

JULY 2012

FREIGHT & TRADING WEEKLY

ftw

ZAMBIA

High flyers

Airfreight taking off

**An economy in transition –
where to next?**

IT'S ABOUT BENEFICIATION...

How Zambia is kick-starting exports



Logistics – by road, rail, air and sea

Bridge Shipping, established in 1980 and with its Head Office in Johannesburg, South Africa, offers the following services for bulk and containerised commodities into and out of Southern and Eastern Africa (being South Africa, Malawi, Zambia, Zimbabwe, Mozambique and Tanzania).

- Freight Services
- Warehousing
- Ocean Freight
- Clearing and Forwarding (C&F) – ocean and air; project cargo

+27 (11) 625 3000 | info2@bridgeshipping.co.za | www.bridgeshipping.co.za



Cover Design: Dirk Voorneveld

Editor Joy Orlek
 Consulting Editor Alan Peat
 Assistant Editor Liesl Venter
 Advertising Carmel Levinrad (Manager)
 Yolande Langenhoven
 Gwen Spangenberg
 Jodi Haigh
 Division Head Anton Marsh
 Managing Editor David Marsh

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

Advertising
 Co-ordinators Tracie Barnett, Paula Snell
 Layout & design Tanya Bosch
 Circulation ftwsubs@nowmedia.co.za
 Printed by JUKA Printing (Pty) Ltd

Annual subscriptions
 Combined Print & Internet - (SA only) R500.00
 Southern Africa (Free Internet) - R950.00
 International Mail (Free Internet) - R1 200.00

Publisher: NOW MEDIA
 Phone + 27 11 327 4062
 Fax + 27 11 327 4094
 E-mail carmel@nowmedia.co.za
 Web www.ftwonline.co.za

Now Media Centre
 32 Fricker Road, Illovo Boulevard,
 Illovo, Johannesburg.
 PO Box 55251, Northlands,
 2116, South Africa.

Big issues

Quo vadis?2
 Zambia – an economy in transition.....2
 Bringing on incentives to kick-start exports.....4
 Dubai airfreight link opens up new markets.....14

Imports and exports

Zambian diaspora creates new export market.....16
 Standards for Zambian imports being policed.....31

Logistics

Truckers cut out forwarders to reduce costs4
 High-value cargo chooses Walvis route.....6
 Investment in skills pays off8
 Manica Zambia moves head office to Kitwe10
 Skills audit sets rebranded company on right path11
 Bridge invests in staff and equipment to cater for growth.....12
 Damco provides JIT delivery.....16
 Halifax to diversify into trucking.....16
 Rail die-hard calls for urgent focus on efficiency17
 Truckers face toll challenge in DRC.....18
 All Cargo Solutions on a growth path.....20
 Swift sets up specialist earth-moving equipment division.....21
 Last corridor bottleneck uncorked23
 Turkey emerges as strong trading partner26
 Transporter goes the extra mile.....28
 All-in service extends to work permit applications29
 VS Cargo on expansion path.....30
 Master plan addresses Lusaka gridlock32

Airfreight

Perishables get direct link through Zambia to Amsterdam.....22

Seafreight

Booming construction sector creates opportunities7
 Demand has doubled – Maersk.....8
 Walvis Bay needs more Zambia-bound imports.....24

General news

Keep your yellow fever certificate handy!.....4
 Lower insurance rates often linked to reduced coverage.....13
 Perishable exports to Europe get duty-free access.....14
 Broker repackages policies to cater for individual needs23
 New container depot opens in Ndola.....24



Page 2



Page 17



Page 24



Page 30

THE AFRICA specialists

Road, Air and Ocean Freight offered at competitive rates

Dedicated and Consolidated Roadfreight Service

CLEARING • FORWARDING • SHIPPING • WAREHOUSING • PACKAGING





CHAVDA FREIGHT

Contact the specialists: Freight Team JHB: Tel: +27 11 566 0481 +27 11 566 0495
 CPT: +27 82 568 6558 email: freight@chavda.com www.chavda.com

Zambia – an economy in transition

Manufacturing a priority for newly elected government

BY Ed Richardson

Even in the midday Lusaka traffic, it is less than 15 minutes' drive to travel between two eras and worlds.

One era is the Kamwala district, a few blocks of Indian-owned businesses caught in a time-warp, and that have been supplying cloth, hardware, foodstuffs and other supplies to the residents for generations.

It is truly African – a reminder of Fordsburg in Gauteng, the Indian shops in down-town Pretoria, and

'It is in the revival of its agro-industrial sector that Zambia has the most potential.'

the Durban market before they were bulldozed by the apartheid government.

Unlike in South Africa and some East African countries, the Indian community in Zambia has been allowed to flourish since the first artisans and business people arrived around 1905.

What is different is that the colourful chitenge cloth and other fabrics on display are no longer made in Zambia. Cheap and poor quality Chinese, Indian and Pakistani imports have replaced them.

Government is looking to change that, and to roll back the clock to the time when Zambia had a sizeable manufacturing industry. In June, President Michael Sata urged farmers who were threatening to burn their cotton rather than sell it at depressed prices to rather hold on to the crop as the government had plans to revive the textile

industry.

Manufacturing is a priority for the newly elected Patriotic Front government, which was voted in partly because it promised to reduce levels of unemployment. As much as 60% of the population lives below the poverty line, according to African Economic Outlook.

This is hard to believe when you cruise up Cairo road from Kamwala past shiny new buildings to central Lusaka, where you find a modern world. This time the imports are largely from (or routed through) South Africa.

Built with pension fund money, the Levy Centre could be anywhere in South Africa. Zambia's growth of nearly 7% has attracted chain stores which have filled a gap left by years of economic recession brought about by a low copper price and mismanagement by what was effectively one-party rule in the country.

The shops in the Levy Centre are all chains well known to South Africans, the floors are shiny, and the atmosphere hushed – a far cry from the bustling markets.

Another large mall – Arcades – has built up a strong client base, and continues to grow.

These developments are good news for logistics companies, many of which are expanding in order to cater for the growing volume of clothing and fast-moving consumer goods imports.

A number of other malls are being planned, and in the meantime the neighbourhood markets continue to cater for the lower end of the market as Lusaka attracts thousands of people from the rural areas who are in search of a better life.

The markets are filled with



Zambia's two worlds ... the Indian-owned Kamwala district and the upmarket Levy centre. Government is looking to roll back the clock to the time when Zambia had a sizeable manufacturing industry.

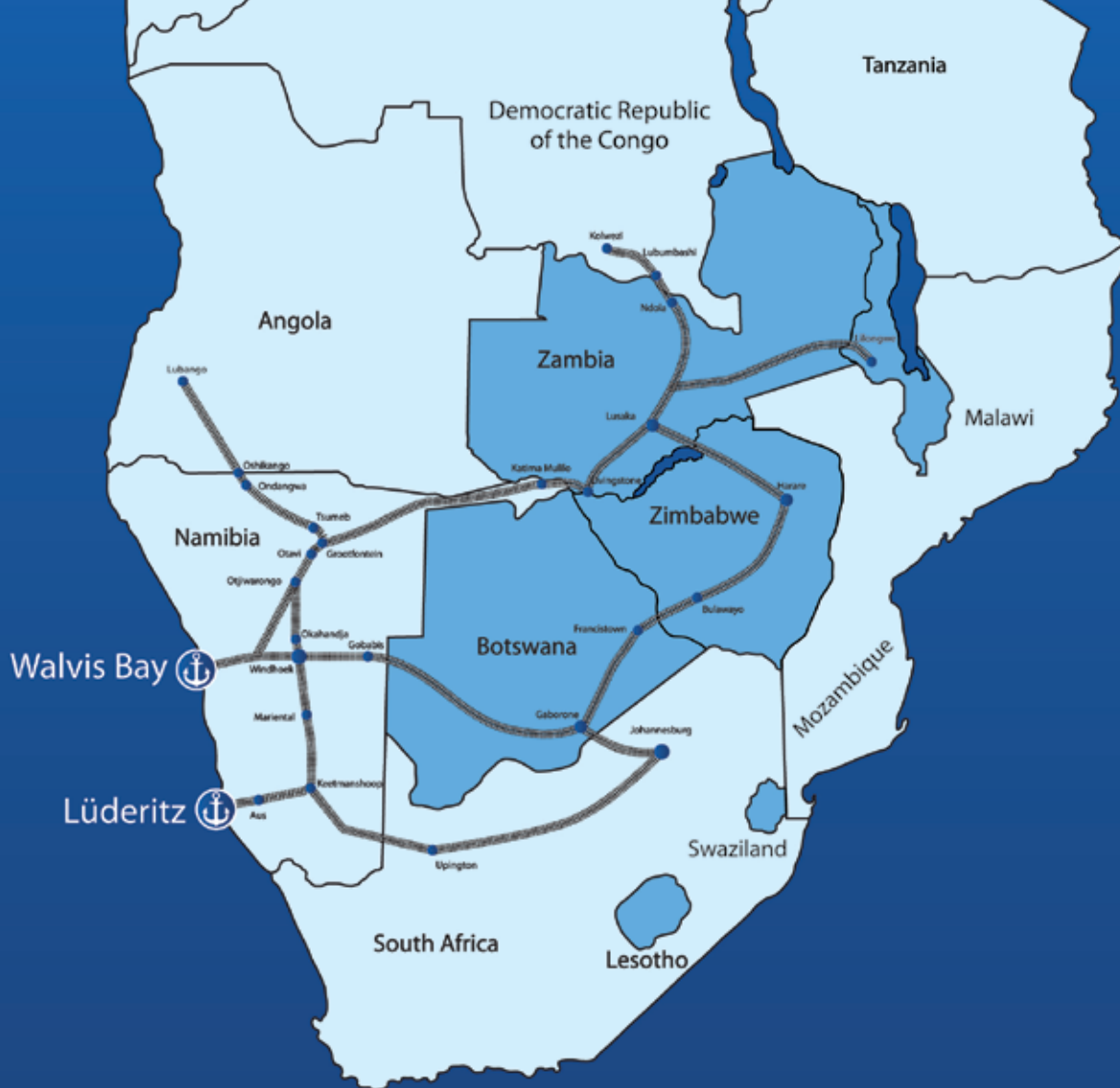
local produce – and it is in the revival of its agro-industrial sector that Zambia has the most potential. Zambia has 43 million hectares of land that is classified as medium to high potential for agricultural production. Of this, just 14% is currently being utilised.

It has abundant surface and underground water, fertile land, and a large workforce – this in a world which is running out of food.

The government is incentivising investment into

agriculture, and a new Zambia landscape could soon look much like the old – but with modern machinery, equipment and hybrids bringing new levels of productivity that allow the country's farmers to overcome the logistical challenges and costs of feeding and clothing a hungry world from a land-locked country.

Chinese, Indian, Pakistani and South African workers will then be fed and clothed with food and fabric grown in Zambia.



