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FRIDAY 1 AUGUST 2008 NO. 1824 THE FREIGHT COMMUNITY'S WEEKLY NEWSPAPER FOR IMPORT / EXPORT DECISION MAKERS – ON SUBSCRIPTION

New plan to ease Bayhead congestion

ALAN PEAT

STAKEHOLDERS HAVE come up with a new proposal to address chronic congestion at the Bayhead Road complex – the only access to the Port of Durban's main container terminals – but authorities have been slow to react.

"The plan is to have keep-clear chequer board markings at all the junctions along the Bayhead Road to allow access/egress to the businesses in the area in peak hours and no-stopping, no-parking logos painted along the emergency lanes," says David Wilkinson, owner of Elcon Crane Hire and head of the sub-committee of the Durban Chamber of Commerce and Industry (DCCI) tasked with finding measures to overcome

the Bayhead congestion problem.

"Despite meetings with the department in charge of road signs and the traffic management department, nothing has yet happened," said Wilkinson. "And, without this signage, the Durban metro police can't take action."

According to Wilkinson the road is still under pressure despite a number of attempts to overcome the problem of road transport logjams.

"The congestion has been reduced to a certain extent with the opening of the A-check facility at the Durban container terminal (DCT) and its 300 vehicle parking allocation," he said.

The objective of the DCCI sub-committee which he heads is to find appropriate means of containing congestion for

the next two-to-three years of expected rapid traffic growth at the port – with the current forecast being in excess of 10% growth a year.

"The A-check is only seen as a short-term respite," Wilkinson added, "and we still see jam-ups in Bayhead."

In trying to overcome the congestion, the DCCI has formed a good working relationship with Superintendent Armand Maharaj of the traffic police – who is assisting with the tidying-up of the junctions along the Bayhead, South Coast and Langeberg Roads.

"He's tried to put traffic officers to control these junctions," said Wilkinson, "but it's proving difficult, because he is very short-handed.

"But when the officers are present, they're extremely effective."



Maria Ramos... contract amended.

Not going yet ...

VIVA RAMOS, as Transnet announced at the weekend that it had amended the fixed-term contract of CEO Maria Ramos which was

due to expire in October. She has no immediate plans to leave, according to Transnet spokesman Mboniso To page 16



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FTW2445

Duty calls

A WEEKLY summary of the main changes to the South African tariff dispensation and amendments to customs and

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

TARIFF APPLICATION – COMMENT DUE

The proposed amendment to the Rebate Item in respect of what was previously considered to be the third Structural Adjustment Programme, namely the television receiving set programme. The proposed amendment relates to:

The deletion and substitution of Rebate Item 316.17/00.00/00.05 with the following:

Rebate Item 316.17/00.00/01.00:
 "Goods of any description (excluding mounted or populated printed circuit boards, picture tubes fitted with components other than the deflection coil and cabinets fitted with components and any apparatus classifiable in tariff subheading 8528), for the manufacture of **reception apparatus for television** incorporating a cathode-ray

tube (CRT) classifiable in tariff subheading 8528.72.20 and 8528.73.20, whether or not combined in the same housing with radio-broadcasting receivers or sound or video recording or reproducing apparatus, provided that the Commission is satisfied that the manufacturing process for the reception apparatus for television includes the mounting and populating of unpopulated (blank) circuit boards".

Rebate Item 316.17/00.00/02.00:
 "Goods of any description (excluding mounted or populated printed circuit boards and display panels, irrespective of their degree of completion and any apparatus classifiable in tariff subheading 8528), at such times, in such quantities and under such conditions as the International Trade Administration Commission may allow

by specific permit for the manufacture of reception apparatus for television incorporating a display other than a cathode-ray tube (CRT) classifiable in tariff subheading 8528.72.20 and 8528.73.20, whether or not combined in the same housing with radio-broadcast receivers or sound or video recording or reproducing apparatus, provided that the Commission is satisfied that the manufacturing process for the reception apparatus for television includes the mounting and populating of unpopulated (blank) circuit boards".

Rebate Item 316.17/00.00/03.00:
 "Plasma display panels and liquid crystal displays (excluding any apparatus classifiable in tariff subheading 8528), not equipped or presented with mounted or populated printed circuit boards designed for purposes

other than pixel control, and inverters, whether or not incorporating a back lighting unit but not equipped or presented with any other components, at such times, in such quantities and under such conditions as the International Trade Administration Commission may allow by specific permit for the manufacture of reception apparatus for television classifiable in tariff subheading 8528.72.20 and 8528.73.20, provided that the Commission is satisfied that the display panels are used in the manner prescribed in rebate item 316.17.00.00/02.00".

The application was lodged by Tedex Trading (Pty) Ltd.

Comment due by 29 August 2008.

