clear that the ‘green shoots’ sprouting in the world economy that we are hearing about from politicians in Europe and the US have not yet emerged here.”

March imports – at 47 460-TEUs – were still 8% below the February number of 51 675. Exports, however, saw a slight improvement. March came in at 45 119-TEUs – 5% over the 42 945 recorded in February. “Though,” said Watts, “in both cases, the shorter month in February should be taken into account.”

He also felt that there was little consolation from looking at other statistics.

“Total bulk and breakbulk volumes for first quarter of 2009 – at 8.631-million tonnes – were 14% below the 2008 figure



Decline in box movements to levels below those recorded two years ago indicates the impact the global recession is having on SA trade.

of 10.020-mt.”

Watts also noted that visitors to the port over recent years would have observed that the storage areas utilised by the car terminal constantly resembled a parking lot of global proportions

“But not so any more,” he added, “as imports in March – at 9 435-TEUs – were around 50% of average 2008 levels.

The 11 205 total of export units were also well down on recent figures.”

The overall national statistics released by TNPA – and also gleaned from cargo dues orders – show imports in March down 20% on the same month in 2008, and exports down 11.7%.

“Cape Town almost came to the rescue,” said Watts, “shipping

22 947-TEUs – a marginal decline of less than 5% from the March 08 figure of 24 091.

“All maritime industry participants will be hoping that the second quarter sees, at the very least, volume levels stabilising, indicating that the current global recession is bottoming out and demand beginning a slow recovery.”

## New ruling

From page 1

“and this is a step to assisting the council in its duties.

“Unfortunately it is also a step that adds red-tape and increases operating costs of small businesses. However, with the proliferation of verification agencies, you should be able to negotiate a good price with an agency, particularly if you have prepared properly.”

Dr Fred Jacobs of Safmarine, and leader of the BEE task team for the shipping industry, agreed – and suggested that the new

ruling was no train smash for the maritime players.

“Prior to this whole accreditation exercise,” he told FTW, “a lot of companies were doing self-assessment.

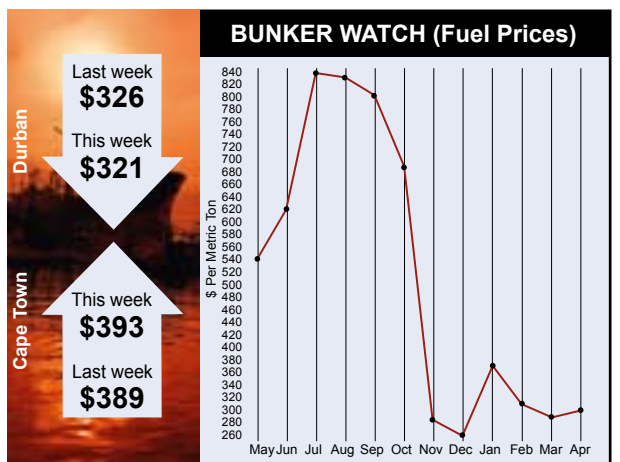
“Our own practice at Safmarine has been to only look at agencies accredited by Sanas on their web-site, and to put out a tender amongst them.

“And, although we are doing a self-assessment, we will still have this finally approved by our chosen accredited agency.”

The cost for the larger companies, he added, should not be prohibitive, although smaller companies might find it a bit of a burden.

Jacobs also noted that various auditors out there in the accountancy world were having a close look at also becoming accredited BEE verification agencies.

“But,” he said, “you certainly wouldn’t be able to use your own auditors, as a serious conflict of interests might arise.”



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Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAY
Africa Star 1	EAS/SCO	-	-	-	-	07-May	-
Ainaftis 206	UAF	-	-	-	-	06-May	-
Algoa Bay 9206	MAC	-	29-Apr	-	05-May	03-May	06-May
Amber Lagoon 9214	MAC	07-May	10-May	-	-	-	-
Arkona Trader 049	NDS	-	-	-	-	06-May	-
Atlantic Impala 904	CSA/HLC	03-May	05-May	-	-	08-May	11-May
Atlantic Runner 905	CSA/HLC	02-May	-	-	-	07-May	09-May
Bahia Grande 909E	MSK/SAF	-	-	30-Apr	-	02-May	-
Blue Sky 86/09	ASL	-	10-May	-	-	-	-
Border 37	MOL/MOZ/MSK/OAL/SAF	-	-	-	-	29-Apr	-
Border 38	MOL/MOZ/MSK/OAL/SAF	-	-	-	-	08-May	-
Boundary 14N	MOL/MSK/MSK/OAL/SAF	-	08-May	-	-	-	-
Cap Harrison 916W	MSK/SAF	-	-	-	-	11-May	-
Chang Jiang Bridge 014	CSV/KLI/MIS/PIL	-	-	-	-	10-May	-
Clan Amazonas 905E	CSC/HLC/MBA	-	-	-	-	27-Apr	-
CMA-CGM Nilgai AA398E	CMA/CSC/MBA	-	-	-	-	02-May	-
Concord Bridge 001	CSV/KLI/MIS/PIL	-	08-May	-	-	03-May	-
Conti Hong Kong 10W	GSL	-	-	-	-	04-May	-
C_SCL Montevideo 0007W	CSC/HLC/MBA/SMU	-	-	-	-	08-May	-
C_SCL Napoli BD080E	CMA/CSC/MBA	-	-	-	-	09-May	-
C_SCL San Jose 004E	CSC/HLC/MBA	-	-	-	-	01-May	-
C_SCL Santiago 0003W	CSC/HLC/MBA/SMU	-	-	-	-	30-Apr	-
Dal East London 903A	CHL/DAL/MOL/MSK/SAF/TSA	-	-	-	08-May	-	-
Dal Kalahari 904A	CHL/DAL/MOL/MSK/SAF/TSA	-	02-May	05-May	-	09-May	-
Gem 0237-009W	COS/EMC/HSD/MBA	-	10-May	-	-	05-May	-
Grand Cosmos 25a	MOL	-	-	-	05-May	07-May	-
Hoegh Trove 70	HOE/HUA	-	-	-	-	27-Apr	-
Horizon 12N	MOL/MSK/MSK/OAL/SAF	-	11-May	-	-	-	-
Izumo 09/10	NYK	-	-	-	-	01-May	03-May
Jolly Marrone 069	LMC	-	08-May	-	-	27-Apr	-
Jolly Rosso 058	LMC	-	28-Apr	-	-	-	-
Jolly Smeraldo 041	LMC	-	28-Apr	-	-	-	-
Kota Anggerik AGK067	PIL	-	-	-	-	11-May	-
Kota Hakim 046w	GSL/LNL/MOL/PIL	-	-	-	-	30-Apr	-
Kota Halus 043E	GSL/LNL/MOL/PIL	-	30-Apr	-	-	04-May	-
Kota Lagu 9602A	MOL	-	-	-	-	06-May	-
Kota Nanhai NHI009	MOL/PIL	-	29-Apr	-	-	-	-
Kota Waruna WST119	MOL/PIL	-	07-May	-	-	-	-
Lars Maersk 904A	CHL/DAL/MOL/MSK/SAF/TSA	-	09-May	-	-	-	-
Libra Copacabana 0227	CMA/CSV	-	30-Apr	-	-	03-May	-
Lilac Roller 9806	MAC	-	-	-	-	09-May	-
Limari 0002	CSV	-	-	-	-	09-May	-
Luetjenburg 0904	MSK/SAF	02-May	-	-	-	07-May	-
Maersk Bulan 0903	MSK/SAF	29-Apr	-	-	-	-	-
Maersk Delys 0906	MSK/SAF	-	27-Apr	-	-	-	-
Maersk Dunbar 911E	MSK/SAF	-	-	07-May	-	09-May	-
Maersk Inverness 0906	MSK/SAF	09-May	-	-	-	-	-