The preferred access to Southern Africa



www.namport.com.na

Head Office

Nr 17 | Rikumbi Kandanga Rd | P O Box 361 | Walvis Bay | Namibia
 Tel: (+264 64) 208 2111 | Fax: (+264 64) 208 2323
 Email: marketing@namport.com.na

Port of Lüderitz

Hafen Street | P O Box 836 | Lüderitz | Namibia
 Tel: (+264 63) 200 2017 | Fax: (+264 63) 200 2028

Zambia brings on incentives to kick-start exports

Economic zones to be set up

BY Ed Richardson

Zambia is focusing on exploiting its agro-industrial and other manufacturing potential through the establishment of “Multi Facility Economic Zones (MFEZ)”.

If successful, this strategy will create new opportunities for the transport and logistics industry.

A Zambian MFEZ can be as small as a factory, or as big as an industrial park, and can be established by private investors, according to the general regulations published by the government.

Government has prioritised the following areas for the development of MFEZs: Lusaka, Ndola, Mpulungu, Chembe, Nakonde, Kasumbalesa and Mwinilunga.

Foreign investors need to register a company in Zambia to qualify. Conditions are that the investment must be a minimum of US\$500 000, should be in a multi-facility economic zone priority

sector, and be approved by the Zambian Development Agency.

Priority sectors in the agro-industrial sector include floriculture, horticulture, processed foods, beverages, cotton processing all along the value chain to garment production, the processing of skins and hides, and wood products.

In the engineering sector, the priorities are manufacturing from copper, iron, steel, and cobalt, as well as the production of fertilisers and cement.

Education is given a high priority, with education and skills training being identified as a qualifying sector.

The basket of incentives offered to investors includes:

- 0% tax on profits made by companies in the priority Sector
- for a period of five years from the first year profits are made.
- 50% tax on profits for years 6 to 8.
- 75% tax on profits for years 9 and 10.
- 0% tax rate on dividends for a



Priority sectors in the agro-industrial sector include floriculture and horticulture.

period of five years from the year of first declaration of dividends.

● 0% import duty rate on raw materials, capital goods, machinery including trucks and specialised vehicles for five years for all priority sectors.

- Deferment of VAT on

machinery and equipment including trucks and specialised vehicles imported for investment in the MFEZ/priority sector.

There is a range of additional incentives, details of which are available from the relevant government department.

Truckers cut out forwarders to reduce costs

Trucking companies are cutting out forwarders and dealing direct with the mines in Zambia in the face of pressure to reduce costs.

A vacillating copper price has forced the mines to cut costs wherever possible – which has left them open to direct approaches.

This has forced forwarders to take a fresh look at their own businesses, and to reinvent themselves.

Some are going into trucking themselves, while others are looking at ways of adding value that the truckers do

not or cannot.

A World Bank study on road transport in Zambia described it as a “a peculiar example in Southern Africa as it benefits from relatively low transport costs compared with other landlocked countries in Africa.

“This is mainly because of competition between Zambian and other regional, mainly South African, operators and because of South African investments in Zambia’s trucking industry. “As a result, the costs of operators registered in Zambia and South Africa are similar,” it found.

Keep your yellow fever certificate handy at all times!

BY Ed Richardson

Ensure that everyone in the company or working under contract, and who is heading into Africa, has a Yellow Fever jab – and keeps the certificate securely with their passport.

What happened to this reporter is that, in the absence of any warnings from the travel agent or airline, I was stopped at the gate when trying to board. Knowing that my certificate was a thousand kilometres away didn’t help.

Yes, you can have your jab at the airport, but you should not be allowed to leave within 10 days of having the inoculation. However, during the second boarding process

on the same airline on the same day no one asked to see the certificate.

The first time I was asked for the certificate was for the return flight to Johannesburg. There, on the counter, in bold letters, was the instruction that inoculations had to have been done at least 10 days prior to being issued with a ticket.

Fortunately, the clerk didn’t check, and on arrival no-one checked to see if I was bringing Yellow Fever into the country.

According to media reports in Zambia, the country’s tourism and business are being affected because in-transit travellers are being turned around at OR Tambo if they cannot show their bright yellow cards.

YOUR GLOBAL SPECIALISTS

LAND & SEA



SHIPPING

Sea • Air • Road • Rail

- Freight Brokerage
- Containerised Shipments
- Breakbulk Shipments
- Reefers and Non-Operating Reefers
- Cross Trade Bookings
- Project Cargo
- Vessel Chartering
- Freight All Kinds
- Minerals and Metals
- Cross Border

Johannesburg Siva Pather +27 79 891 7884 or Manju Pather +27 82 372 5508 Tel: (+27 11) 679 1651 Fax: (+27 11) 679 1655 info@landsea-shipping.co.za

FTW5414

THE IMPORTS EXPORTS *Experts*



FTW5207

ZEGA Limited has been proudly Zambian since 1992 and provides:

- A one stop shop for all your import, export and handling needs.
- Handling of all types of cargo including hazardous goods, live animals perishables and dry cargo.
- Onward delivery service to all Zambian destination.



MEMBER IATA GROUND HANDLING COUNCIL ZAMBIA
CLEARING AND FORWARDING AGENTS ASSOCIATION,
THE INTERNATIONAL AIR CARGO ASSOCIATION

FREIGHT VILLAGE LUSAKA INTERNATIONAL AIRPORT
TEL: +260 211 271 185
FAX: +260 211 271 504
export@zegaltd.co.zm

NDOLA INTERNATIONAL AIRPORT
TEL: +260 212 620 647/260 438
FAX: +260 212 610 409
zegandl@zamnet.zm

LOWBEDS SERVING SOUTHERN AFRICA SUCCESSFULLY

- Project Management
- Abnormal Loads
- Route Surveys
- Clearances
- Escorting
- Permits



R4.5mil GIT • BBBEE Level 4

Terms & Conditions apply

Tel: 011 892 8222 / 011 892 8879 | Cell: 076 851 7391 | Fax: 086 578 8602
louis@mltransportsolutions.co.za www.mltransportsolutions.co.za



ML Transport Solutions

FTW5571

High-value cargo chooses Walvis Bay route

BY Ed Richardson

Mines exporting high-value cargo are choosing to use Walvis Bay because of the safety of the Walvis Bay-Ndola-Lubumbashi (WBNLDC) corridor, according to Andrew Sinyangwe, Zambia business development manager for the Walvis Bay Corridor Group.

“Copper mines are using the route to export containers filled with high-value slag that has traces of gold, platinum and silver,” he says.

The route is considered safer because of the quality of the roads in Namibia, as well as the lower levels of crime along the route compared to other countries.

Namibia has a natural advantage in that there is a single road, which is relatively easy to police as there are no arterial routes or large towns along the way to provide a get-away or place to hide stolen cargo.

According to Sinyangwe, the growing number of high-value containers on the route is part of the growth in freight volumes as importers and exporters see that “the total value chain offers unparalleled efficiency”.

Higher transport costs due to the distance compared to Dar es Salaam, Beira, or Durban are mitigated by the efficiencies at the border post and in the port itself, as well as the lack of congestion along the route and fewer stoppages or breakdowns caused by poor roads,



Andrew Sinyangwe, Zambia business development manager for the Walvis Bay Corridor Group (right) and ChongoMukupa, project co-ordinator in Zambia ... volumes on the increase.

says Sinyangwe.

Rising volumes of both imports and exports have also seen a reduction in freight rates as truckers are no longer faced with an empty leg. Cargo volumes on the WBNLDC corridor have risen by 4 500 to 7 500 tons a month in and out on average.

“We are now seeing at least 14 000 tons a month being transported along the corridor,” he says.

Walvis Bay connects Zambia

direct to the Far and Middle East, as well as Europe and the Americas.

Most of the used vehicle imports are from Europe and the United States.

One of the interesting developments is the export of Zambian maize to South America along the WBNLDC corridor.

The return leg is bringing increasing volumes of fast-moving consumer goods and mining equipment from Brazil.



NEED A LOGISTICS PARTNER IN ZAMBIA?

- CUSTOMS CLEARING
- PORT CLEARING
- FORWARDING SHIPMENTS
- TRANSPORT LOGISTICS
- SEA FREIGHT
- CONSULTANCY
- PROJECT SHIPMENTS
- INTERNATIONAL CLIENTS NETWORKING
- DAILY DELIVERIES IN ZAMBIA



Cee Cee Freight & Suppliers Ltd
Lusaka Head Office,
Tel: +26 02 11 840 738,
Fax: +26 02 11 271 054
Mobile: +26 09 55 112 040

Email: chris@ceefreight.com.zm
sales@ceefreight.com.zm
logistics@ceefreight.com.zm



www.ceefreight.com.zm

FTW5379



- Strong / Durable
- Long Lasting
- Weather proof - come rain or shine
- Safe for "food distribution" use
- Customer Logo can be Embossed
- Considerable reductions in repair and replacement costs compared to wooden pallets

'Custom Built' Plastic Pallets



Extru|Wood
plastic profiles for wooden applications

Tel [+27] 11 617 9200
Fax [+27] 11 908 1881
email kamal@extrupet.com
www.extruwood.co.za

FTW5640

Booming construction sector creates opportunities

The import and export markets of resource-rich Zambia continue to provide huge growth opportunities for Safmarine Zambia as the discovery of oil and gas in neighbouring countries, and growth in the construction and non-traditional export sectors, positively impact the Zambian economy.

According to Safmarine's Zambia country manager, Andrew Kuster, Safmarine is well positioned to take advantage of the opportunities presented by Zambia's booming construction sector. "This is now the biggest contributor to Zambia's GDP growth, spurred on by the mining sector as well as huge demand for housing," said Kuster. Safmarine was involved in the import of building materials for the construction of what is said to be

one of Zambia's largest hotels, which opens this year, he added.

The non-traditional export sectors of cement, agricultural products such as tobacco and cotton and especially timber, have also contributed to the line's Zambia export growth this year.

The discovery of oil and gas in neighbouring countries is also set to positively impact business as a whole in Zambia. With plans to import refined petroleum products from neighbouring Angola to lower the cost of fuel, the country is to set up a new oil refinery following the 2006 discovery of oil and gas reserves in the north-western provinces of Zambezi and Chavuma, along its border with Angola.

"These planned infrastructural investments, along with those in railways and hydropower



Safmariners in Zambia, from left: Patience Chisenga Makoloni, Andrew Kuster and Nancy Mulenga ... well positioned.

plants, will have a positive knock-on effect on business and the demand for goods," says Kuster. According to the World Bank, Africa needs to spend \$93 billion per year on infrastructure over the next decade if it is to

become competitive on the global stage.

Road and rail infrastructure is another important issue for landlocked Zambia, which relies on the infrastructure of other countries to relay its cargo to ports.

Partner with Pinnacle

- Clearing & Forwarding
- Bunker Supplies
- Ships Agency
- Transport
- Warehousing
- Outside Storage
- Container Depot/Yard
- Air Freight Handling

Pinnacle Group
www.pinnaclegroup.com.na
Tel : +264 64 203390 Fax : +264 64 203 284 Email : ben@plsnambia.com

FTW5556

Cargo Management & Logistics

CML Zambia is fully licensed by the ZRA and offers a full range of clearing / forwarding / bonding / warehousing and distribution facilities, with a total of 13 offices located throughout Zambia.