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

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Time for SA to develop cohesive maritime policy

SA Navy should be tasked with safeguarding the freedom of the seas

ALAN PEAT

ALTHOUGH FIGURES from Transnet show that 95% of SA and Southern African Development Community (SADC) trade passes through SA's port system, this country lacks a "cohesive maritime policy", according to SA Navy chief vice-admiral Refilwe Mudimu.

Talking to an international conference on maritime security in Stellenbosch last week, Mudimu said this led to duplication of efforts and wastage of resources. "And worse – often certain critical maritime tasks are not performed because functional delimitations have not been agreed to."

Governments in the southern African region, he added, tend to underestimate the importance of the surrounding oceans and the need to exercise sea power through a viable navy – an essential in protecting the "sea lines of communication" and ensuring economic sustainability and trade growth.

Talking to FTW, Andrew Robinson, the maritime legal specialist at attorneys Deneys Reitz, said that he agreed that it was difficult to establish what the SA government's current official policy was with regard to maritime affairs.

"The White Paper on national transport policy was adopted by government in September 1996, and includes a chapter on maritime transport," he added. "But there is nothing in that White Paper that suggests that the SA Navy has any role to play.

"There have been efforts over the past few years to redefine Government's strategy on transport matters, but to my knowledge no further white paper has been published. Should such a policy be developed, it should, in my view, include some consideration of the SA Navy's function in safeguarding the freedom of the seas and enforcing or maintaining the government's maritime policies."

It's now quite a long-standing debate.

According to Robinson, the



95% of SA and SADC trade passes through SA's port system... governments tend to underestimate the need to exercise sea power through a viable navy.

SA Navy has been concerned about this since at least 1991.

"That year," he said, "they undertook a review of the rights and duties of naval officers in peace-time – which I was tasked to complete during my national service.

"But I am not sure how much further this has been taken."

However, reading the views of vice-admiral Mudimu, Robinson said he had no doubt that the SA Navy now has a very clear notion of what their role and function is in this regard.

"It needs to be incorporated, where possible, into a wider policy relevant to maritime trade and transport,"

he told FTW.

"I should perhaps add that – since SA has adopted the United Nations Convention on the law of the sea – the state has various duties and obligations that can perhaps only be best served by the navy, operating more as a coast guard than as an aggressor or defender."

Ex-Zim Customs officials' reunion

EX RHODESIAN and Zimbabwean customs officials from all over the world renewed old friendships at a nostalgic reunion in Benoni recently.

Representing three "generations" of Customs

departments – the Federation of Rhodesia and Nyasaland, Rhodesia and Zimbabwe Customs and Excise – they flew in from England, Australia, New Zealand, Mozambique, Zimbabwe,

Botswana and South Africa for the event, many of them well-known figures in South Africa's freight industry.

Leo Fincham, a former Controller of Rhodesian Customs (Pravin Gordhan's

equivalent), addressed the more than 60 stalwarts.

Leo Fincham, a former Controller of Rhodesian Customs, gave the keynote address at the recent nostalgic reunion.



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GLOBAL LOGISTICS

Logistics survey calls for first aid for ports and rail

SOUTH AFRICA needs to urgently review its high internal logistics costs at all levels and address the issues and challenges, especially those related to inland and cross-border transportation.

That's the finding of the fourth State of Logistics Survey undertaken by the Council for Scientific and Industrial Research (CSIR) and released last week.

Although SA is ranked 24th out of 150 countries on the World Bank's logistics performance index (LPI), it is only rated 124th based on logistics expenditure, according to the report.

This, according to the CSIR, can be ascribed to a number of logistics hurdles – such as inadequate infrastructure and processes at ports and borders.

"The growth in logistics, transportation and ocean freight underlines the positive economic development that SA, as well as the southern African region, has experienced over the past couple

of years," said CSIR's Hans Ittmann. "In order to maintain this trend and increase our international competitiveness, we urgently need to develop our southern African ports and rail infrastructure to handle the increased demand for freight and transportation in the most cost-effective and efficient way."

The CSIR noted that capital expenditure had been planned for port expansion and development as part of Transnet's overall freight logistics strategy.

Within the next five years, Transnet is expected to spend some R80-bn on such developments – designed to significantly improve SA's port and rail infrastructure, while decreasing congestion on the roads in metropolitan areas.

"However," said the report, "in the short- to medium-term, the situation will continue to be challenging and will require intelligent solutions from logistics and supply chain managers."

Richard Branson plans SA-Oz service

V AUSTRALIA, Virgin Blue's new long haul carrier, could begin services on the SA-Australia route if its bid for the additional frequencies made available through the recent bilateral discussions between South Africa and Australia is successful.

According to FTW's sister online travel news service, TravelHub, V Australia last month applied for the right to fly between Australia and South Africa.

Virgin Blue is Australia's second-largest airline and was set up by Richard Branson.