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAY
Maersk Ipanema 0903	MSK/SAF	06-May	-	-	-	-	-
Maersk Jambi 002	MSC/MSK/SAF	-	-	28-Apr	-	30-Apr	-
Maersk Jamestown 0904	MSK/SAF	-	-	-	-	28-Apr	-
Mol Bravery 9031B	MOL/PIL	-	-	-	-	28-Apr	-
Mol Columbus 9234B	MOL/PIL	-	07-May	09-May	-	11-May	-
MOL Cullinan 903A	CHL/DAL/MOL/MSK/SAF/TSA	-	-	27-Apr	-	02-May	-
Mol Dominance 9505A	MOL	-	-	-	-	29-Apr	-
Mol Dream 3818B	MOL	-	-	-	-	03-May	-
Mol Komati 903A	CHL/DAL/MOL/MSK/SAF/TSA	-	02-May	27-Apr	-	-	-
MOL Pride 3901A	MOL/PIL	-	05-May	-	-	02-May	-
MOL Wisdom 9126B	MOL/PIL	-	01-May	03-May	-	05-May	-
Monte Azul 914W	MSK/SAF	-	-	-	-	27-Apr	-
Msc Aurora 230A	MSC	-	-	-	-	11-May	-
Msc Carla 70R	MSC	-	-	-	-	03-May	-
Msc Catania 12A	HLC/HSL/LTI/MSK	-	27-Apr	29-Apr	-	01-May	-
Msc Chaneca 25A	MSC	-	-	-	-	01-May	-
Msc Eagle 16R	MSC	-	-	-	-	01-May	-
Msc France 13A	HLC/HSL/LTI/MSK	-	10-May	-	-	-	-
Msc Gabriela 154A	MSC	-	-	-	-	04-May	-
Msc Leila 79A	MSC	-	-	-	-	27-Apr	-
Msc Leila 80A	MSC	-	-	-	-	10-May	-
Msc Linzie 652A	HLC/HSL/LTI/MSK	-	-	-	-	27-Apr	-
Msc Nederland H916A	MSC	-	-	-	-	05-May	-
Msc Selin 65A	MSC	-	-	-	-	29-Apr	-
Msc Tina H915A	MSC	-	-	-	-	28-Apr	-
Msc Venezia 6A	HLC/HSL/LTI/MSK	-	04-May	06-May	-	08-May	-
Msc Voyager 012	MSC/MSK/SAF	-	02-May	05-May	-	07-May	-
Na Xi He 0236-106W	COS/EMC/HSD/MBA	-	03-May	-	-	28-Apr	-
Niledutch Asia 046	NDS	-	-	-	-	04-May	-
Nora Maersk 0907	MSK/SAF	-	-	05-May	-	30-Apr	-
Norasias Valparaiso 0004	CSV	-	-	-	-	02-May	-
Nysted Maersk 0907	MSK/SAF	-	-	11-May	-	07-May	-
Orange River Bridge 011	CSV/KLI/MIS/PIL	-	02-May	-	-	-	-
Patsy N 006A	MSC	-	-	-	-	03-May	-
Purple Beach 9212	MAC	-	-	-	-	27-Apr	-
Ridge 36	MOL/MOZ/MSK/OAL/SAF	-	-	-	-	05-May	-
Rio de la Plata 915W	MSK/SAF	-	-	-	-	04-May	-
Safmarine Lisbon 0902	MSK/SAF	-	28-Apr	-	-	02-May	-
Safmarine Meru 0906	MSK/SAF	-	06-May	03-May	-	28-Apr	-
Safmarine Mulanje 0906	MSK/SAF	-	-	10-May	-	05-May	-
Safmarine Soyo 0904	MSK/SAF	-	02-May	-	-	29-Apr	-
San Alessio 0220S	CMA/CSV	-	-	-	-	06-May	-
Toronto 3	HOE/HUA	-	-	-	-	03-May	-
Toronto EE907	WWL	-	-	01-May	02-May	03-May	-
UAFL Express 132	UAF	-	-	-	-	03-May	-
Vega Sachsen 147	NDS	-	04-May	-	-	01-May	-
Yellowstone 2910	GAL	-	11-May	-	-	-	-