CONTACT

Ndola (Northern Region)	Lusaka (Southern Region)
Tel. Intl +260 21 2650486	Tel. Intl +260 21 1272352
2650885 / 2650886 / 96 6999221	1272339 / 96 6999219
Fax. Intl +260 21 2650880	Fax. Intl +260 21 1272301
Email. ethan@cmlzambia.co.zm	Email. john@cmlzambia.co.zm

www.cml-ltd.co.uk

FTW5199

DAILY CONSOLIDATIONS TO ZAMBIA

Lusaka and the Copperbelt

kym@zamlinx.co.za
olga@zamlinx.co.za
+27 11 979 5054
+27 87 944 4082

FTW5431

Demand has doubled – Maersk

BY Ed Richardson

Demand for shipping and inland logistics has “more than doubled” in Zambia over the past four years, according to John Reid, over border sales manager for the Maersk Line.

“It is for this reason that we are able to offer a more reliable through bill of lading service to Zambia via the ports of Dar es Salaam, Beira and Durban,” he says.

“We are also working with key stakeholders in order to also connect to and from Zambia via the Walvis Bay Corridor and Nacala, which

will both offer improved transit times to their respective destinations.”

Reid says flexibility and choice are important.

“Clients in the hinterland countries such as Zambia require personalised solutions for their unique requirements. This involves Maersk Line recommending to each client which routing will work best for their cargo.

“On top of the wide choice of entry/exit ports, other factors such as through bills of lading versus merchant haulage or conventional trucking need to be considered in each circumstance in order for us to

propose the optimal solution for each and every client.

“The same considerations need to be applied at the origin or destination country in order for us to offer unique shipping solutions to our clients – which is why providing solutions is a prerequisite to servicing the cross border countries,” he says.

“By providing these solutions and by constantly improving our customer service operations in these countries, we hope to continue and increase our efforts to build close working relationships with the shipping community in the hinterland,” adds Reid.



John Reid ... recommending to each client which routing will work best for their cargo.

Investment in skills pays off for CML

BY Ed Richardson

Investment by the industry in skills training in Ndola and other logistics hubs is paying off, says Richard Powell, operations manager of Cargo Management and Logistics (CML) Zambia.

“It’s wonderful to see the people in our office keep studying to improve their skills,” he says.

Training is being provided by a number of specialist colleges which have opened their doors to cater for the hunger for knowledge.

Increasing volumes of imports and exports mean that the skills will continue to be in demand.

Greater understanding of logistics is also needed because of the growing complexity of the chains in and out of Zambia due to improvements in the service levels and capabilities of the ports serving the region.

“We are seeing good volumes through Walvis Bay, Beira, Durban and Dar es Salaam,” he says. Walvis Bay has become the preferred port of entry for freight from Europe and CML is using it

to store chemicals for distribution to Zambia and the Democratic Republic of Congo (DRC).

“We are also seeing increased volumes through Beira due to more favourable freight opportunities over other ports.” Further complexity is being added by the addition of new points of origin and destinations.

“There is a real mix. We are seeing rice from Vietnam, spares from South Africa and chemicals from Ireland,” he says. Exports are keeping up with imports and there is now a 50-50 balance, with the bulk going through Beira, Dar es Salaam and Walvis Bay.”

A clamp-down on copper theft by the authorities and the industry has seen a reduction in losses. Tighter controls introduced are also helping identify where theft is taking place. “We check the weight of the cargo when it leaves Zambia and then again when it arrives in Johannesburg. That way we can identify whether some of the copper has been taken and reduce opportunities for any cargo to be tampered with.



Richard Powell ... ‘Seeing good volumes through Walvis Bay, Beira, Durban and Dar es Salaam.’

“CML has had an encouraging start to 2012 and to build on that we continue to work closely with carefully considered strategic partners. We are also actively investing in staff development to keep up with and ahead of the latest advances within the industry.”

Clearly, for CML that investment in skills is paying off, he says.

Copper theft down

Copper theft in the Zambian Copperbelt has dropped since the new Patriotic Front-led government took power, according to Sandra Valenza, managing director of VS Cargo.

The Ndola-based company has its own security arm to handle shipments from the Copperbelt to destination ports.

It is handling an average of 300 trucks a month from the Democratic Republic of Congo alone, she says.

One of the positive outcomes since the new government took over in December 2011 is that security companies are enjoying better levels of co-operation with the police, she says.

“We now get regular updates from the police and the anti-copper theft unit.”

Security remains a concern once the cargo leaves Zambia, however.

Most at risk now are loads of fuel which are being tapped out in the veld if the truck is not kept under constant surveillance.

Whatever fits on a truck

34-ton full loads to

Zambia

- Zimbabwe
- Namibia
- Botswana
- Malawi
- Mozambique

Depots at Beitbridge & Bulawayo

70-truck fleet

Specialise in dangerous goods

Serving the industry for over 30 years



ALSO
For all your SCANIA repairs
Call Willie +27 11 397 5040/3
Diesel Autoparts Workshop
Full electronic diagnostics on European trucks



we can move it

WTT

T +27 11 397 5040
C +27 82 455 9436
E eddie@westranstrucking.co.za

www.westranstrucking.co.za

FTW5635

Project and Abnormal Cargo



Diversified, manoeuvrable
and dedicated
With offices in Beitbridge,
Harare and Lusaka

TCS

LOGISTICS (Pty) Ltd



"Africa Just Got Smaller"

Durban

Tel +27 31 465 5003
rbrent@tcsfreight.co.za

Johannesburg

Tel +27 11 918 5942
jason@tcsfreight.co.za
www.tcslogistics.co.za

FTW5637

THE GLOBAL SERVICE

TRULY
WEEKLY

SWISS
PRECISION



MEDITERRANEAN SHIPPING COMPANY SA

THE DEPENDABLE INDEPENDENT

GENEVA SWITZERLAND

JOHANNESBURG
TEL: (011) 263-4000

DURBAN
TEL: (031) 360-7911

CAPE TOWN
TEL: (021) 405-2000

PORT ELIZABETH
TEL: (041) 505-4800

EAST LONDON
TEL: (043) 702-8293

PRETORIA
TEL: (012) 335-6980

WALVIS BAY
TEL: (+264) 64 206-000

OCP Design

FTW0017SP

dedicated

ftw www.ftwonline.co.za

to delivery efficiency



**Innovative freight solutions
ensuring your competitive edge.**

Road freight of perishable goods,
general & industrial consignments,
within the RSA & Southern Africa.

Consolidated loads from RSA to
Zimbabwe & Zambia



Freight Co-ordinators (PTY) LTD

SOUTH AFRICA

Tel: +27 (11) 907 8808 | Fax: +27 (11) 907 8969 | email: transit@telkomsa.net

ZAMBIA

Cell: 00260 966 860703 | email: karen.russell@reallsk.co.zm

ZIMBABWE

Tel: 0027 828 177700 | Cell: 00263 91401 4133 | email: transitzim@teambarefoot.net

24hr tracking 24hr tracking



Johan Lombaard ... bullish about Zambia's prospects.

Manica Zambia moves head office to Kitwe

Manica's Zambian head office has been moved from Lusaka to Kitwe in order to focus on the logistics needs of the region.

"Our financial office has always been in Kitwe, and it made sense to move our head office here. It saves on travel time and costs for the executive committee, which meets every month," says Johan Lombaard, managing director of Manica Zambia.

The Ndola office has moved to the airport, where it is better positioned to handle both air and road freight, he says.

"We have put more focus on getting everything 'right first time' with airfreight, and finding ways of doing it more efficiently.

Manica is monitoring developments in Solwezi closely, in order to ensure that it has the necessary facility should plans for an international airport

go ahead.

Solwezi is the capital of the north western province of Zambia, and at the centre of the Trident Project, which is owned by First Quantum Minerals. Trident comprises five prospecting licences totalling 2300 square kilometres, according to First Quantum.

Lombaard is bullish about prospects for the Copperbelt and Zambia as a whole – for both mining and agriculture.

"Zambia is working very hard at expanding its production of crops like cotton, sugar, maize and beans. Manica has the logistics know-how and global network to help these initiatives succeed," he says.

Manica Africa – of which Manica Zambia is a part – represents Panalpina regionally for air and sea freight.

"This gives us a global footprint from Zambia," he says.

Skills audit sets rebranded company on the right path

BY Ed Richardson

A rebranding exercise by Manica Zambia goes more than skin deep, says managing director Johan Lombaard.

Outwardly, clients see new signage and more welcoming reception areas.

But for Lombaard the more important changes are inside the business, where offices throughout the country – including at the border posts – are being given a makeover as part of a drive to raise levels of service.

“People need to feel good

‘We can now place the right people in the right place, and train them to do the job better.’

about where they work in order to deliver superior service,” he says.

Staff also need to have the right skills, and one of the first things Lombaard did when taking over as managing director was to commission a skills audit throughout the company.

Job descriptions have been updated, along with related skills

and personality profiles.

“We can now place the right people in the right place, and train them to do the job better. For me, the important thing is attitude. Skills can be taught, but attitude comes from inside the person,” he says.

Having the right skills set and attitudes within the organisation provide the foundation for the growth plans for Manica in Zambia, he says.

The company has clearing offices at all the border posts, as well as general and bonded warehouses in Chingola, Kitwe, Ndola, Lusaka International Airport and Makeni suburb in Lusaka.

“Our warehouses are full, and we are planning to invest in more space,” he says.

Project cargo is another focus area.

“We focus on meeting the specific needs of each project, and can handle all cargo from door to door,” says Lombaard.

Manica Africa offers a full range of clearing and forwarding products which include road, rail, sea and air transport.

All are supported by Manica Africa-owned container parks, intermodal freight stations, warehousing facilities and port handling.



Impala is a global warehousing and logistics company, specialising in the transportation and storage of metals, minerals, and coal.

Our Zambian operations:

- ▶ Linked to the northern, western and southern rail lines
- ▶ Excellent rail and road connections with all ports
 - Dar es Salaam
 - Beira - Maputo
 - Durban - Johannesburg - Richards Bay
- ▶ 5.5 hectares with 8,000 m² covered warehouse
- ▶ 3 rail sidings (1 under roof, 2 outside)
- ▶ Customs bonded area
- ▶ Road and rail weighbridges
- ▶ Lifting equipment up to 45 tonnes

Impala Warehousing and Logistics Zambia Limited
Plot 3061, Lukasus Road
Heavy Industrial Area
Ndola

enquiries.zm@impala.com
www.impala-wl.com

LOGISTICS MANAGEMENT

**AIRFREIGHT
SEAFREIGHT
OVER BORDER
ROADFREIGHT
IMPORTS
EXPORTS
CUSTOMS**

Tel: +27 (0) 11 503.5706
Fax: +27 (0) 11 618.3374
Email: hiltont@ftgl.co.za
www.ftgl.co.za

FT GLOBAL LOGISTICS

A Proud Partner of the First Tech Group of Companies

Bridge invests in staff and equipment to cater for growth

BY Ed Richardson

Demand for logistics services in Zambia is growing – both literally and figuratively.

“We are seeing a lot of shippers trying to explore other routes for the movement of exports out of Zambia as it is expected that there will be an increase in agricultural and mineral product volumes out of Zambia in a couple of months’ time,” says Chris Chipimo, managing director of Bridge Shipping Zambia.

The company is investing in both staff and equipment to cater for the increase in volumes.