The airline will launch scheduled flights between Sydney and Los

Angeles in December and between Brisbane and Los Angeles in February. According to TravelHub, it is planning to introduce five flights a week between Sydney and Johannesburg in October using B777-300ER aircraft on the route.

In terms of the bilateral agreement, each country was awarded an additional 10 frequencies per week with four more weekly services becoming available from October next year and triple daily services possible from October 2010. But neither Qantas nor SAA has indicated any intention to take up the additional frequencies.



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FTW3990

New management team takes over the reins at KWE

JOY ORLEK

KINTETSU WORLD Express has restructured its management team in an aggressive drive to grow the company under recently-appointed MD Arend du Preez.

"We've positioned ourselves as a 'boutique' 4PL logistics provider and have put in place a young and dynamic new team to take the company forward," Du Preez told FTW.

An attorney by profession, and previously SAA's executive manager legal services, Du Preez believes that the skills shortage is one of the greatest challenges facing the local industry.

"We're selling a service – and you need people who are not only able to communicate well with



Arend du Preez... 'You cannot grow unless you empower your managers.'

clients but give them solutions, and to do that you need the skills."

The new 6-person general management team includes Herman Müller (supply chain and projects), Marius Smit (operations), Warren Charles (corporate affairs), Mariza Jennings (finance) and Wayne Nel (sales). Eigo Machiba will look after the Japanese clients.

"You cannot grow unless you empower your managers," says Du Preez, "and that's the thinking behind the new management structure.

"KWE has over the years focused on a number of niche markets – and that's where we see the growth," he added.

"For example, we do all SAA's forecasting, using sophisticated software to

predict its requirements all over the world and then position products accordingly. If they need 200 cold drinks in London, we will make sure that they're available in London in time for that specific flight. We are now doing this for other clients and are able to do so because we are flexible enough and have the necessary skilled people on board."

Apart from aerospace, KWE is heavily involved in projects locally and into Africa, while the automotive industry, construction and technology are also strong areas of focus.

"In the current economic climate we believe that growing these niche markets is the way forward – and we believe we have the skills and the know-how to make it happen."

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FTW3829

Charters

Industry needs are keeping the charter market afloat. Key players offer their perspectives.

Charter specialist keeps DRC mines on track

... and humanitarian aid moving

JAMES HALL

CONCENTRATING ON the transport end of chartered cargo shipments and allowing clients to handle their own import and export arrangements reduces a transport company's headaches, Johannesburg-based Aersud Logistics has found from years of experience.

"Our customers do their own documentation, so customs problems don't affect us. They can sometimes be messy. Our job is to bring chartered

deliveries from point A to point B. All of our business is charter business," said company director Dons Vorster.

Word of mouth – "the big companies talk to each other, and word gets around about us," Vorster said – has brought in that business, which ranges from SA-made mining and drilling machinery taken to the DRC and Angola to humanitarian aid flown to Chad. Aersud's leased DC-10 or DC-8 aircraft can accommodate up to three six-metre containers.

"For shipments from Cape Town it can be expensive for us to fly there, so customers often send up cargo by road. It's containerised all the way. For instance, we ship DMS plants, which are diamond recovery units, and these are shipped complete in containers," said Vorster.

Some cargo shipped by air charter arrives by sea. This year a particularly large consignment arrived at Walvis Bay and was airfreighted by Aersud from Windhoek.

Finding the solution that best suits the load

JAMES HALL

AN EXPERIENCED firm can advise a customer how best to ship cargo – and when special charter arrangements are the best option.

"Customers approach us with their shipment details, we assess the cargo and make the best recommendation for either specialised charter, normal air freight, sea freight, containerised or break-bulk, or road transport," said Jozef Rosenblatt, co-owner of Paragon Customs Services, a freight forwarding and clearing firm with experience in charters.

The Johannesburg-

based company has a network of agents all over the world who assist in the global logistics.

Word is spreading about the five year-old company's record for both importing and exporting globally as well as into such African destinations as Botswana, Zambia, Angola, DRC, Tanzania, Sierra Leone and Liberia.

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Charters

Ethiopian Airlines service facilitates charter into Africa

JAMES HALL

AIR CHARTER service into Africa became a simpler and more routine shipping option in July when Airline Cargo Resources, the exclusive GSSA for Ethiopian Airlines, began offering twice weekly flights out of Johannesburg's OR

Tambo International Airport.

"The Ethiopian Airlines flights arrive on Thursday and Sunday. These are 747-200 aircraft, and we are contacted to use them for freight charter back into Africa to position them to Addis Ababa," said Stuart Tonkin, general manager for the

Pomona-based firm.

Using this system, chartered cargo has been dropped off at Bamako, Lagos, Accra and other African destinations as the aircraft head back to the Ethiopian capital.

Cargo has been as varied as the destinations.