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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	-	-	-	-	-	-	-
Barwil Ship Services	285-0038	277-6500	421-5557	360-2477	797-9950	-	-	-	Saldanha Bay (022) 714-0410
BLS Marine	-	201-4552	-	-	-	-	-	-	-
Bridge Marine	625-3000	460-0700	386-0535	-	-	-	-	-	-
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	407-2288	328-0008	421-4171	-	-	-	-	-	-
Diamond Shipping	883-1561	570-7800	419-2734	363-7788	789-0437	-	-	-	Saldanha Bay (022) 714-3449
Eyethu Ships Agencies	-	301-1470	-	-	-	-	-	-	Mossel Bay (044) 690-7119
Freightmarine Shipping	407-2200	328-0402	419-8550	501-3400	789-1571	-	-	-	-
DAL Agency	881-0000	582-9400	405-9500	398-0000	-	700-8201	-	219-550	Mozambique (258) 21312354/5
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	-	-	-	-	-	-	-
Green Africa Shipping	574-9000	480-8600	419-9726	581-7023	-	-	-	-	-
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	402-1830	581-3994	788-9900	731-1707	-	219-550	Maputo (092581) 430021/2
Land & Sea Shipping	679-1651	539-9281	-	-	-	-	-	-	-
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	616-0595	202-9621	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	-	-	-
Metall Und Rohstoff	302-0143	-	-	-	-	-	-	-	-
Neptune Shipping	807-5977	-	-	-	-	-	-	-	-
Nile Dutch South Africa	450-2610	301-2280	421-0409	-	-	-	-	-	-
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	-	-	-	-	-	-	-
Quotations	0860-777-999	-	-	-	-	-	-	-	-
RNC Shipping	-	-	511-5130	-	-	-	-	-	-
Safbulk	-	-	408-9100	-	-	-	-	-	-
Safmarine	277-3500	336-7200	408-6911	501-3000	-	707-2000	335-8787	209-839	-
Seascope	616-0593	-	-	-	-	-	-	-	-
Sea-Act Shipping cc	472-6266	-	-	-	-	-	-	-	-
Seaclad Maritime	442-3777	327-9400	419-1438	501-2600	487-0576	722-0641	-	-	-
Southern Chartering	302-0000	-	-	-	-	-	-	-	-
Transmarine Logistics	450-2399	301-2001	425-0770	-	-	-	-	-	info@transmarine.co.za
Transocean Logistics	450-3314	306-0112	510-0370	-	-	-	-	-	-
Zim Southern Africa	324-1000	250-2222	425-1660/1/2	581-1896	797-9105/7/9	-	-	-	-

Abbreviations of Lines and Agents

ASI Asiatic (Hull Blyth)	HOEGH Hoegh Autoliners (ISS Voigt)	PAL Pan Africa Line (Seaclad Maritime)
ASL Angola South Line (Meihuizen International/Seascope cc)	INM Intermarine (Mainport Africa Shipping)	PHO (Phoenix Shipping)
BEL Beluga Shipping (Mainport Africa Shipping)	IRISL Islamic Republic of Iran Shipping Lines (King & Sons)	PIL Pacific International Line - (Foreshore Shipping)
CHL Consortium Hispania Lines (Seaclad Maritime)	IVS Island View Shipping	Pro ProLine (Bridge Marine)
CMA CMA-CGM (Shipping Agencies)	KEE Keeley Granite (Tern Shipping)	PRU Prudential Line (Alpha Shipping)
CMZ Compagnie Maritime Zairose (Safmarine)	KLI K.Line (Freightmarine)	Saf Safmarine (Safmarine)
CSA Canada States Africa Line (Mitt Cotts)	LAU NYK Cool Southern Africa	Sch Southern Chartering
CSC China Shipping Container Lines (Seaclad Maritime)	LMC Ignazio Messina (Ignazio Messina)	SCI Shipping Corp of India (Combine Ocean)
CSV CSAV (CSAV Group Agencies SA)	LNL Laurel Navigation Line (Polaris Shipping)	SCO Sea Consortium (Bridge Shipping)
COS Cosren (Cosren)	MAC Macs (King & Sons)	SHL St Helena Line (RNC Shipping)
DAL Deutsche Afrika Linien(DAL Agency)	MAL Mainport Africa Container Line (Mainport Africa Shipping)	SMU Samudera Shipping Line (African Marine Ships Agency)
DEL Delmas Line (John T Rennie)	MAR Marimed (Marimed Ship.)	SSI Seacape Shipping Inc (Century Ships Agency)
DML Debala Mozambique Line (Mainport Africa Shipping)	MAS Mascot Line (Marimed)	TOR Torm Line (Diamond Shipping)
DSA Delmas ASAF (Century)	MBA Maruba (Alpha Shipping)	TSA Transatlantic (Mitchell Cotts)
ESL Ethiopian Shipping Lines (Diamond Shipping)	MAS Mascot Line (Marimed Shipping)	UAF United Africa Feeder Line (Seaclad Maritime)
EMC Evergreen Line (Green Africa Ship.)	MAU Mauritius Shipping Corporation (Alpha Shipping)	UASC United Arab Shipping Company (Seaclad Maritime)
FAY Faymon Shipping (Sea-act Shipping cc)	MISC MISC Line (Bridge Marine)	UCL Ocean Africa Container Lines (Unicom)
GAL Gulf Africa Lines (King and Sons)	MSC Mediterranean Shipping Co. (MSC)	UNG Unigear (Gearbulk)
GCL Global Container Lines (Freightmarine)	MSK Maersk Line	Wes Wesborn Maritime (Seaclad Maritime)
GRB Gearbulk	MOL Mitsui Osk Lines (Mitsui Osk Lines)	WWL Wallenius Wilhelmsen (Barwil)
GSL Gold Star Line (Polaris Shipping)	MOZ Mozline (King & Sons)	Zim Zimstar (Zim Southern Africa)
HLC Hapag – Lloyd	MUR MUR Shipping	
HMM Eukor (Diamond Shipping)	NDS Nile Dutch Africa Line B.V. (Nile Dutch South Africa)	
HSD Hamburg Sud South Africa	NVQ Navique (Tall Ships)	
HSL H Stinnes Linien (Diamond Shipping)	NYK (Mitchell Cotts – NYK Agency)	

\* Notice any errors? Contact Peter Hemer on  
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**OUTBOUND BY DATE - Dates for sailing: 27/04/2009 - 11/05/2009**