“Demand has greatly improved in terms of

warehousing services in Ndola, where we are currently holding over 25 000 tons of various bulk chemical products.

“This meant we had to acquire extra machinery to facilitate this increase in volume,” he says.

The investment has helped the Bridge Shipping Group’s customers who have had to find storage facilities for chemicals used by copper mines in the Democratic Republic of Congo (DRC) after those mines reduced their import orders.

“Ndola is strategically located and we are well positioned to commence exports into the DRC once the mines increase imports,” says Chipimo.

The Bridge Shipping Group

has also put structures and people in place to cater for an increase in agricultural exports.

“We have strengthened our Lusaka office by concentrating on project work and export of agricultural products.

“In line with this, we have implemented an increased focus on tobacco, maize and cotton exports out of Zambia. We have employed more staff to achieve this growth,” he says.

The Bridge Shipping Group will continue to invest in order to meet future demand for logistics solutions and services, with Chipimo optimistic about growth prospects.

“A large number of mines that are under construction in



Chris Chipimo ... ‘Well positioned to commence exports into the DRC once the mines increase imports.’

Zambia and the DRC region, and this will boost import and export volumes,” he says.

CELTIC FREIGHT

JOHANNESBURG: +27 11 394-9912
 LUSAKA: +260-211 287-113
 DURBAN: +27-31 914-0270

- CHEAPEST RATES
- FLEET OF 105 TRUCKS
- DURBAN / JHB TO ZAMBIA DIRECT
- CONSOLIDATION / PART LOADS / FULL LOADS
- AIRFREIGHT ZAMBIA
- CONTAINER HANDLING AND MT RETURN TO DBN / JHB FROM ZAMBIA
- BONDED CARGO
- ABNORMALS
- HAZARDOUS CARGO
- 1.5M, 3M, 6M CONTAINERS
- NO HANDLING COSTS
- SPECIALIST PACKING & CRATING

SOUTH AFRICA • ZAMBIA

www.Celtic.co.za
 or +27 11 394 9912

AFRICAN CARGO SERVICES LIMITED

ACS specialises in the provision of “door to door” logistical services to the mining, metal trading and soft commodities sectors for both import & export cargoes, as well as providing a more traditional “port to port” freight broking service. We are a highly respected market leader, celebrating 20 years in business this year, and pride ourselves on providing a prompt, secure and reliable service at a competitive price.

UK Office
 Tel: +44 (0) 1206 562900
 kerry@africancargo.co.uk
 Kerry Spencer

RSA Office
 From Container to Container Ltd
 (Part of the African Cargo Services Group)
 Tel: +27 82 2276331
 heidi@africancargo.co.uk
 Heidi Schierhout

Zambian Office
 All Cargo Solutions Ltd
 (Part of the African Cargo Services Group)
 Tel: +260 966 927301
 musenge@africancargo.co.uk
 Musenge Musukwa

Celebrating 20 years 1992 – 2012

African Cargo Services - Making Africa Easy.....

www.africancargo.co.uk

Low insurance rates often linked to reduced coverage

Insurer warns against buying on price

BY Ed Richardson

Greater competition in the Zambian market has resulted in an improvement in the range, choice and pricing of insurance products being offered to shippers and companies setting up operations in the country, says Vincent Witt, managing director of Aon Zambia Limited.

Several new insurers, including an international insurer, have recently set up operations in Zambia. "This is a plus for purchasers of insurance, as we are seeing better products being made available," says Witt.

Zambia, however, remains "challenging" from an insurance perspective as specialist covers such as freight forwarder's and

'The road network is not built to handle rapidly increasing volumes of traffic, and as a result accidents are relatively frequent.'

warehouseman's liability are both limited and expensive. Added to a heavy reliance on reinsurance, global markets

may need to be approached to place complex or unusual risks. "There is a heavy reliance on reinsurance," he says but this can be accessed provided that local insurance legislation is strictly complied with.

Marine insurance is a particular challenge, as it typically does not represent a significant percentage of business for insurers in land-locked countries.

Witt warns shippers and transporters against buying insurance on price as low premium rates are very often linked to reduced coverage and additional warranties. This is a risk in a country where the road

network is not built to handle rapidly increasing volumes of traffic, and as a result accidents are relatively frequent.

"We are seeing a steady incidence of claims for goods in transit," says Witt.

Claims take a long time to process because of a shortage of loss adjusters, he warns.

Further complications arise when there is a dispute over where damage or loss occurred on transit freight. Here it is important to ensure that transshipments are, wherever practicable, kept to a minimum and ideally only one insurer should be used to underwrite the risk from port of loading to final destination.

Are you and your logistics partner on the same page?



Safety. Service levels. Carbon footprint. Transformation. Profitability. You're under increasing pressure from all directions. Outsourcing your transportation at the lowest cost/km might increase your margins, but you ought to be partnering with a logistics service provider who can deliver value beyond lower costs. Reliability, service and quality excellence. High levels of health, safety and empowerment. Low environmental impact... This is how we do transportation.

Call us. We go the extra mile.

CargoCarriers

Innovative supply chain solutions

t +27 11 485 8700 marketing@cargocarriers.co.za
www.cargocarriers.co.za

Dubai airfreight link opens up new markets

Emirates flight feeds into Dubai cold chain

BY Ed Richardson

The introduction of regular passenger flights as well as freighter services into Lusaka by Emirates has opened up new markets for airfreight exporters in the region, according to Don MacDonald, managing director of the Zambia Export Growers' Association (Zega).

"Emirates feeds into a state-of-the-art cold chain in Dubai. It is a hub for the rest of the world," he says.

Perishable exporters from Zambia and the rest of the region can now reach more markets through the hub.

The perishables area in the

Cargo Mega Terminal at Dubai Airport covers 4 623sqm of floor space, with 218 individual temperature zone cells.

The terminal itself is built on a 43 600-sqm site. It has a capacity of 1.2 million tons of freight a year.

Emirates operates daily flights between Lusaka and Dubai, except for Thursdays and Saturdays.

Exporters have been quick to grasp the opportunities.

"We are handling live tropical fish for export into Germany, as well as frozen fish fillets into Europe," he says.

Import volumes are also growing, driven by the expansion of the mining sector

and freighters are also flying on an "ad hoc" basis at present in order to meet the growing demand for airfreight.

MacDonald believes that the introduction of services by Emirates – for which Zega is the ground handler – and other international and regional airlines creates opportunities outside of the perishables market.

Zega has positioned itself to handle the growing demand for airfreighting urgent imported spares, machinery and equipment that has to be sent out of the country for repairs and refurbishment.

The company is also eager to work with other potential exporters of products from



Don Macdonald ... 'Import volumes are also growing.'

Zambia and the rest of the region.

Capacity, frequency and reliability have been created by the airlines – what is needed now is more outgoing freight to fill the holds in order to sustain the services.

Perishable exports to Europe get duty-free access

BY Ed Richardson

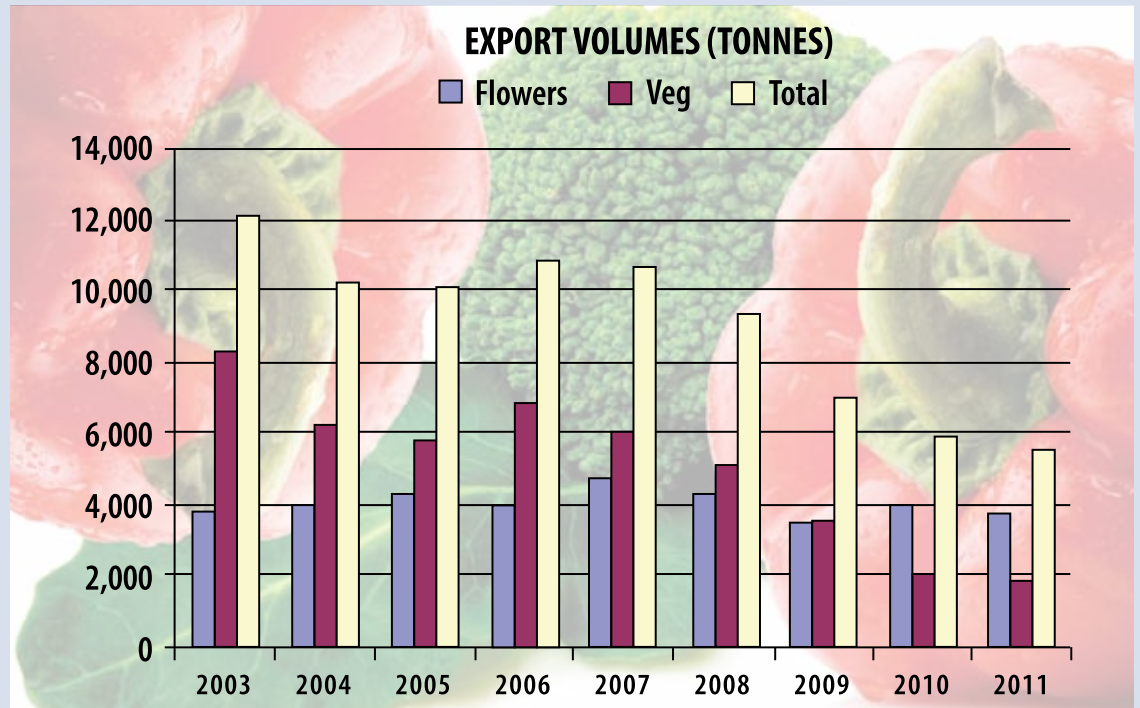
According to Luke Mbeve, chief executive officer of the Zambia Export Growers' Association (Zega), the association currently has 15 registered exporters, most of which are situated within a 60-kilometre radius of the Kenneth Kaunda International Airport.

Exports to Europe are given preferential, duty-free access.

Vegetable and fruit products being exported include mangel-tout beans, fine beans, baby carrots, runner beans, asparagus, sugar snap peas, table grapes, passion fruit, baby corn, tender-stem broccoli, okra, spring onions, chilli peppers, sweet peppers, and peppadews.

Products are pre-packed in Zambia in recyclable virgin material.

Over 40 varieties of rose flowers are exported, as are summer flowers such as



solidago, gypsophilia, liatris, ammimajus, and bulbs.

Destinations include Holland, Germany, the United Kingdom, France and South Africa.

Zega export volumes are off

their highs in 2003, he said in a presentation at the Zambian Undercover Farming Expo held in March 2012.

To counter the downward trend and increasing competition

for the European market from Asia and South America, he said there was a need to develop the domestic and regional markets for Zambian-grown produce and flowers.