"Off the top of my head, we've moved mining spares, telecommunications equipment, cigarettes and election material. The cargo has been manufactured locally," said Tonkin.

ACR has devoted itself to the airfreight charter business since the beginning of this

year, a year in which shipping has been impacted by rising fuel prices. This has led to an inevitable rise in the cost of chartering aircraft.

"Prices have gone up because of fuel. We charge for a full flight. But this has not diminished the need for the service," said Tonkin.

Managing fuel price surge demands lateral thinking

JAMES HALL

MANAGING THIS year's fuel price surge in order to control customers' shipping costs requires creative thinking – what Tomi Nowak, owner of Avair Freight Logistics, calls lateral thinking.

"Yes, we are affected

by fuel costs. Everyone is. Keeping shipping affordable is a matter of finding new ways of moving cargo. We apply lateral thinking. Depending on the customer's time frame, we may use a combination of road and air or sea and air to cut costs. There are other effective ways we've found,

too," Nowak said.

As a result, the seven year-old firm based at Johannesburg's OR Tambo International Airport continues to move volumes of cargo into its area of specialisation, Africa.

"Africa is our forte. From Alexandria to Cape Town, from Maputo to

Dakar, we move anything from mining machinery to GSM equipment, motoring equipment, cars and vehicles. We've done helicopters and other large loads that require chartering aircraft," said Nowak, who oversees a staff of 15 to offer complete logistic services.

"We offer full service. We tell our customers we can handle their shipments from pick-up to delivery anywhere in Africa," she said.

Avair uses all air carriers to get shipments to their African destinations, thinking outside the box on behalf of customers to monitor costs.

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Charters

Earning a sizeable share of overnight express market

Volumes drop slightly as fuel price bites

JAMES HALL

OVERALL AIRFREIGHT business is performing well in 2008, despite escalating interest rates and fuel prices, a key air cargo company reports.

"With the high fuel prices, which everyone is experiencing, you can see a slight decrease in volume, but overall business is doing well, said Muriel Sahd, chief operating officer of Imperial Air Cargo.

Imperial Air Cargo's planes average 85% load factors delivering cargo along the Johannesburg to Cape Town, Port Elizabeth, Durban, East London routes.

"Those are the main domestic airfreight traffic destinations, and by servicing them we have earned a 45% share of overnight express

delivery service in South Africa, said Sahd.

"Our focus is on overnight express courier service. That is our core business, and we take in other cargo when space permits," she said. Documents are the mainstay of courier shipments, with computers and clothing moved frequently.

As for chartered service, this is a rare but not impossible request.

"When a customer has a large load that we do not normally handle we can make arrangements to accommodate the shipment," said Sahd.

Imperial maintains a fleet of three 727-200 air freighters, each with a cargo capacity of around 22 tonnes. For the Durban route, an AN-32 aircraft with seven tonne capacity plies the route.

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Charters

Southern African airfreight volumes on the rise

JAMES HALL

AS ECONOMIC activity in the Southern African region increases, cargo volumes moved by airfreight are rising in tandem.

"We see this in various sectors – in mining activity, manufacturing and also in tourism. We move a lot of hotel supplies, perishables, spare parts – all the things needed by the tourism industry," said Alwyn Rautenbach, MD of Airlink Cargo International.

Handling 400 flights a week to domestic destinations, Airlink Cargo International moves airfreight on the Airlink routes to more domestic destinations than any other airline,

utilising J41, BAE-142 and Embraer E135 aircraft. The planes are used for additional flights to such overborder destinations as Madagascar, Zambia, Zimbabwe and northern Mozambique. Cargo is also flown via Martinair on MD11F and B747F aircraft.

"We handle five flights a week for Martinair. They arrive from Amsterdam via Nairobi to Johannesburg and then return to Amsterdam via Harare and Nairobi," said Rautenbach.

"Generally, business is good at the moment. It is growing, in fact," said Rautenbach, whose company confirms the correlation between economic activity and shipping volumes.

Helicopter from SA to Chad moves aboard Soviet Air plane



A range of aircraft available for charter.

JAMES HALL

MILITARY EQUIPMENT and rotary aircraft are typical items moved by the Johannesburg firm Soviet Air, founded eight years ago by former pilot Evgueny Zakharov.

"We had an order to deliver a helicopter made in South Africa from Johannesburg to Chad. We partly dismantled it, took the blades off, and sent it in the IL-76, which has a capacity of 50 tonnes,"

recalled Lauren Nicholas, operations manager at Soviet Air.

All the firm's aircraft are available for air charter service, from the largest, the IL-76, to an Antonov-12 with a 20-tonne capacity and an AN-72 with 10 tonne capacity. Military hardware is frequent cargo because the need for such items is often urgent.

"We fit two South African-made Caspers in the hold of the IL-76,"

said Nicholas.