To: The Far East and South East Asia

Updated daily on <http://www.cargoinfo.co.za>

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
Concord Bridge 001	CSV/KLI/MIS/PIL	-	9/5	-	-	-	PKG 23/05,SIN 24/05,HKG 28/05,SHA 30/05,BUS 05/06,INC 05/06,KEL 05/06,KHH 05/06,YOK 08/06,NGO 08/06,UKB 08/06
Govern 0235-005E	COS/EMC/HSD/MBA	-	28/4	-	-	-	SIN 14/05,PGU 16/05,PKG 16/05,LCH 17/05,JKT 17/05,SUB 17/05,PEN 17/05,SGN 17/05,DLG 18/05,BLW 18/05,BKK 18/05,KHH 19/05,SRG 19/05, MNL 19/05,UKB 21/05,TYO 21/05,XMN 21/05,HPH 21/05,SHA 22/05,NGO 22/05,OSA 22/05,NGB 24/05,BUS 24/05,TAO 26/05,TXG 28/05, YOK 28/05,YTN 29/05,KEL 31/05,TXG 01/06
Maersk Delys 0907	MSK/SAF	-	28/4	-	-	-	TPP 15/05,PGU 17/05,PKG 18/05,CWN 18/05,BLW 18/05,HKG 19/05,SUB 19/05,YOK 20/05,UKB 20/05,HUA 20/05,SRG 20/05,PEN 20/05, SHA 21/05,BUS 21/05,XMN 21/05,SGN 22/05,NGB 23/05,HPH 23/05,INC 24/05,TAO 27/05,OSA 27/05,NGO 27/05
Mol Bravery 9031B	MOL/PIL	-	-	27/4	-	28/4	SIN 09/05,HKG 14/05,UKB 18/05,YOK 19/05,NGO 20/05,BUS 22/05,SHA 23/05
CSAV Itajai 0005	CSV	-	-	-	27/4	-	SIN 04/05,HKG 10/05,CWN 10/05,NGB 14/05,SHA 21/05
CSCL Kingston BD076E	CMA/CSC/MBA	-	-	-	27/4	-	PKG 07/05,HKG 12/05
Clan Amazonas 905E	CSC/HLC/MBA	-	-	-	28/4	-	PKG 09/05,SHA 10/05
Orange River Bridge 011	CSV/KLI/MIS/PIL	-	2/5	-	29/4	-	PKG 16/05,SIN 17/05,HKG 21/05,SHA 24/05,BUS 29/05,INC 29/05,KEL 29/05,KHH 29/05,YOK 01/06,NGO 01/06,UKB 01/06
Maersk Jamestown 0904	MSK/SAF	-	-	-	29/4	-	PKG 14/05,TPP 15/05
Thai Bright 092	GRB/UNG	-	-	-	30/4	-	JKT 15/05,SIN 19/05,BKK 22/05
Na Xi He 0236-106E	COS/EMC/HSD/MBA	-	5/5	-	1/5	-	SIN 21/05,PGU 23/05,PKG 23/05,LCH 24/05,JKT 24/05,SUB 24/05,PEN 24/05,SGN 24/05,DLG 25/05,BLW 25/05,BKK 25/05,KHH 26/05,SRG 26/05, MNL 26/05,UKB 28/05,TYO 28/05,XMN 28/05,HPH 28/05,SHA 29/05,NGO 29/05,OSA 29/05,NGB 31/05,BUS 31/05,TAO 02/06,TXG 04/06, YOK 04/06,YTN 05/06,KEL 07/06,TXG 08/06
Msc Tina H918R	MSC	-	-	-	1/5	-	SIN 19/05,SHA 23/05,CWN 29/05,HKG 29/05
Bahia Grande 909E	MSK/SAF	-	-	1/5	-	3/5	SIN 15/05,HKG 19/05
CMA-CGM Nilgai AA398E	CMA/CSC/MBA	-	-	-	2/5	-	PKG 13/05,HKG 17/05,TAO 21/05,BUS 22/05,SHA 24/05,NGB 25/05,CWN 27/05
Safmarine Meru 0907	MSK/SAF	-	8/5	5/5	-	2/5	TPP 22/05,PGU 24/05,PKG 25/05,CWN 25/05,BLW 25/05,HKG 26/05,SUB 26/05,YOK 27/05,UKB 27/05,HUA 27/05,SRG 27/05,PEN 27/05, SHA 28/05,BUS 28/05,XMN 28/05,SGN 29/05,NGB 30/05,HPH 30/05,INC 31/05,TAO 03/06,OSA 03/06,NGO 03/06
MOL Wisdom 9126B	MOL/PIL	-	2/5	4/5	-	5/5	SIN 16/05,HKG 21/05,UKB 25/05,YOK 26/05,NGO 27/05,BUS 29/05,SHA 30/05
Luefjenburg 0904	MSK/SAF	3/5	-	-	-	8/5	PKG 21/05,TPP 22/05
CSCL San Jose 004E	CSC/HLC/MBA	-	-	-	-	3/5	PKG 07/05,SHA 13/05,NGB 15/05,XMN 16/05,SHK 18/05
Norasia Valparaiso 0004	CSV	-	-	-	-	4/5	SIN 14/05,HKG 18/05,NGB 20/05,SHA 21/05
Niledutch Asia 046	NDS	-	-	-	-	4/5	SIN 16/05,TXG 23/05,SHA 26/05
Mol Dream 3818B	MOL	-	-	-	-	4/5	SIN 18/05
Arkona Trader 049	NDS	-	-	-	-	6/5	SIN 18/05
Mol Columbus 9234B	MOL/PIL	-	8/5	10/5	-	11/5	SIN 22/05,HKG 27/05,UKB 31/05,YOK 01/06,NGO 02/06,BUS 04/06,SHA 05/06
Msc Nederland H919R	MSC	-	-	-	-	8/5	SIN 26/05,SHA 30/05,CWN 05/06,HKG 06/06
Maersk Dunbar 911E	MSK/SAF	-	-	8/5	-	10/5	SIN 22/05,HKG 26/05
Gem 0237-009E	COS/EMC/HSD/MBA	-	-	-	-	8/5	SIN 28/05,PGU 30/05,PKG 30/05,LCH 31/05,JKT 31/05,SUB 31/05,PEN 31/05,SGN 31/05,DLG 01/06,BLW 01/06,BKK 01/06,KHH 02/06,SRG 02/06, MNL 02/06,UKB 04/06,TYO 04/06,XMN 04/06,HPH 04/06,SHA 05/06,NGO 05/06,OSA 05/06,NGB 07/06,BUS 07/06,TAO 09/06,TXG 11/06, YOK 11/06,YTN 12/06,KEL 14/06,TXG 15/06
Safmarine Mulanje 0907	MSK/SAF	-	-	-	-	9/5	TPP 29/05,PGU 31/05,PKG 01/06,CWN 01/06,BLW 01/06,HKG 02/06,SUB 02/06,YOK 03/06,UKB 03/06,HUA 03/06,SRG 03/06,PEN 03/06, SHA 04/06,BUS 04/06,XMN 04/06,SGN 05/06,NGB 06/06,HPH 06/06,INC 07/06,TAO 10/06,OSA 10/06,NGO 10/06
Africa Star 2	EAS/SCO	-	-	-	-	9/5	PKG 05/06,XMN 11/06,SHK 13/06
Tem Arrow 165	GRB	-	-	10/5	-	-	PGU 08/06,HUA 14/06,XMN 17/06,SHA 20/06,INC 25/06,BUS 27/06
CSCL Napoli BD080E	CMA/CSC/MBA	-	-	-	-	10/5	PKG 21/05,HKG 26/05,SHA 29/05,NGB 30/05,SHK 02/06
Maersk Inverness 0906	MSK/SAF	10/5	-	-	-	-	PKG 28/05,TPP 29/05
Limari 0002	CSV	-	-	-	-	11/5	SIN 22/05,HKG 26/05,SHA 31/05,NGB 01/06,CWN 04/06