The Leading Logistics Network into Africa

1st: We are the 1st integrated logistics network in Africa

24: The number of port & rail concessions

43: The number of African countries where we are present

250: The number of subsidiaries in Africa

250: Million Euros investments per year

2 010: Million Euros turnover per year

6 000: Transport vehicles used in Africa

22 000: The number of people employed in Africa

3 500 000: Containers handled per year

6 500 000: Tons of freight handled per year

8 000 000: Square metres of warehousing space and yards

A partner with a strong and integrated network



SDV Zambia Ltd – Lusaka, Tel +260 21 1 246191-6, Fax +260 21 1 246201

Executive Director - Jean-Baptiste Rambaud, Cell +260 977 770 730

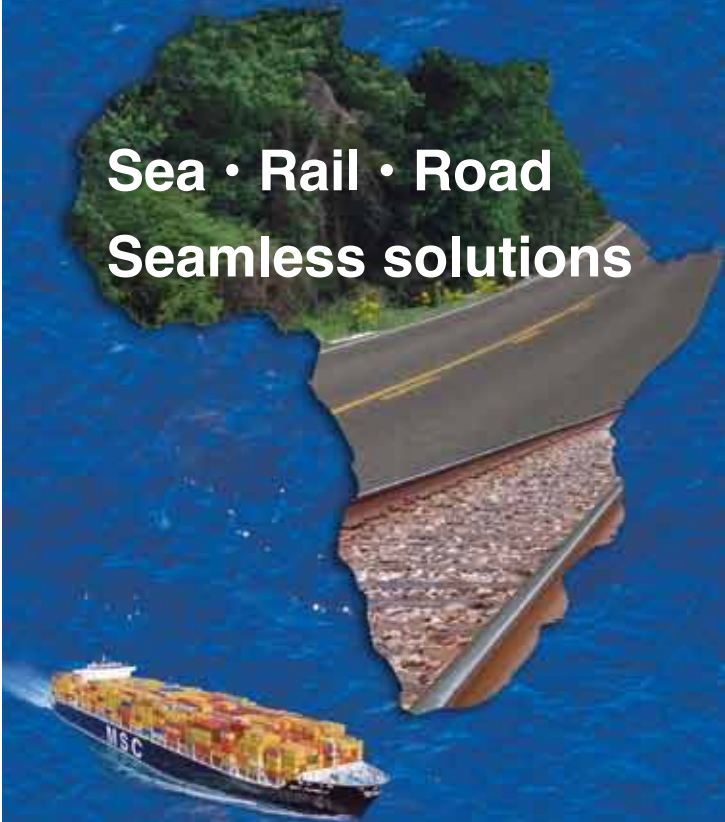
Email: jean-baptiste.rambaud@bolloré.com

www.bolloré-africa-logistics.com

MSC

Mediterranean Shipping Co

Sea • Rail • Road
Seamless solutions



A subsidiary of Mediterranean Shipping Co.

Durban Head Office:
54 Winder Street, Durban, 4001
P.O. Box 10614, Marine Parade, 4056
Tel: (031) 360-7811
Fax: (031) 332-9291
E-mail: logistics@clog.co.za

Damco provides JIT into Lusaka

We have proven that we can provide a just-in-time delivery service into Lusaka," says David Yeung, managing director of Damco Zambia.

Mauritian David Yeung took the helm as managing director of Damco Zambia after being transferred to Zambia by the AP Moller-Maersk Group as sales and operations manager. Prior to Zambia Yeung spent a year and a half in the group's China offices.

"Coming from the sales side, I see a lot of potential for Damco and its clients to grow in Zambia. At present it is a country which imports just about everything," he says.

Damco's strengths at present are in the fast moving consumer goods sector, where it handles Samsung and other major brands.

"The group has a number of global accounts, and we are in a position to service these in Zambia," he says.

The Zambian office adds value through its understanding of the local market.

Damco Zambia works with its clients to identify and plan for cyclical moves in the market. It also has the systems to help clients manage stock more efficiently.

"For Samsung we ship product direct from the factory in Asia and monitor it all the way to Lusaka," he says. It takes between 45 and 50 days for delivery, with the sea voyage accounting for 30 of the transit days.

Airfreight is used when needed.

Yeung sees opportunities for Zambian importers to source from other countries. "We plan to source from Egypt, which is part of the Common Market for Eastern and Southern Africa (Comesa), a free trade area that stretches from Libya to Zimbabwe.

Damco Zambia is able to handle the whole process, from sourcing through to on-time delivery.

"The first thing is to speak the

Halifax to diversify into trucking

Company celebrates a decade in business

BY Ed Richardson

Ndola-based Halifax Freight Services is celebrating its tenth birthday in 2012.

Founded by former customs officer Perry Siatulye, Halifax has plans to diversify out of clearing and forwarding into trucking.

"We have managed trucks operating into the Democratic Republic of Congo, and have the systems and staff to manage cargo from end to end," he says.

In addition to clearing and forwarding, Halifax also handles procurement of goods ranging from rations for the army to office supplies.



Perry Siatulye ... 'We have the systems and staff to manage cargo from end to end.'

Siatulye also consults on logistics to new and existing investors.

delivery

customer's language. You need to understand what is required. Then we can determine the fastest, most cost-effective way of moving the goods," he says.

Dar es Salaam, for example, has lower rates than Durban, but Durban is more reliable.

Maersk and other container liners run weekly services with fixed berthing time windows in Durban.

"This means we know what is coming, and when. We can ensure that all the paperwork is submitted, and that a truck is ready once the cargo has cleared. Then it is two to three days to Zambia."

Damco does not "depend" on Maersk and Safmarine for the seafreight legs, and is able to operate independently, he says.

"Clients come to us with their value chain, and we develop solutions," he says. One of the solutions is to identify alternative ports of entry.

Beira is now being evaluated as



David Yeung ... 'Beira being evaluated as an alternative to both Durban and Dar es Salaam.'

an alternative to both Durban and Dar es Salaam.

Here, the group will add value.

The A P Moller Maersk Group is looking at investing in a warehouse in Beira soon, and Yeung says goods will be distributed to Zambia and the region through a dedicated fleet of trucks.

In Zambia, Damco is exploring the Copperbelt to identify a site for a warehouse, which will probably be situated in Ndola or Kitwe.

Rail die-hard calls for urgent focus on efficiency

A company founded on the use of rail in Zambia is among those who have abandoned the mode due to inefficiencies and costs.

"Last year, as an exercise, we sent a load from Ndola to South Africa by rail. It took 50 days, as opposed to four or five days by road," says Sandra Valenza, head of VS Cargo.

On paper, the shortest time for a block load by rail is 21 days.

"You simply can't have high value cargo such as copper on rail. The LME (London Metals Exchange) price moves up and down all the time.

"We have now completely withdrawn from rail. This really saddens me," she says.

Valenza founded VS Cargo to handle rail shipments into

the Democratic Republic of Congo.

The company was handling 15 000 tons a month on rail until 2004 when Railway Systems of Zambia (RSZ) was formed.

The decline of the region's rail systems has seen the company switch to road.

Other freight forwarders and government echo Valenza's call for the revival of rail.

Hiten Bhagat, general manager of Hill & Delamain, says a land-locked country such as Zambia will struggle to diversify its economy without reliable and affordable rail links.

One of the consequences of the reliance on trucking is that the road system is collapsing, resulting in accidents and losses.

087 943 6450
www.fourpl.com

Zambian diaspora creates new export market

Zambian ex-pats hungry for the tastes of home have created an export market for products such as indigenous vegetables, fish, mealie meal, goat meat and village chicken, says Andrew Sinyangwe, Zambia business development manager for the Walvis Bay Corridor Group.

The growth in exports of these products is helping drive up volumes along the Walvis Bay-Ndola-Lubumbashi (WBNLDC) corridor.

Volumes of both imports and exports are expected to continue

increasing as the Zambian government's agro-processing projects start producing food for export.

The government is working with the private sector to establish multi facility economic zones in strategic towns, including Kabwe and Lusaka.

Fertiliser suppliers are in discussions with the Namibian Ports Authority to build dedicated fertiliser terminals, which will then feed into the region along the Walvis Bay corridors, according to Sinyangwe.



Tastes of home – a plate of kapenta fish, village chicken, beans and impwa (African eggplant) ... growing export volumes.

Truckers face toll challenge in DRC

Cargo owners and transporters serving the Democratic Republic of Congo (DRC) through the Walvis Bay-Ndola-Lubumbashi (WBNLDC) corridor are facing their one Gauteng-like toll challenge.

Sections of the roads have been concessioned out to private and Chinese government operators which recover the costs of building and maintaining the roads through toll fees, according to Chongo Mukupa, project co-ordinator in Zambia for the Walvis Bay Corridor Group (WBCG).

Toll fees average US\$3 a kilometre, while the Southern African Development Coordination

Conference (SADCC) rates are US\$10 per 100 kilometres, he says.

In contrast, costs within Zambia itself have been reduced after the new government did away with a large number of road blocks along the main routes.

Truck drivers had to bribe their way through many of the roadblocks in order to avoid delays.

Discussions over the problems in the DRC are being held at a high level through the mechanism of the WBNLDC, but will take some time to be resolved because of the number of agencies and organisations involved in the DRC, says Mukupa.

Kwacha to lose some zeros

It is time to cash in any Kwacha notes individuals and companies have in the safe.

The Zambian reserve bank is in the process of taking three

(around R790) will become 500 Kwacha (still around R790).

There is no clarity as to when the new notes will be in circulation, or for how long the old notes will be legal tender.

Bank of Zambia (BoZ) deputy governor for operations, Bwalya Ng'andu announced in June that Giesecke of Germany and the South African Mint Printing Company had been appointed to print the notes.

With zeros off the end of the currency the government will reintroduce coins.

'There is no clarity as to when the new notes will be in circulation.'

zeros off the currency in order to make it more manageable.

When the conversion happens, 500 000 Kwacha

WE'LL DO WHATEVER IT TAKES

General cargo specialists on the Copperbelt

Clearing & Forwarding
Road, Rail and Air Transport
Warehousing
Fleet of 10 trucks

Own offices throughout Zambia
HALIFAX FREIGHT SERVICES LIMITED

Contact Perry in Ndola, Zambia
Tel: + 260 212 612 833 | Cel: + 260 955 888 6551 Fax: +260 212 612 527
Email: halifax@zamtel.zm | psiatulye@yahoo.co.uk



WHITE LION 
CARRIERS

International transport contractors
South Africa, Botswana, Lesotho,
Mozambique, Zambia, Zimbabwe

Superlinks and tri-axles

T +27 11 454 0153
F +27 11 454 6278
E destrans@lantic.net

maerskline.com

Creating opportunities in **Global** commerce

More ships. More services. More opportunities.

Maersk Line recognises Africa as one of the fastest growing continents, and with our products from Beira, Nacala, Durban and Dar Es Salaam, making your opportunities a reality within Zambia has become so much easier.

Our integrated approach to landside and ocean transport saves your business time and money.

We provide:

- Reliable gateway connections to Southern Africa countries
- Global reach and accessibility to your markets
- Consistent, high quality service focused on meeting your expectations and your deadlines



Maersk Zambia Ltd - Unit 18, Kabulonga Shopping Centre, Chindo Road - Lusaka - Zambia
T +260 126 1637 - F +260 126 3135 - E - Irene.Maina.Ndhlavu@maersk.com



MAERSK
LINE

All Cargo Solutions on a growth path

New offices opened in strategic locations

BY Ed Richardson

New offices are being opened in strategic locations by Copperbelt-based All Cargo Solutions (ACS) in order to bring services closer to its clients.

Over the past 12 months the company has opened new offices at the Nakonde border post and in the centre of Kitwe, with a third planned for Lusaka, according to ACS operations director Musenge Musukwa.