"Customers come to us with materials to be moved, we give them a quotation and arrange the rest," she said.

Soviet Air flies out of Namibia or any destination required, connecting African airstrips and bearing oversized chartered cargo.

"The really large items that cannot travel aboard regular aircraft are what move by charter," said Nicholas.

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Feature

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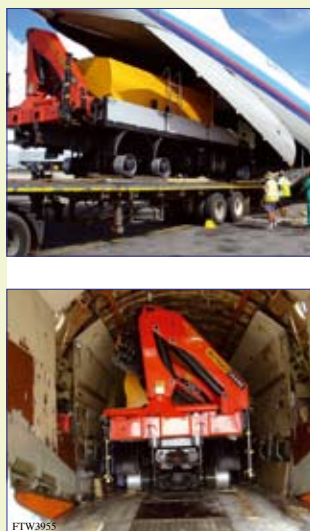
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Vikela adds muscle in Cape Town

RAY SMUTS

THE SECURITY seal business involves a whole lot more than simply selling an item – product education is also paramount, says Mandy Backstrom, new Cape Town branch manager for Vikela Aluvin, marketer of a wide range of associated products in the country.

The former Gauteng who comes with a sales background frankly admits she has much to learn about this new industry in which she finds herself but is giving it her best shot, as they say.

Based at Vikela Aluvin's offices in Racecourse Road, Milnerton, she has been marketing the merits of the company's wide product range of more than 80 items.

"What I have realised in the short time I have been with Vikela Aluvin is that shipping and the marine industry have not been satisfactorily penetrated from a security seal perspective,

a priority for me," says Backstrom.

As to how security-conscious business is in South Africa, she believes many smaller companies are "not quite there yet" but beginning to take note of vital security requirements.

"It's not just about us selling a box of seals but implementing a sealing system, and educating the customer about the merits of a product and how it can work for him or her. It's all about mitigating loss at the end of the day."

Backstrom believes there is still a large amount of security seal business to be had in the Western Cape and she is out to achieve just that.

In business for more than 50 years, Vikela Aluvin is a broad-based BEE company, effectively 39% black-owned, with its head office and manufacturing facility located in Germiston, Gauteng.



Mandy Backstrom ... educating customers on the merits of the products.

The company's manufacturing is done in line with the its international partners' quality standards, which include ISO9001 and ISO17712, while also ensuring it remains at the forefront of global security sealing trends, among them initiatives such as C-TPAT and ISMA.

Logistics operators could pick up the bill for green initiatives

LOGISTICS OPERATORS could end up covering the costs of 'green initiatives', according to recent research by Transport Intelligence.

"Despite many companies' avowed commitment to 'greening' their logistics operations, it seems that most expect their sub-contractors to pick up the bill," according to the survey, which examined how companies were reacting to environmental concerns.

It found that three-quarters of respondents who awarded logistics contracts included sections on environmental compliance in their tender documents. However, most (54%) failed to make provision for the extra costs that could be involved. "That will

no doubt be a source of annoyance for many logistics companies that will see the environmental measures they are forced to adopt as another cost burden pushed onto them by their clients.

"However, it seems there is little that logistics companies can do to avoid investing in green initiatives. In the survey, 70% of companies awarding contracts said that environmental compliance was either 'reasonably important' or 'very important'."

The highest proportion (33%) of companies identified transportation as the most important area for 'greening' – and that included driver training, hybrid engines and better management of empty running.

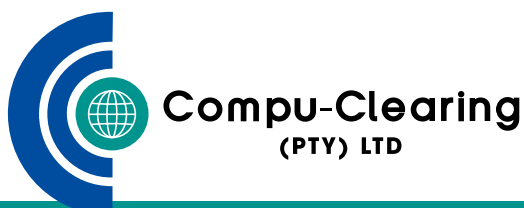
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Logistics costs at their highest – worldwide

GROWTH IN trade and logistics is an on-going trend and delivering goods is becoming increasingly more expensive, according to Marius Swanepoel, CEO of Imperial Logistics – which has sponsored the just-released CSIR logistics survey.

"As we are challenged to continuously work smarter and manage our costs, it's important to monitor our performance and put learnings into practice," he said.

Putting the spotlight on domestic logistics and transportation in relation to international trade, the CSIR reported positive logistics growth for the southern African region and highlighted the challenges faced in increasing SA's global competitiveness.

Based on 2006 data and information, the report found that domestic logistics costs account for 15.7% of the country's gross domestic product (GDP) – half a percentage

less than the previous figure.

Transportation constitutes the major component of logistics at 56.9% – an increase of 0.7%.

Since 1997, growth in transportation has predominantly been captured by road. In 2006, total land transport in SA amounted to 1.5-billion tons shipped – up by 5.5% from 2005.

This cost factor is not only an SA phenomenon, the report added, but a

global trend.