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## OUTBOUND BY DATE - Dates for sailing: 27/04/2009 - 11/05/2009

**To: Mediterranean and Black Sea**

**Updated daily on <http://www.cargoinfo.co.za>**

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
Safmarine Nomazwe 903B	CHL/DAL/MOL/MSK/SAF/TSA	-	2/5	-	-	-	ALG 15/05,CAS 15/05,CAZ 18/05,LIV 18/05,ORN 18/05,BLA 19/05,VEC 20/05,FOS 22/05,NPK 22/05,AXA 23/05,GIT 23/05,PSD 23/05, UAY 24/05,ASH 24/05,ASH 26/05,TUN 27/05,GOI 27/05,KOP 27/05,MAR 27/05,SAL 27/05,BEY 28/05,GEM 28/05,SKG 28/05,PIR 29/05, IST 29/05,TRS 29/05,IZM 31/05,HFA 01/06,MER 01/06
MOL Cullinan 903B	CHL/DAL/MOL/MSK/SAF/TSA	-	9/5	29/4	-	4/5	ALG 22/05,CAS 22/05,CAZ 25/05,LIV 25/05,ORN 25/05,BLA 26/05,VEC 27/05,FOS 29/05,NPK 29/05,AXA 30/05,GIT 30/05,PSD 30/05, UAY 31/05,ASH 31/05,ASH 02/06,TUN 03/06,GOI 03/06,KOP 03/06,MAR 03/06,SAL 03/06,BEY 04/06,GEM 04/06,SKG 04/06,PIR 05/06, IST 05/06,TRS 05/06,IZM 07/06,HFA 08/06,MER 08/06
Msc Linzie 652R	HSL/LTI/MSC	-	3/5	1/5	-	29/4	VEC 18/05,SPE 23/05,LIV 23/05,GOI 24/05,NPK 24/05,HFA 24/05,FOS 25/05,BLA 28/05,AXA 30/05
Jolly Marrone 069	LMC	-	-	-	-	30/4	MRS 24/05,GOI 25/05,BLA 27/05,NPK 01/06,TUN 22/06,MLA 22/06,UAY 24/06,BEY 24/06,BEN 24/06,AXA 26/06,TIP 26/06
Msc Catania 12R	HSL/LTI/MSC	-	7/5	5/5	-	3/5	VEC 22/05,SPE 27/05,LIV 27/05,GOI 28/05,NPK 28/05,HFA 28/05,FOS 29/05,BLA 01/06,AXA 03/06
Dal Kalahari 904B	CHL/DAL/MOL/MSK/SAF/TSA	-	-	7/5	-	11/5	ALG 29/05,CAS 29/05,CAZ 01/06,LIV 01/06,ORN 01/06,BLA 02/06,VEC 03/06,FOS 05/06,NPK 05/06,AXA 06/06,GIT 06/06,PSD 06/06, UAY 07/06,ASH 07/06,ASH 09/06,TUN 10/06,GOI 10/06,KOP 10/06,MAR 10/06,SAL 10/06,BEY 11/06,GEM 11/06,SKG 11/06,PIR 12/06, IST 12/06,TRS 12/06,IZM 14/06,HFA 15/06,MER 15/06
Africa Star 2	EAS/SCO	-	-	-	-	9/5	ASH 01/06,HFA 03/06,AXA 04/06
Msc Venezia 6R	HSL/LTI/MSC	-	-	-	-	10/5	VEC 29/05,SPE 03/06,LIV 03/06,GOI 04/06,NPK 04/06,HFA 04/06,FOS 05/06,BLA 08/06,AXA 10/06

**To: UK, North West Continent & Scandinavia**

**Updated daily on <http://www.cargoinfo.co.za>**

Green Cape 9117	MAC	30/4	27/4	-	-	-	VGO 14/05,RTM 19/05,LZI 22/05,PFT 22/05,IMM 22/05,HUL 22/05,HMQ 24/05,ORK 25/05,DUO 25/05,BXE 26/05,KRS 26/05,LAR 26/05, OSL 27/05,ANR 28/05,OFQ 28/05,CPH 28/05,GOT 28/05,GOO 28/05,GRG 28/05,HEL 28/05,HEL 30/05,KTK 30/05,STO 30/05,BIO 02/06
Safmarine Nomazwe 903B	CHL/DAL/MOL/MSK/SAF/TSA	-	2/5	-	-	-	RTM 16/05,TIL 18/05,BIO 18/05,BRV 20/05,LEI 20/05,CPH 21/05,GOT 21/05,HMQ 21/05,OFQ 22/05,HEL 24/05,OSL 27/05
Serenity Ace 5A	MOL	-	-	27/4	-	-	VGO 10/05,ZEE 13/05,BRV 16/05
Mol Komati 903B	CHL/DAL/MOL/MSK/SAF/TSA	-	4/5	28/4	30/4	-	LZI 22/05,THP 26/05,ANR 27/05,BRV 29/05,CPH 30/05,GOT 30/05,HMQ 30/05,LEH 31/05,OFQ 31/05,HEL 02/06,OSL 05/06
San Andres 903B	CHL/DAL/MOL/MSK/SAF/TSA	-	28/4	-	-	-	RTM 09/05,TIL 11/05
Msc Linzie 652R	HSL/LTI/MSC	-	3/5	1/5	-	29/4	LZI 16/05,FXT 18/05,HMQ 21/05,BRV 22/05,ANR 23/05,BIO 23/05,RTM 25/05,LEH 26/05,LIV 26/05,VGO 29/05,HEL 29/05,LEI 30/05, KTK 30/05,STO 01/06,KLJ 03/06,LED 06/06
MOL Cullinan 903B	CHL/DAL/MOL/MSK/SAF/TSA	-	9/5	29/4	-	4/5	RTM 23/05,TIL 25/05,BIO 25/05,LEI 27/05,BRV 28/05,CPH 29/05,GOT 29/05,HMQ 29/05,OFQ 30/05,HEL 01/06,OSL 04/06
Purple Beach 9118	MAC	11/5	8/5	-	2/5	5/5 1/5	VGO 25/05,RTM 29/05,LZI 01/06,PFT 01/06,IMM 01/06,HUL 01/06,ORK 04/06,DUO 04/06,HMQ 05/06,BXE 07/06,KRS 07/06,LAR 07/06, OSL 08/06,ANR 09/06,OFQ 09/06,CPH 09/06,GOT 09/06,GOO 09/06,GRG 09/06,HEL 09/06,HEL 11/06,KTK 11/06,STO 11/06,BIO 12/06
MOL Pride 3901A	MOL/PIL	-	6/5	-	-	3/5	LEI 24/05,ANR 26/05,FXT 28/05,LEH 29/05
Msc Catania 12R	HSL/LTI/MSC	-	7/5	5/5	-	3/5	LZI 20/05,FXT 22/05,HMQ 25/05,BRV 26/05,ANR 27/05,BIO 27/05,RTM 29/05,LEH 30/05,LIV 30/05,VGO 02/06,HEL 02/06,LEI 03/06, KTK 03/06,STO 05/06,KLJ 07/06,LED 10/06
Grand Cosmos 26A	MOL	-	-	9/5	6/5	8/5	VGO 24/05,ZEE 26/05,BRV 29/05
Dal Kalahari 904B	CHL/DAL/MOL/MSK/SAF/TSA	-	-	7/5	-	11/5	RTM 30/05,TIL 01/06,BIO 01/06,LEI 03/06,BRV 04/06,CPH 05/06,GOT 05/06,HMQ 05/06,OFQ 06/06,HEL 08/06,OSL 11/06
Msc Venezia 6R	HSL/LTI/MSC	-	-	-	-	10/5	LZI 27/05,FXT 29/05,HMQ 01/06,BRV 02/06,ANR 03/06,BIO 03/06,RTM 05/06,LEH 06/06,LIV 06/06,VGO 09/06,HEL 09/06,LEI 10/06, KTK 10/06,STO 12/06,KLJ 14/06,LED 17/06