Its Ndola warehouse is handling sulphur, lime and coal – some of which is loaded onto

rail at an on-site siding.

ACS is part of the global African Cargo Services Group, which is based in the United Kingdom, and is celebrating its 20th year in business.

ACS has established a new South African company called “From Container to Container” as part of the African Cargo Services Group.

Being part of a world-wide network is important for the company’s clients, says Stephen Roberts, managing director of All Cargo Solutions.

“Companies get some comfort from knowing that



Musenge Musukwa (left) and Stephen Roberts of ACS ... ‘Having local knowledge is an important aspect.’

you have operations on both continents,” he says.

Having local knowledge is an important aspect of the Zambian and other African offices.

“As a logistics company we offer solutions to problems that newcomers to the market may not even know exist,” says Roberts.

“We strive to find the best way of moving cargo from A to

B while saving both time and money,” adds Musukwa.

Clients are advised on the choices of ports for entry and exit.

ACS has operations in Durban and Dar es Salaam.

“Dar es Salaam is much cheaper, especially for cargo from the Far East and China.

“We are also exploring Nacala, Beira and Maputo,” says Roberts.

Roadfreight to/from ZIMBABWE

- Full Loads
- Part loads
- Consolidations

**ZAMBIA
BEIRA
DRG
Full Loads**

LEO SHIPING SERVICES

ALRO Transport

South Africa
Tel: +27 11 221 3300
Fax: +27 11 334 5567
Email: warren@leoship.co.za

Zimbabwe
Tel: +263 446417/8, +263 486208, +263 772 201 596
Fax: +263 486393
Email: merlyn@alrotp.co.zw

www.leoshipping.co.za
Associated offices Harare | Beitbridge | Mutare

FTW4601

Project Cargo

Publication date:
5 October 2012

Booking deadline:
24 August 2012



To promote your services contact
CARMEL LEVINRAD on Tel: +27 11 214 7303

FTW6646

Swift sets up specialist earth-moving equipment division

Swift Freight in Zambia has expanded its services into handling the movement of earth-moving equipment – or “yellow machinery” – in and out of the country.

Investment in mines in Zambia, the Democratic Republic of Congo and Angola has seen growing demand for earth-moving equipment in the different countries – much of which is used on a contract basis before being transferred out of the country again, says Vishal Joshi, country manager for Swift Zambia.

Equipment is brought into Zambia from South Africa or Namibia, and then temporarily exported into neighbouring countries.

Most are abnormal loads, with

around half being self-driven.

Swift has established a separate department in Lusaka to manage the clearing and forwarding.

Clearing is complicated by the fact that the equipment is exported on a temporary permit.

A careful watch has to be kept on expiry dates, as the fine for equipment which has not been re-imported by then is US\$106 a day, says Joshi.

Some of the equipment is imported on a temporary permit from South Africa, which further adds to the complexity of clearing.

The same piece of equipment may move from South Africa to Zambia for a contract, then on to the DRC, to Zambia, to South Africa, and again to Zambia over

a period of months or years.

With earth-moving equipment being hired out on an hourly basis, the cargo is time-sensitive.

“In order to save time, you have to have systems in place for the pre-clearance and payment of import duties before the cargo arrives at the border. We strive to do this within a day of receiving the documents from the shipper,” he says.

Swift plans to open offices at all the Zambian border posts in order to ensure full control of the clearing of these shipments, and to serve other importers and exporters.

The company already has offices in Kitwe and Ndola.

“We have a strong network in South Africa, and the demand for our services is there, says Joshi.



Vishal Joshi ... plans afoot to open offices at all the Zambian border posts.

FRITS KROON TRANSPORT
ABNORMAL LOWBED SERVICES

CELL +27(0)82 884 1600
TEL +27(0)12 811 0171
FAX +27(0)12 811 2169
fritskroon@mweb.co.za
www.fkt.co.za

**YOUR PREFERRED LOWBED PROVIDER INTO AFRICA
UP TO 100 TONS**

Perishables get direct link through Zambia to Amsterdam

BY Ed Richardson

A new market has been created for perishable exporters in the region with the introduction of a direct Lusaka-Amsterdam flight by KLM.

“This is great news for our clients, as we have positioned ourselves for growth in the perishables market,” says Jonathan Lewis, managing director of NAC2000.

Based on the cargo loading area at the Kenneth Kaunda International Airport, NAC2000 is the handling agent for KLM and Kenyan Airways.

“Zambia is experiencing strong growth thanks to its vigorous mining industry. Moreover, this new destination for KLM will create a direct link between Zambia’s flourishing flower industry and the Netherlands, which is the largest junction in the worldwide flower industry,” said a KLM spokesman on the launch of the new service.

KLM managing director Erik Varwijk said that the airline had decided to add Zambia to its direct flight destinations after seeing increased traffic between Zambia and Amsterdam via Kenya on Kenya Airways.

According to Lewis, NAC2000 – which is also the general sales agent (GSA) for Kenyan Airways – has seen a 30% year-on-year growth in perishable export



In addition to SAA, British Airways, Kenya Airways and Ethiopian Airways, Emirates and KLM are now serving the route.

volumes on the airline.

KLM has had a 26% stake since 1995 in Kenyan Airways, which is listed on the Nairobi, Dar-es-Salaam and Ugandan stock exchanges.

In March 2012, it invested another US\$65 million in the airline, which is being used to modernise the fleet and add new destinations.

Kenya Airways has been serving Zambian exporters to Amsterdam through its hub in Nairobi.

Capacity on this route has now been freed up with the introduction of the KLM service, which has a capacity of 16 tons. The service will operate three times a week, on Tuesdays, Thursdays and Saturdays.

Lewis says Lusaka is developing into an airfreight hub, with the introduction of services by a

number of airlines over the past year.

“The market is changing completely. In addition to SAA, British Airways, Kenya Airways and Ethiopian Airways, we now have Emirates and KLM. There is a lot of investment behind the introduction of those services, and we are seeing service levels improving as a result of the competition,” he says.

NAC2000 has installed cold rooms, and invested in modern handling equipment in order to cater for the growth.

Lewis believes the decision by the airlines to fly to Zambia will have positive knock-on effects for the Zambian economy.

It is a boost to business confidence. It will have a direct benefit for the tourism industry, and should stimulate investment in the



Jonathan Lewis ... ‘Through Kenya Airways, we can now hub into most of the major African markets.’

agricultural sector, which has been identified by the government as a priority industry for employment creation and diversification of the economy.

Your **ABSOLUTE** partner in

ZAMBIA

- Full loads
- Half loads
- Bonded transport
- Abnormal cargo
- Dangerous goods
- Door to door deliveries
- Customs clearance

For all SADEC countries



ABSOLUTE LOGISTICS

WINDHOEK • JOHANNESBURG • CAPE TOWN

Windhoek +264 61 300 176
wdh@absolutelogistics.biz
Johannesburg +27 11 914 4412
jnb@absolutelogistics.biz
Cape Town +27 21 946 1343
cpt@absolutelogistics.biz

Broker repackages policies to cater for individual needs

BY Ed Richardson

Companies setting up operations in Zambia, or planning expansion, can save both time and money by making use of a broker to handle their insurance needs, according to Vincent Witt, managing

director of Aon Zambia Limited. “New investors need to work through someone who knows where to go and how to get things done. We can help by repackaging policies to meet their specific needs whilst at the same time ensuring compliance with local legislation which is

strictly enforced by the regulatory authority,” he says.

Aon brokers the full range of general insurance products (automobile, property, business interruption, liabilities, marine/transit), as well as employee benefits (life, pensions, medical expenses and funeral insurance).

As part of a global network with a significant footprint in Africa, the Zambian office also has access to international specialists and resources. This helps international companies which are regularly moving staff and goods through multiple countries.

Last corridor bottleneck uncorked

Completion of the upgrading of the last key bridge on the Walvis Bay-Ndola-Lubumbashi Corridor has removed all bottlenecks along the route between Walvis Bay and the hinterland, says Frank Gschwender, business development manager of Transworld Cargo.

Work on the Divundu Bridge

in the Kavango was completed in June 2012, and the corridor can now also deal with heavy lifts, says Gschwender.

The 150-metre-long bridge over the Kavango River has been upgraded from a single to a double lane, and has pedestrian walkways on both sides.

It was the only single lane on

the 580-kilometre Namibian route from Walvis Bay to the Zambian border.

“The corridor from Walvis Bay into Zambia and beyond is starting to bear fruit. It has good infrastructure, and there is ongoing investment along the route.

“The route offers good security, with no problem on the Namibian

stretch of the route, and we see growth into the Katanga and Lubumbashi areas in the Democratic Republic of Congo,” he says.

Mining companies and aid organisations are using the port and corridor for project cargo, some of which is handled by Transworld.

freedom to freight

Fast, efficient and dedicated freight service.

When it comes to saving you time and money, Airlink Cargo knows the importance of transporting your cargo quickly, effectively and efficiently – nationally and internationally. Contact Airlink Cargo on 011 390 9900, visit www.airlinkcargo.co.za or email enquiries@airlinkcargo.co.za to find out about our Specialised and Express Cargo service offerings.

AIRLINK CARGO, Warehouses 14-16, Foreign Airlines Cargo Terminal, O.R.Tambo International Airport, PO Box 1091, Kempton Park 1620, South Africa.

AIRLINK CARGO

Freight Forwarding & Customs Clearing Agent

- Air, Sea & Road Freight Logistics
- Customs Brokers

The Forwarders Where Service Counts

ZAMBIA

Lusaka
Ndola
Kitwe
Chingola
Chirundu
Livingstone
Kazungula
Nakonde
Kasumbalesa
Chanida
Mwami
Katima Mulilo

Hill & Delamain

Head Office: Lusaka, Zambia.
Tel: +260 211 286480
Fax: +260 211 286484
E-mail: logistics@hdcargo.co.zm
www.hill-delamain.co.zm

**World-wide Service
World-wide Support**

Walvis Bay needs more Zambia-bound imports

BY Ed Richardson

Growing demand for exports through the Port of Walvis Bay needs to be balanced with increased volumes of imports for Zambia and the Democratic Republic of Congo through the harbour, says Frank Gschwender, business development manager of Transworld Cargo.

He says Transworld is handling nearly 4 000 tons of copper cathodes and blister a month bound for the Far East out of Walvis Bay, and there is demand for more.

“The limiting factor is that transporters have to balance their loads. No one can afford to have an empty leg on such a route. If we had more import cargo, we could handle more exports from Zambia,” he says.

Importers can save on both time and costs through routing the services from the Far East, the Americas and Europe into Walvis Bay.

Transworld, which has spacious high security warehouses in Walvis



Importers can save on both time and costs through routing the services from the Far East, the Americas and Europe into Walvis Bay.

Bay and Windhoek, handles imports of chemicals, equipment, spares and general cargo for Zambia, which are landed at the port.

The 14 500 sqm Walvis Bay

facility is specifically used to transfer loads of copper from flatbed trucks into containers for export.

It is also used as a storage and staging depot for imports into

Zambia and the DRC.

Transworld Cargo is a full service freight forwarding company, which also has its own fleet of trucks to ensure that it can maintain service levels.

New container depot opens in Ndola

BY Ed Richardson

Impala Warehousing and Logistics Zambia has opened a container handling facility in its Ndola warehouse complex.