It was also reported in the 19th State of Logistics Survey (based on 2007 data) and released by the Council of Supply Chain Management Professionals (CSCMP) in the US. It found that the logistics costs as a percentage of GDP at 10.1% in 2007 was at its highest in the US since 2000.

Still focusing on the world stage, the CSIR report calculated that sea-borne trade increased from 2005 to 2006 by 4.3% to reach

a total of 7.4-bn tons. Meantime, containerised traffic handled at SA ports grew by 7% in 2006 – and bulk exports and imports increased 6% and 4%, respectively.

"Seaports are generally acknowledged as a region's economic lifeline," said the CSIR. "With growth figures exceeding that of international trade, SA is increasingly becoming the gateway into Africa, and the region's logistics hub for international trade."

Border delays identified as major logistics challenge

AN INCREASING number of companies is expanding into Africa and turning to third-party logistics providers to manage their logistics activities when operating across borders.

That's according to the fourth CSIR logistics survey which examined a case study

conducted on four Imperial Logistics operating companies – and a number of cross-border exporting challenges and remedies were identified.

"All the companies used road transport as the main transport means," said the report, "and border-post delays

were identified as the main challenge to overcome.

"Solutions proposed included standard electronic clearing systems; longer border-post operating hours; better trained personnel; and improved communication between key role players."



As companies expand into Africa they are turning to third-party logistics providers.



ftw Feature

Africa Outlook

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Lack of finance for local vessels inhibits growth of SA ships' register

ADDING HIS support to the call for "more to be done" following last week's announcement by government of its tonnage-tax proposal, is maritime law partner Gavin Fitzmaurice of Webber Wentzel. "It's a step forward in encouraging foreign operators and owners of vessels using our ports to consider registering their ships on South Africa's ships' register," said Fitzmaurice, who is also chairman of the Cape Chapter of the Maritime Law Association.

However, as Andrew Robinson of Deney Reitz told FTW last week, it is only

one of a raft of changes and issues that still need to be addressed in order to make it an attractive proposition.

Although the growing of an SA ships' register is desirable – and will result in significant benefits to both the fiscus and the local shipping industry – Fitzmaurice said that, until the rest of these issues is addressed, foreign vessel operators and owners are unlikely to shift the registration of their ships to this country.

"The lack of readily available ships' finance for local vessels is a matter for concern," he added. "Foreign

and local banks and financial institutions are reluctant to offer finance to SA ships. This is because, while they are accustomed to being preferred creditors in respect of fixed property such as houses over which they register a mortgage, currently SA maritime law relegates banks behind several other categories of creditors in respect of a ship."

As an example, Fitzmaurice indicated that ship repairers and suppliers of goods and services to ships were accorded preferred creditor status – meaning their claims would be settled ahead of a

bank's claim.

"It is obviously important to safeguard the interests of local industry, including ship repairers and suppliers, whilst at the same to balance these interests with those of banks and financial institutions," he told FTW. "This is the challenge which government now needs to address."

He also pointed out that a draft bill, called the Admiralty Regulation Jurisdiction Amendment Bill, has been awaiting enactment since 2003 – and addresses precisely these concerns, and seeks to improve the security given to banks and other

financial institutions.

There are also concerns around local labour legislation.

"The endgame, which commences with registration on the SA ship's register, is the development of a local merchant fleet," said Fitzmaurice, "and with vessels being crewed by SA seamen.

"It is the opinion of many in the international shipping fraternity however, that SA local labour laws present a hurdle to achieving this."

Nonetheless, Fitzmaurice said he was optimistic.

"Treasury and the SA maritime industry appear to be on the correct path."

New regional executive takes on PE challenge

RAY SMUTS

SAFMARINE'S NEWLY-appointed regional executive for Port Elizabeth and Lesotho and one of only five senior women managers in the Safmarine organisation, the bubbly Janine Nainkin, believes her legal background will stand her in good stead for the task at hand.

"In the legal profession, one is faced with problems that either have or could go wrong, but being on the commercial side one can actually prevent things from going wrong, so my training does give me an insight into certain things that could happen."

As to what women are able to contribute to the freight industry, she comments: "Women have sometimes relied on their sixth sense of success and that could be a great strength as one of women's great strengths lies in getting the job done." She adds, though, this in no way demeans the role of men and their ability to move with alacrity.

"Customers want intimacy, they want to know who they are dealing with and that is where Safmarine comes from; people that make the difference.

"We want to make sure we have the right people

within the company to continue building our brand."

In her early thirties, Nainkin was Safmarine's legal manager for four years before her promotion to Port Elizabeth. She sees "the need to retain talent and ensure we build up the next generation of leaders" as a key challenge.

After matriculating at Riversdale High School, Nainkin went on to obtain a B Com LLB from the University of Stellenbosch in 1999. After completing her articles with Cape Town law firm Walkers, she joined Adams and Adams, a large intellectual property company in the Mother City,

whose customers included Safmarine.