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## OUTBOUND BY DATE - Dates for sailing: 27/04/2009 - 11/05/2009

**To: West Africa**

Updated daily on <http://www.cargoinfo.co.za>

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
Safmarine Nomazwe 903B	CHL/DAL/MOL/MSK/SAF/TSA	-	2/5	-	-	-	LPA 12/05
Boundary 14S	MOL/MSK/MSK/OAL/SAF	-	29/4	-	-	-	LUD 05/05
Niedutch Cabinda 148	NDS	-	29/4	-	-	27/4	LAD 04/05,CAB 08/05,SZA 08/05,MAT 09/05,LBV 13/05,DLA 14/05,ABJ 18/05
Msc Linzie 652R	HSL/LTI/MSK	-	3/5	1/5	-	29/4	LPA 11/05,DKR 13/05,ABJ 14/05,TEM 16/05,APP 22/05,TIN 23/05
Horizon 12S	MOL/MSK/MSK/OAL/SAF	-	3/5	-	-	29/4	LUD 05/05
MOL Cullinan 903B	CHL/DAL/MOL/MSK/SAF/TSA	-	9/5	29/4	-	4/5	LPA 19/05
Jolly Marrone 069	LMC	-	-	-	-	30/4	DKR 02/06
Safmarine Lisbon 0903	MSK/SAF	10/5	30/4	-	-	4/5	MSZ 12/05,DLA 21/05,POG 24/05,LBV 27/05
Safmarine Soyo 0905	MSK/SAF	8/5	3/5	-	-	30/4	LOB 10/05,BSG 15/05,TEM 23/05
Kota Nanhai NH1009	MOL/PIL	-	1/5	-	-	-	LOS 07/05,TEM 27/05,COO 29/05,DLA 02/06
Maersk Bulan 0903	MSK/SAF	1/5	-	-	-	-	ABJ 06/05,TEM 08/05,APP 12/05
CSCL Santiago 0003W	CSC/HLC/MBA/SMU	-	-	-	-	1/5	TEM 09/05,LFW 10/05,COO 11/05,TIN 20/05
Taga Bay 149	NDS	-	5/5	-	-	2/5	PNR 11/05,LAD 18/05,CAB 22/05,SZA 22/05,MAT 23/05,LBV 27/05,DLA 28/05,ABJ 01/06
Msc Catania 12R	HSL/LTI/MSK	-	7/5	5/5	-	3/5	LPA 15/05,DKR 17/05,ABJ 18/05,TEM 20/05,APP 26/05,TIN 27/05
Francisco Schulte 4A	MSC	-	7/5	-	-	3/5	MSZ 09/05,LOB 12/05
Kota Hakim 046w	GSL/LNL/MOL/PIL	-	-	-	-	3/5	TEM 12/05,COO 15/05,LOS 17/05
MOL Pride 3901A	MOL/PIL	-	6/5	-	-	3/5	LFW 11/05,TEM 12/05,ABJ 15/05,DLA 16/05,LOS 17/05,TKD 19/05,DKR 19/05,LPA 22/05
Berta 1/09	ASL	-	3/5	-	-	-	LAD 10/05,SZA 12/05,MAL 14/05
Mekong River 1A	MSC	-	6/5	-	-	-	LAD 11/05
Conti Hong Kong 10W	GSL	-	-	-	-	7/5	TEM 15/05,LOS 18/05,COO 06/06,LFW 07/06,ABJ 09/06
Dal Kalahari 904B	CHL/DAL/MOL/MSK/SAF/TSA	-	-	7/5	-	11/5	LPA 26/05
Maersk Ipanema 0903	MSK/SAF	8/5	-	-	-	-	ABJ 13/05,TEM 15/05,APP 19/05
Kota Waruna WST119	MOL/PIL	-	8/5	-	-	-	TEM 15/05,COO 17/05,LOS 20/05,DLA 10/06
Msc Venezia 6R	HSL/LTI/MSK	-	-	-	-	10/5	LPA 22/05,DKR 24/05,ABJ 25/05,TEM 27/05,APP 02/06,TIN 03/06
CSCL Montevideo 0007W	CSC/HLC/MBA/SMU	-	-	-	-	10/5	TEM 18/05,LFW 19/05,COO 21/05,TIN 29/05
Border 39S	MOL/MSK/MSK/OAL/SAF	-	-	-	-	10/5	LUD 16/05,MSZ 20/05,LOB 25/05