It will support the development of agricultural and manufacturing exports from the region as well as the growing demand from the mining sector, says Zambia country manager Clement Mwiya.

“Agriculture has potential in Zambia for the import of inputs such as seed, fertiliser and chemicals, and the export of agricultural products,” he says.

Impala’s 5 500 sqm facility,

previously operated under the Congo Fret banner, focuses on “providing logistical support and services to the mining and

‘There is increasing demand for the handling of mining chemicals in both the DRC and Zambia.’

minerals industry as well as the manufacturing industry of the Democratic Republic of Congo (DRC) and Zambia,” says Mwiya.

The services offered include general cargo handling

and storage, storage in a customs bonded facility and cargo clearing/forwarding, transshipments between modes of transport (road to rail or vice versa), container handling and bulk processing of cargo such as bagging, debagging, palletising, shrink wrapping and sampling.

The Société Générale de Surveillance (SGS) has offices on site to provide pre-export verification.

“The operations are performed at the depot and complemented by load management service done at our clients’ premises anywhere in Zambia,” says Mwiya.

There is increasing demand

for the handling of mining chemicals for mines in both the DRC and Zambia, he says. Mines are looking at reducing costs through the use of bonded facilities from which they draw when chemicals are needed. Impala has the facilities to facilitate this requirement.

These same facilities could be used by farming suppliers for the storage of fertilisers, seeds and chemicals, he says.

“We provide seamless cargo handling across international borders, something which could be difficult for shippers, especially with having to comply with individual country regulations and procedures,” he adds.

GLOBAL CUSTOMISED FREIGHT SOLUTIONS



Specializing in logistics focusing on **AFRICA**, the Middle East, India and China

SWIFT FREIGHT



www.swiftfreight.com



AFRICA
T: +256 414 234 159
F: +256 414 341 924
africa@swiftfreight.com

CHINA
T: +86 20 2237 2530
F: +86 20 2237 2529
china@swiftfreight.com

DUBAI
T: +97 14 236 3101
F: +97 14 236 3102
dubai@swiftfreight.com

INDIA
T: +91 22 4099 2000
F: +91 22 4099 2099
India@swiftfreight.com

FTW5435



We move your cargo from anywhere in the world to any destination in Southern Africa.



one-stop-shop logistics



- Clearing & Forwarding • Imports & Exports
- Shipping • Stevedoring • Project Freight & Consignment Management
- Ships' Agency • Warehousing • Cargo & Material Handling • Intermodal Transport
- Cross-border Freight • Oil, Lubricants & Greasing Technology • Airport Ground Handling Services • Oil & Gas logistics Support • Skills Training
- Airport Shuttle, Crew Transfers

2 Third Street
PO Box 4
Walvis Bay

+264 64 201 2325
+264 64 205 923
contact@manica.com.na

www.manica.com.na

Proudly



Bidvest

FTW2521SD

CargoWise



LOOKING TO GROW YOUR BUSINESS?



Work smarter, increase productivity and improve total cost of ownership with ediEnterprise – the dynamic supply chain logistics management solution designed to help your company cultivate success.

Let CargoWise and Compu-Clearing show you how with the right software solution.

 info@compu-clearing.com

 www.compu-clearing.com/ediEnterprise

FTW2476SD

Turkey emerges as strong trading partner

Supplying increasing volumes of fashion-wear and textiles

BY Ed Richardson

The emergence of Turkey as a competitor to China and India as the supplier of consumer goods to Africa is evident in the changing patterns of cargo being seen by Lusaka-based Swift Freight.

Swift pioneered a service for Zambian traders to Dubai and China. The traders are accompanied by Swift agents who speak their language, and facilitate the purchase of product in the giant Dubai and Chinese markets.

“At present our Kitwe sales representative is in China for

three months. Our clients feel much more comfortable when they are met by someone they know,” says Vishal Joshi, country manager for Swift Zambia.

Trade with Dubai has been given a boost by the introduction of services by Emirates, which offers a direct link. The route between Dubai and Lusaka is also served by Kenya Airways, but through a hub in Nairobi.

“Emirates is good news for traders with urgent cargo out of Dubai. We have seen volumes climb since the introduction of the service in February,” says Joshi.

But manufacturers and traders based in China and India are starting to experience competition from Turkey, which is supplying increasing volumes of fashion wear and textiles into the Zambian market, judging by the patterns Swift is seeing in its operations.

Turkey has targeted Africa as a market.

“We are committed to doing business with Africans on an equal footing. We are opening up ourselves for Africa more than any other Western country. Contrary to colonial powers, Turkish investors try to process resources of Africa within the

respective African countries,” Turkish deputy Prime Minister Bulent Arinc told a Turkey-Africa forum meeting in the Turkish Capital, Ankara in May 2012.

Turkey’s trade with Africa is now more than the US\$10-billion mark. While this is slightly less than one tenth of China-Africa trade, it is up tenfold since 2000.

“We now have clients who import regularly from Turkey,” confirms Joshi.

Swift is also seeing growing airfreight volumes of spares and machinery out of South Africa for the Zambian mining industry.

Your connection for Central, Eastern and Southern African cargo All your bulk needs under one roof



FTW5644

Ndola, Zambia

Also Specialised In:

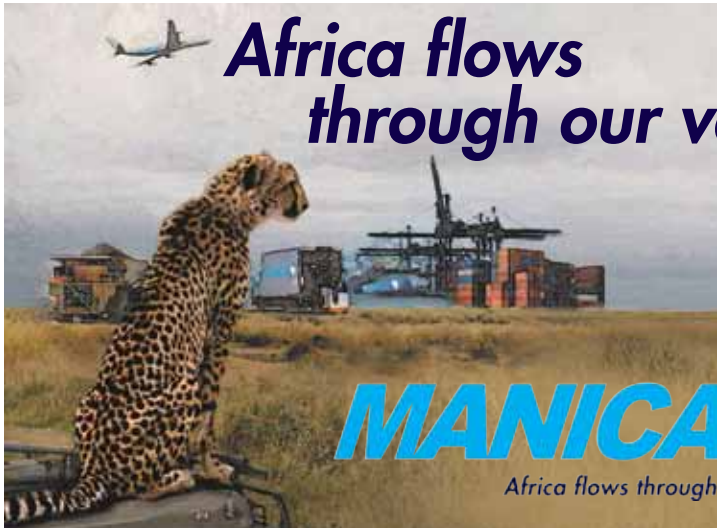
- Imports and Exports
- Clearing and Forwarding
- Procurement
- Road and Rail Transport
- Transit Sheds (*Local Products*)



VS CARGO LTD.
Since 1997

Alessandra Valenza
Tel: +260 212 650894
Cell: +260 967 999501
Email: sandra@vscargo.com

Africa flows through our veins



MANICA Africa

Africa flows through our veins

Manica Africa Limited, through its subsidiary companies in Southern Africa, provides all services as may be required for the efficient movement of cargo throughout subequatorial Africa. The company is part of the Bidfreight division of The Bidvest Group Limited and has been influential in the movement of cargo in subequatorial Africa since 1892. Manica Africa offers a full range of freight and marine-related services in southern Africa, having the network and facilities to meet all the logistics of regional agricultural and mineral cargo flows. We can proudly and confidently say Africa flows through our veins.

- South Africa +27 11 417 5500
- Botswana +267 391 2677
- DRC +243 81 387 8300
- Malawi +265 1 871 477
- Zambia +260 21 127 3487
- Zimbabwe +263 4 666 751-5

info@manica-africa.com
www.manica-africa.com



FTW5626

Soccer helps uplift Kabwe orphans

A love of the “beautiful game,” determination and some logistics skills is sometimes all that it takes to provide hope to a group of young people.

For the past five years, Copperbelt-based African Cargo Services (ACS) has been helping kit out the Arteco Orphanage team, which is making its mark in the annual Kabwe soccer tournament, which attracts around 300 players and supporters.

The central Zambian city is also home to the crowd-pulling Zambian first division team, Kabwe Warriors FC.

UK-based African Cargo Services (ACS) – the holding company of ACS Zambia – collects boots and kit through clubs in around its head office in Colchester, Essex and

from UK companies such as Reed Employment and Prime Purchasing.

“British Airways kindly lets me bring four big suitcases stuffed with kit free,” says ACS UK managing director Stephen Roberts.

“Kit” will include 80 to 120 pairs of boots, clothing and medals for the tournament.

Roberts says the support is doing wonders for the morale of the children from the Arteco orphanage who were previously excluded from the tournament because they did not have suitable kit.

So much so that Arteco has held the Steve Barlow Cup from the first annual match between the ACS team and Arteco.

The late Steve Barlow was the co-founder of ACS along



ACS managing director Stephen Roberts in his goalie gear with players at the annual Steve Barlow Cup competition.

with present CEO, Richard Knightley.

“The ACS team is made up of staff and their friends, most of whose football playing days are all but a memory,” says Roberts, who plays goalie. “It is not all about winning

but providing a fun day for everyone and putting a smile on the faces of the orphans as they proudly receive their medals. This provides an opportunity for ACS to give something tangible back to the Zambian Community.

Transworld Cargo
realtime logistics

Services

- Air / Sea / Road Freight / Multimodal Transport
- Customs Clearance • Warehousing & Distribution
- Container Depot • Corridors Logistics

info@transworldcargo.net • www.transworldcargo.net

- Windhoek - 5 Von Braun Street - Tel: +264 61 371 100 - Fax: +264 61 371 173
- Walvis Bay - Ben Amathila Avenue - Tel: +264 64 205 475 - Fax: +264 64 205 484
- Oshikango - Tel: +264 65 264 649 - Fax: +264 65 264 686

FTW2517SD

SPECIALISTS IN CLEARING, FORWARDING, LOGISTICS & PROJECT FREIGHT

tel: 086 152 7226
www.karaboafrika.co.za
email: info@karaboafrika.co.za

KARABOAFRIKA
ANSWER FOR AFRICA

CONNECTING AFRICA WITH THE WORLD

FTW2483SD

Transporter goes the extra mile

Reduced demand for copper affects volumes

BY Ed Richardson

Cargo owners now expect more from their transporters than just being able to move freight in and out of Zambia safely, economically and reliably, says Yogesh Kutawala of Celtic Freight.

With sufficient road freight capacity on the main Zambia-Durban route and a slight softening of demand, Celtic is differentiating itself by setting new standards for service, he says.

“We have a service quality drive geared to ensure that we are seen as more than a transporter,” he says.

Celtic operates Zambia’s only independent container terminal, which is equipped with a rail siding and equipment to handle

both full and empty containers.

New systems have been installed and staff trained to put more focus on the handling and management of cargo while it is under the control of Celtic.

The company has offices and operations in Lusaka,

‘Delivery times within Zambia have been reduced.’

Johannesburg and Durban, and handles both road and airfreight.

It has its own fleet of over 100 trucks, with four departures a day on average out of Lusaka, Johannesburg and Durban.

Volumes are holding steady, although at a lower level than

a year ago, due to reduced global demand for copper says Kutawala.

Cargo is consolidated in Johannesburg for transport to Zambia, where it is unpacked and distributed nationally.