Having long nurtured a desire to work in the commercial environment, she grabbed an opportunity afforded her by Safmarine and started as legal manager in the Cape Town head office in 2004.

Now heading a Port Elizabeth staff complement of 42 people, of whom 76% are women, Nainkin says growing the business in the Friendly City and in neighbouring Lesotho is clearly one of the major priorities, an experience she is determined to enjoy.

"I have long been fascinated by the shipping



Janine Nainkin ... growing the business in the Friendly City and in neighbouring Lesotho.

business and have always felt a need to be a part of it."



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'Unpopular' new Swazi airport details outlined

JAMES HALL

PHYSICAL DETAILS and usage goals for Swaziland's International Airport now under construction in the eastern hamlet Sikhuphe have been released by the Ministry of Economic Planning and Development. The ministry supervises construction of the Millennium Developmental Projects, which include the airport.

The runway has been partly constructed. "The long term (usage) goal is for a regional network in Southern Africa and intercontinental traffic between Europe and the Middle East. Approximately 40 movements a day are expected in the initial years, with the airport open for 16 hours a day," the ministry brief stated.

"The airport comprises a single runway, approximately 3550 metres in length,

on a true north/south alignment at an altitude of 325 metres," the brief noted.

A ministry source told FTW, "The airport will be a mix of high tech and highly serviced time-critical facilities to low tech basic buildings.

"What we envision for the terminal building is usage of natural materials in construction, and for it to operate in an environmentally friendly fashion," he said.

The three-level

terminal building will measure 7000 m².

A 1000 m² cargo facility will be a high bay portal frame building with office accommodation and control areas.

Support buildings including warehouses, workshops, a police station and a fuel farm will measure 2000 m².

The inconveniently located airport is also controversial because its R500m-plus price tag is criticised as being

an inappropriate usage of national resources when other means are needed to boost a lagging economy.

With the demise of Swazi Express Airways earlier this year, no air carrier is interested in using the new facility when it goes on line.

The only airline currently serving the country, Airlink Swaziland, prefers to remain in the centrally located Matsapha Industrial Estate.

Changes at the top for CMA CGM

THE FRENCH shipping group CMA CGM has strengthened its management team, with one of the newly-organised team overseeing the sub-Saharan ventures of sister line, Delmas.

Jean-Marc Lacave will join as CE vice-president and member of the executive board in September.

He will take over departments previously

under the responsibility of Alain Wils, who will then focus on being adviser to the chairman; institutional adviser to CMA CGM group; chairman of CMA CGM Antilles-Guyane; and

chairman of Delmas - in particular for agencies,

subsidiaries and terminals in sub-Saharan Africa.



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FTW0391SD

Africa's biggest trading bloc on the cards

EU agrees R7.7bn regional finance package

IT SEEMS that Africa's biggest trading bloc could be on the cards.

The European Union (EU) has just agreed to a regional finance package, worth about R7.7-billion – which is also expected to help the East African Community (EAC), the Common Market for Southern and Eastern Africa (Comesa) and the Southern African Development Community (SADC) to consolidate.

This followed the endorsement by the East African heads of state of the proposed merger of the three regional trade blocs into a single free trade area (FTA) in June this year.

Modalities of the merger are due to be discussed at a special tripartite summit

to be held in Kampala in October.

According to information released to FTW by the Trade Law Centre (tralac), the EU has agreed to finance the creation of the larger trading bloc to give momentum to the region's competitiveness in the global arena. The move is also aimed at restricting the outbreak of numerous inter-governmental trade spats.

The finance package was announced at a meeting between the EU and Eastern and Southern African states, convened by the Inter-regional Coordinating Committee (IRCC), in Dar es Salaam.

According to trade and development commissioner, Louis Michel,

the EU appreciates the opportunities that exist in the regional integration projects and will make the finance available through the European Development Fund (EDF).

"The EU is willing to bring its full political and financial support to this project," he said.

Michel warned, however, that although the prospect of a common ESA bloc is good, high transport and electricity costs in the region could hinder growth.

"To highlight an example," he said, "the cost of exporting a tonne of maize from Zambia to Tanzania is higher than the cost of exporting the same tonne from Zambia to Europe or the US."

Nissan gives Maputo corridor the thumbs up

NISSAN SA's senior manager, supply chain management, Pieter Ras, has named the Maputo corridor as its preferred corridor for all vehicle and container imports and exports into

the future.

"This means that it will be included in all future tender processes, and that NSA will use this corridor if the economics makes good business sense," he said.

Not going yet ...

From page 1
Sigonyela.

Information released to FTW by Transnet suggested that, having snipped out the fixed-term provisions, the new contract of employment included a new clause requiring her – or the board – to give a notice period of the intention to terminate her employment with the company.