**To: East Africa**

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Msc Stefania 131A	MSC	-	-	-	-	28/4	MBA 03/05,DAR 07/05,PMA 17/05
Msc Leila 80A	MSC	-	-	-	-	29/4	MPM 30/04,MNC 04/05
Jolly Marrone 069	LMC	-	-	-	-	30/4	MPM 01/05,DAR 07/05,MBA 08/05
Border 38	MOL/MOZ/MSK/OAL/SAF	-	-	-	-	1/5	MPM 02/05,BEW 04/05
Msc Selin 66A	MSC	-	-	-	-	1/5	BEW 04/05
Lilac Roller 9808	MAC	-	-	-	-	2/5	MNC 05/06,MBA 11/06
UAFL Express 133	UAF	-	-	-	-	3/5	FTU 11/05
Mol Dream 3818B	MOL	-	-	-	-	4/5	MPM 05/05
Msc Chaneca 26a	MSC	-	-	-	-	5/5	BEW 08/05
Ainaftis 207	UAF	-	-	-	-	6/5	MBA 17/05,MPM 24/05
Ridge 37	MOL/MOZ/MSK/OAL/SAF	-	-	-	-	7/5	MPM 08/05,BEW 10/05,MNC 13/05
Msc Eagle 18A	MSC	-	-	-	-	9/5	MBA 14/05
Africa Star 2	EAS/SCO	-	-	-	-	9/5	MBA 13/05

**To: Indian Ocean Islands**

Updated daily on <http://www.cargoinfo.co.za>

Maersk Delys 0907	MSK/SAF	-	28/4	-	-	-	PLU 06/05
Msc Stefania 131A	MSC	-	-	-	-	28/4	MUT 13/05,YVA 14/05
Msc Tina H918R	MSC	-	-	-	-	1/5	PLU 05/05,PDG 13/05,DZA 15/05,TMM 17/05,DIE 25/05
Toronto EE907	VWL	-	-	1/5	2/5	3/5	LPT 07/05
Safmarine Meru 0907	MSK/SAF	-	8/5	5/5	-	2/5	PLU 13/05
Toronto 3	HOE/HUA	-	-	-	-	3/5	LPT 07/05
UAFL Express 133	UAF	-	-	-	-	3/5	TLE 08/05,TMM 13/05
Msc Gabriela 155A	MSC	-	-	-	-	6/5	PLU 11/05,PDG 13/05,LON 15/05,MJN 16/05,TMM 17/05,DIE 25/05
Ainaftis 207	UAF	-	-	-	-	6/5	MUT 14/05
Msc Nederland H919R	MSC	-	-	-	-	8/5	PLU 12/05,PDG 20/05,DZA 23/05,DIE 25/05,TMM 27/05
Safmarine Mulanje 0907	MSK/SAF	-	-	-	-	9/5	PLU 20/05

# Cargo Info Africa

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- Inbound voyages
- Stackdates
- Discharge times
- Full port schedule
- Agency details

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## OUTBOUND BY DATE - Dates for sailing: 27/04/2009 - 11/05/2009

### To: North America

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Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RWAY	Loading for
Govern 0235-005E	COS/EMC/HSD/MBA	-	28/4	-	-	-	LAX 26/05,OAK 29/05,TIW 31/05,BCC 02/06
Stellenbosch 2915	GAL	-	-	-	-	27/4	MSY 23/05,JVK 09/06
Msc Zurich 622	MSC/MSK/SAF	-	2/5	-	-	28/4	NYC 20/05,BAL 22/05,ORF 23/05,CHU 25/05,FEP 26/05,NAS 27/05,MIA 28/05,POP 28/05,MHH 28/05,GEC 29/05,SDQ 29/05,TOV 29/05,SLU 30/05,PHI 30/05,GDT 30/05,SJO 31/05,BAS 31/05,VIJ 31/05,RSU 01/06,PAP 01/06,KTN 01/06,HQN 02/06,BGI 02/06,STG 02/06,MSY 04/06
Maersk Jambi 002	MSC/MSK/SAF	-	9/5	29/4	-	4/5	NYC 27/05,BAL 29/05,ORF 30/05,CHU 01/06,FEP 02/06,NAS 03/06,MIA 04/06,POP 04/06,MHH 04/06,GEC 05/06,SDQ 05/06,TOV 05/06,SLU 06/06,PHI 06/06,GDT 06/06,SJO 07/06,BAS 07/06,VIJ 07/06,RSU 08/06,PAP 08/06,KTN 08/06,HQN 09/06,BGI 09/06,STG 09/06,MSY 11/06
Na Xi He 0236-106E	COS/EMC/HSD/MBA	-	5/5	-	-	1/5	LAX 02/06,OAK 05/06,TIW 07/06,BCC 09/06
Msc Voyager 012	MSC/MSK/SAF	-	-	6/5	-	11/5	NYC 03/06,BAL 05/06,ORF 06/06,CHU 08/06,FEP 09/06,NAS 10/06,MIA 11/06,POP 11/06,MHH 11/06,GEC 12/06,SDQ 12/06,TOV 12/06,SLU 13/06,PHI 13/06,GDT 13/06,SJO 14/06,BAS 14/06,VIJ 14/06,RSU 15/06,PAP 15/06,KTN 15/06,HQN 16/06,BGI 16/06,STG 16/06,MSY 18/06
Gem 0237-009E	COS/EMC/HSD/MBA	-	-	-	-	8/5	LAX 09/06,OAK 12/06,TIW 14/06,BCC 16/06
Silverford 2917	GAL	-	-	-	-	11/5	HQN 09/06,MSY 14/06,JVK 03/07

### To: Australasia

Updated daily on <http://www.cargoinfo.co.za>

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RWAY	Loading for
Govern 0235-005E	COS/EMC/HSD/MBA	-	28/4	-	-	-	BSA 25/05,SYD 27/05,MLB 30/05
Maersk Delys 0907	MSK/SAF	-	28/4	-	-	-	FRE 20/05,AKL 25/05,TRG 26/05,NPE 27/05,LYT 27/05,LYT 28/05,TIU 29/05,POE 29/05,SYD 29/05,TRG 29/05,MLB 30/05,NSN 31/05,NPL 31/05,BSA 03/06,ADL 03/06
Hoegh Trove 70	HOE/HUA	-	-	-	-	27/4	FRE 09/05,MLB 14/05,PKL 16/05,BSA 18/05,TRG 22/05,NPE 23/05,WLG 25/05,LYT 26/05
Na Xi He 0236-106E	COS/EMC/HSD/MBA	-	5/5	-	-	1/5	BSA 01/06,SYD 03/06,MLB 06/06
Msc Tina H918R	MSC	-	-	-	-	1/5	FRE 16/05,ADL 17/05,MLB 21/05,SYD 24/05,TRG 28/05,LYT 30/05
Toronto EE907	WWL	-	-	1/5	2/5	3/5	FRE 16/05,MLB 20/05,PKL 23/05,BSA 25/05
Safmarine Meru 0907	MSK/SAF	-	8/5	5/5	-	2/5	FRE 27/05,AKL 01/06,TRG 02/06,NPE 03/06,LYT 03/06,LYT 04/06,TIU 05/06,POE 05/06,SYD 05/06,TRG 05/06,MLB 06/06,NSN 07/06,NPL 07/06,BSA 10/06,ADL 10/06
Msc Gabriela 155A	MSC	-	-	-	-	6/5	FRE 20/05,ADL 21/05,MLB 25/05,SYD 28/05,TRG 02/06,LYT 04/06
Msc Nederland H919R	MSC	-	-	-	-	8/5	FRE 23/05,ADL 24/05,MLB 28/05,SYD 31/05,TRG 04/06,LYT 06/06
Gem 0237-009E	COS/EMC/HSD/MBA	-	-	-	-	8/5	BSA 08/06,SYD 10/06,MLB 13/06
Safmarine Mularje 0907	MSK/SAF	-	-	-	-	9/5	FRE 03/06,AKL 08/06,TRG 09/06,NPE 10/06,LYT 10/06,LYT 11/06,TIU 12/06,POE 12/06,SYD 12/06,TRG 12/06,MLB 13/06,NSN 14/06,NPL 14/06,BSA 17/06,ADL 17/06