Containers are also unpacked in the Durban depot for transport to Zambia.

Delivery times within Zambia have been reduced thanks to Celtic’s focus on quality service.

“We are adding value through quicker deliveries,” says Kutawala.

Clients also now receive daily reports on the progress of the cargo – or they can log in for real-time updates.

All Celtic trucks are under 24-hour satellite tracking, and customers can see where



Yogesh Kutawala ... adding value through quicker deliveries.

their cargo is by entering their waybill or road consignment note number into the Celtic website.

“MACS - reliable and accessible”*



MACS Customer Support Team
Walvis Bay



Zaida

Astrid

Stanley

Martin



MARITIME CARRIER SHIPPING (Pty) LTD

Cape Town: 021 405 3400 • Durban 031 365 6800 • Johannesburg 011 340 0499 • Richards Bay 035 797 9161 • Walvis Bay 064 201 2911
macship@macship.com • www.macship.com

For top service and efficiency, ship with MACS

New government tightening up on work permits

All-in service extends to work permit applications

In its drive to create jobs, the new government of Zambia is tightening up on work permits for ex-pats, according to Mike Dumbwizi, operations co-ordinator for Lusaka-based Zoxx International.

Work permit applications are among the basket of services offered by Zoxx to its mainly “blue chip” clients.

Zoxx was founded by Lance Bohling, who in 2006 saw the need for a company focusing on serving the “blue chip” market.

The company offers customised logistics and business solutions to select clients, with a key focus and knowledge in the mining

and exploration industry, says Dumbwizi, who worked with Bohling at his previous company.

The company handles everything from the clearance and movement of freight through to obtaining work permits for ex-pats, and arranging scheduled or chartered flights through a sister company, Distribution Zambia.

“The new government has tightened the rules for work permits, and you have to be able to prove that the skills are not available in Zambia,” says Dumbwizi.

Working with blue-chip clients raises the bar for service

levels, he says.

“We collect cargo from different suppliers, and expedite it as quickly as possible to its destination.”

A fleet of delivery vehicles is dedicated to emergency loads, with the trucks going to South Africa to fetch urgent spares which are too heavy for airfreight.

Being responsible for project management also means that the company has to be able to handle loads of all sizes, from abnormal through to small parcels.

“We also provide bonded warehousing when needed,” he says.



Mike Dumbwizi ... working with blue-chip clients.

TOTAL TRANSPORT SOLUTIONS FOR AFRICA

www.pioneerafrica.com



FTW5042

VS Cargo on an expansion path

Based on its positive outlook, VS Cargo has spent the past 12 months laying the foundations for future growth and expansion.

Zambia is a very exciting place for business, says Sandra Valenza, who founded Ndola-based VS Cargo 15 years ago.

Built around the business philosophy of keeping everything in-house in order to maintain control of the whole logistics value chain, VS Cargo is continuing to grow its business in order to meet the needs of clients.

Building on its base of providing clearing, forwarding, transport and security services to the mines, VS is now moving commodities such as fuel and sugar, as well as clothing, household goods washing powder and cooking oil.

“We also handle procurement for clients,” she says.



Sandra Valenza ... handling an average of 300 trucks a month from the Democratic Republic of Congo alone.

Pressure on rail operators to shape up

Against a background of increasing disillusionment among rail users, the Zambian government is starting to put pressure on the rail operators.

In March this year Zambia's transport works supply and communications minister, Yamfwa Mukanga, called on the management of the Tanzania-Zambia Railway Line Authority (Tazara) to stop signing agreements and to rather sort out the problems.

He was speaking at the signing of a tripartite agreement between Zambia, Tanzania and China for the provision of US\$42.7 million by China for a feasibility study into revamping the Tazara line.

Why wait longer?

gig

Global Inspections Group

Changing Perceptions

Get your assay results within 72 hours
whywaitlonger@globalinspectionsgroup.com

for further information visit www.globalinspectionsgroup.com or call +27 11 267 5832

FTW5423

1 STOP SHOP FOR ALL CARGO INTO AFRICA

Road bond facility

Fast, accurate document clearance

Logistics management

Specialising in Abnormal Cargo

Cross Border Road Freight



interlogix
specialists into africa

DBN Tel: +27 31 205 0463
Fax: +27 31 205 0215
JHB Tel: +27 11 867 3377
Fax: +27 11 867 7773

www.interlogix.co.za

FTW5308

Standards for Zambian imports being policed

BY Ed Richardson

Zambia has introduced legislation and systems to ensure that sub-standard products are not dumped in the country.

The Zambia Bureau of Standards (ZABS) has appointed Société Générale de Surveillance (SGS) for the implementation of the Pre-Export Verification of Conformity Program (PVoC).

Introduced in May 2011, the objective of the programme is to protect the country and its consumers against the importation of substandard products that can endanger public health, safety and environment; to prohibit

the entry of unsafe and/or counterfeit products as well as to protect local manufacturers against unfair competition from imported products which do not comply with national standards, according to ZABS.

Products that fall under the regulations include food and agriculture, chemical and household products (furniture, paper products), textiles and textile products, automotive products, footwear, toys and childcare products, electrical and electronic products, selected safety equipment, and selected used products.

SGS services include physical inspection prior to shipment, sampling, testing and analysis in accredited



Bureau of Standards provides consumer protection.

laboratories, audits of the product manufacturing processes, and a documentary check and assessment

of conformity with the requirements of the applicable technical regulations and standards.

Cold Storage now available!

Our export professionals provide the following complete range of airfreight services:

- Confirmed flight bookings. Only reliable carriers used.
- Total shipment monitoring from departure point to final destination
- Full documentation and import service
- Export documents
- Arrange pickup or delivery of your cargo from/to the airport
- Custom clearance

We have broad experience in transporting perishable cargo such as Fresh Cut Flowers, Vegetables, and Temperature Sensitive Medicines.

Our flexible cold storage facility caters to specific temperature requirements of your cargo

NAC2000 Corporation Limited

Freight Village

Lusaka International Airport

P.O. Box 33650 - Lusaka - Zambia

Tel: +260 211 271012 / +260 211 271046 / +260 211 271486 / +260 211 271258

Fax: +260 211 271257 / +260 211 271357

Cell: +260 976 296761 / +260 974 778494 / +260 976 030992

E-mail: md@nac2000.com.zm / oc@nac2000.com.zm / marketing@nac2000.com.zm

www.nac2000.com.zm <http://thebestofzambia.com/nac2000/>



FTW2245SD

YOUR LINK TO ZAMBIA
DUENE@REDDYLOGISTICS.CO.ZA
TEL: +27 11 021 5217 • CELL: +27 82 385 2421

REDDY LOGISTICS (ZAMBIA) LTD
 PO BOX: 32454 LUSAKA
 REDDY LOGISTICS CC
 134 NASMITH STREET, JUPITER
 EXT 2, GERMISTON, JOHANNESBURG

CROSS BORDER TRANSPORT • HAZ CHEM SPECIALISTS • ABNORMAL TRANSPORT

FTW2362SD

Master plan addresses Lusaka gridlock

BY Ed Richardson

Economic growth has led to gridlocked roads in the Zambian capital Lusaka.

So much so that it takes workers up to two hours a day to get to and from their places of employment, and transporters are hard pressed to make deliveries on time or economically.

This is raising the cost of doing business in the city, and leading to a flight of companies to the suburbs.

A master plan to address the problem and funded by the Japanese International Cooperation Agency (Jica) has been lying largely dormant since it was adopted in 2009.

Now the Lusaka Chamber of Commerce and Industry (LCCI) has urged the government to budget a minimum of \$10 million annually

for the Lusaka master plan for it to have a positive impact on the province.

In a statement, LCCI chairman Gaudenzio Rossi said there was need for the new government to include it in the national budget starting from 2013.

“Government needs to budget a minimum of \$10 million annually for the master plan to have a positive impact in Lusaka province. With the rising population and poor social infrastructure, it is imperative that a sustainable environment is put in place.

“Traffic in Lusaka has increased greatly over the last decade, hence the need for better roads,” he said.

The master plan calls for the building of ring roads, and the reopening of the Njanji Railway as part of a plan to improve public transport.



Traffic gridlocked in Lusaka – and not only during peak times.

Many of the plans date back to what is known as the Doxiades Plan, which was published in 1975. They were not implemented due

to a lack of funding. A new government and economic growth could see action being taken.



Advertisers' Index

4PL Group..... 17	Extru Wood 6	Maersk South Africa 19	SDV 15
Absolute Logistics 22	Frits Kroon Transport..... 21	Manica Group Namibia..... 25	Swift Freight 25
African Cargo Services Limited..... 12	FT Global Logistics 11	Manica Zambia 26	TCS Logistics..... 9
Airlink Cargo International 23	Global Inspections Group ... 30	ML Transport Solutions 5	Transit Freight Co-ordinators 10
Bridge Shipping Group IFC	Halifax Freight Services 18	MSC Logistics 16	Transworld Cargo..... 27
Cargo Carriers 13	Hill & Delamain..... 23	MSC Shipping..... 9	UPS OBC
Cee Cee Freight..... 6	Impala Warehousing and Logistics 11	NAC 2000 Corporation Limited..... 31	VS Cargo..... 26
Celtic Freight & Logistics... 12	Interlogix..... 30	Namibian Ports Authority 3	Walvis Bay Corridor Group IBC
Chavda Freight..... 1	Karabo Africa..... 27	Pinnacle Group..... 7	Westrans Trucking..... 9
Cargo Management & Logistics..... 7	Land and Sea Shipping 5	Pioneer Corporation Africa 29	White Lion 18
Compu-Clearing..... 25	Leo Shipping 20	Reddy Logistics (Zambia) Ltd..... 31	Zamlinx 7
	MACS Maritime Carrier Shipping 28		Zega Limited..... 5



Distance = time = money. With the ever-increasing cost of fuel, utilising the shortest and most effective trade routes will play a vital role in curbing your freight costs into and out of the SADC region. And thanks to mutually beneficial trade agreements, you can now ship your cargo between most Southern African countries and Europe and the Americas up to 11 days faster via the Port of Walvis Bay and the Walvis Bay Corridors. Contact us today and find out how our broad range of logistical support services and efficient multimodal system can boost your performance and save you heaps of time and money.

WBCG Head Office
T. +264 61 25 1669
E. marketing@wbcg.com.na
www.wbcg.com.na

WBCG South Africa
T. +27 11 258 8912
E. bdm@wbcg.co.za
www.wbcg.com.na

WBCG Zambia
T. +260 21 124 1329
E. wbcg@coppernet.zm
www.wbcg.com.na

WBCG DRC
T. +243 81 369 3494
E. bdm@wbcg.cd
www.wbcg.com.na

WBCG Brazil
T. +55 11 5044 7701
E. ricardojl@wbcg.com.br
www.wbcg.com.na



**WALVIS BAY
CORRIDOR
GROUP**



IT'S NOT A BADGE

IT'S PEACE OF MIND FOR YOU & YOUR CUSTOMERS

UPS are the world's largest express carrier. We have 100 years of service and the widest portfolio of shipping solutions. From international freight to small packages, you can rest assured that when we're on the job there's nothing to worry about.

Toll free number: 0860 877 772



Deliver more