### To: Middle East, Pakistan, India and Sri Lanka

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Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RWAY	Loading for
Govern 0235-005E	COS/EMC/HSD/MBA	-	28/4	-	-	-	CMB 19/05,NSA 21/05
Nele Maersk 0906	MSK/SAF	-	30/4	-	-	27/4	SLL 10/05,JEA 13/05,NSA 19/05
Msc Stefania 131A	MSC	-	-	-	-	28/4	JED 15/05
Jolly Marrone 069	LMC	-	-	-	-	30/4	JED 16/05,RUH 05/06,AQJ 10/06,MSW 10/06,PZU 10/06,HOD 11/06,AUH 15/06,DXB 17/06,KWI 17/06,NSA 17/06,BAH 20/06,BND 20/06,DMN 20/06,DOH 20/06,MCT 20/06,BQM 22/06
Msc Zurich 5A	MSC	-	-	-	-	30/4	CMB 09/05,NSA 13/05,IXY 15/05,BQM 17/05,JEA 20/05,SHJ 23/05,AUH 23/05,MCT 23/05,BAH 23/05,DMN 23/05,KWI 23/05,BND 23/05,DOH 25/05,RUH 30/05
Na Xi He 0236-106E	COS/EMC/HSD/MBA	-	5/5	-	-	1/5	CMB 26/05,NSA 28/05
Libra Copacabana 0227	CMA/CSV	-	1/5	-	-	5/5	JEA 12/05,DMN 14/05,BND 16/05,NSA 20/05
Nora Maersk 0908	MSK/SAF	-	-	7/5	-	2/5	SLL 17/05,JEA 20/05,NSA 26/05
Kota Halus 043E	GSL/LNL/MOL/PIL	-	2/5	-	-	7/5	NSA 17/05,JEA 24/05
Msc Carla 71A	MSC	-	-	-	-	7/5	CMB 16/05,NSA 20/05,IXY 22/05,BQM 24/05,JEA 27/05,SHJ 30/05,AUH 30/05,MCT 30/05,BAH 30/05,DMN 30/05,KWI 30/05,BND 30/05,DOH 01/06,RUH 06/06
Gem 0237-009E	COS/EMC/HSD/MBA	-	-	-	-	8/5	CMB 02/06,NSA 04/06
Msc Eagle 18A	MSC	-	-	-	-	9/5	JED 26/05
Nysted Maersk 0908	MSK/SAF	-	-	-	-	9/5	SLL 24/05,JEA 27/05,NSA 02/06
Africa Star 2	EAS/SCO	-	-	-	-	9/5	JIB 23/05,ETH 28/05,AQJ 30/05,CMB 19/06

### To: South America

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Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RWAY	Loading for
Monte Azul 914W	MSK/SAF	-	-	-	-	28/4	SPB 06/05,SSZ 08/05,BUE 10/05,RIG 13/05,PNG 15/05
Mol Dominance 9505A	MOL	-	-	-	-	29/4	SSZ 09/05,BUE 12/05,MVD 14/05,PNG 16/05,SFS 17/05,SSZ 19/05,RIO 21/05
Rio de la Plata 915W	MSK/SAF	-	-	-	-	5/5	SPB 11/05,SSZ 13/05,BUE 15/05,RIG 19/05
Kota Lagu 9602A	MOL	-	-	-	-	6/5	SSZ 16/05,BUE 19/05,MVD 21/05,PNG 23/05,SFS 24/05,SSZ 26/05,RIO 28/05
San Alessio 0220S	CMA/CSV	-	-	-	-	8/5	SSZ 20/05,PNG 22/05,ITJ 23/05,RIG 25/05



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	NILE DUTCH QINGDAO	VEGA SACHSEN	HANSA OLDENBERG	ARKONA TRADER	NILEDUTCH CABINDA	TAGA BAY	TBN	TBN
	047	147	048	049	148	149	150	151
					EX DRYDOCK			
DURBAN	17/03/2009	27/03/2009	27/03/2009	12/04/2009	27/04/2009	02/05/2009	18/05/2009	01/06/2009
CAPE TOWN	-	30/03/2009	30/03/2009	-	29/04/2009	05/05/2009	21/05/2009	04/06/2009
POINTE NOIRE	24/03/2009	-	04/04/2009	19/04/2009	-	11/05/2009	27/05/2009	10/06/2009
LUANDA	-	04/04/2009	09/04/2009	29/04/2009	04/05/2009	18/05/2009	03/06/2009	17/06/2009
LOBITO	05/04/2009	-	04/05/2009	26/04/2009	-	-	-	-
NAMIBE	15/04/2009	-	08/05/2009	04/05/2009	-	-	-	-
CABINDA*	28/03/2009	-	08/04/2009	23/04/2009	-	15/05/2009	31/05/2009	14/06/2009
SOYO	03/04/2008	-	14/04/2009	29/04/2009	-	21/05/2009	06/06/2009	20/06/2009
BOMA	28/03/2009	-	08/04/2009	23/04/2009	-	15/05/2009	31/05/2009	14/06/2009
MATADI	29/03/2009	-	09/04/2009	24/04/2009	-	16/05/2009	01/06/2009	15/06/2009
LIBREVILLE*	-	-	-	-	-	-	-	-
DOUALA*	-	-	-	-	-	-	-	-
DURBAN	23/04/2009	-	-	06/05/2009	TO FEEDER	14/06/2009	30/06/2009	14/07/2009
CAPE TOWN	TO F/EAST	-	TO NWC	TO F/EAST	SERVICE	17/06/2009	03/07/2009	17/07/2009

\* - Transhipment via Pointe Noire

\* - Direct call sub inducement