Reacting to this Ramos re-appointment, the freight industry seems to be lined along two attitudes.

One that sees Ramos credited for her financial abilities, and pulling Transnet

out of a mire into which it was slowly sinking.

Transnet has recorded a positive set of results for four years on the trot, and its June annual report showed revenue having risen by 11.9% to R30.1-billion and operational profit up 22%. Gross earnings were 18.3% up, at R13.2-bn.

The second line of thought in the freight industry is that Ramos's financial dexterity is rather effectively countered by the lack of dexterity of her operational underlings running the various transport outfits in the state-owned group.

More flights possible on SA – Netherlands route

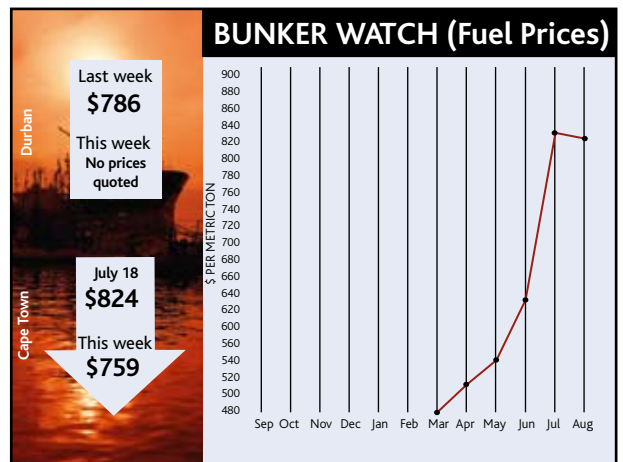
AN INCREASE in the number of flights between The Netherlands and South Africa is a strong possibility following an agreement reached between Dutch and SA delegates this month. It allows airlines in both countries to operate up to a maximum of 16 weekly services in total, as well as an additional seven weekly

services between The Netherlands and Durban, effective immediately.

According to TravelHub, FTW's online sister travel publication, with effect from the beginning of Iata summer season 2009, airlines in each country may operate up to 23 services in total per week, with this increasing to 28 weekly services in total by

2010. An additional 14 weekly frequencies between The Netherlands and Durban have also been provided for by 2010.

Quoted on TravelHub, Air France KLM GM Southern Africa and Angola said the airline was currently studying possibilities for expansion of services in the not too distant future.



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18-Aug							
Atlantic Express 8807	PRU	-	-	-	-	14-Aug	-
Bahia 825E	MSK/SAF	-	-	06-Aug	-	-	-
Barrier 25	MOL/MOZ/MSK/OAL/SAF	-	-	-	-	13-Aug	-
Blue Sky 7708	ASL	-	04-Aug	-	-	-	-
Boundary 3N	MOL/MSC/MSK/OAL/SAF	-	18-Aug	-	-	-	-
Bunga Raya Dua 010	CSV/KLI/MIS/PIL	-	08-Aug	-	-	-	-
Cap Doukato 829W	MSK/SAF	-	-	-	-	06-Aug	-
Cap Palmas 830W	MSK/SAF	-	-	-	-	13-Aug	-
Cape May 102W	NYK	-	-	-	-	08-Aug	-
CMA-CGM Parana KP144W	CMA/CSV	-	-	-	-	08-Aug	-
Columbia Leader ER805	WWL	-	-	13-Aug	14-Aug	15-Aug	-
Conti Hong Kong 7W	GSL	-	-	-	-	17-Aug	-
Cosco Shekou 0199-019W	COS/EMC/HSD/MBA	-	10-Aug	-	-	05-Aug	-
Csav Ranquil 0001	CSV	-	-	-	-	10-Aug	-
CSAV Rotterdam KP146W	CMA/CSV	-	-	-	-	15-Aug	-
CSCL Kelang BD002E	CMA/CSC/MBA	-	-	-	-	09-Aug	-
CSCL Kingston AA318E	CMA/CSC/MBA	-	-	-	-	05-Aug	-
Dal East London 806A	CHL/DAL/MOL/MSK/SAF/TSA	-	-	-	14-Aug	16-Aug	-
Daniela 609	UAF	-	-	-	-	07-Aug	-
Diamond Land 8223	MAC	11-Aug	14-Aug	17-Aug	-	17-Aug	-
El Lobo 405S	SIL	-	14-Aug	16-Aug	-	17-Aug	-
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Horizon 4N	MOL/MSC/MSK/OAL/SAF	-	15-Aug	-	-	-	-
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Jolly Bianco 175	LMC	-	11-Aug	-	-	04-Aug	-
Jolly Verde 187	LMC	-	-	-	-	14-Aug	-
Kota Azam AZM059	MOL/PIL	-	08-Aug	-	-	-	-
Kota Halus 028E	LNL/MOL/PIL	-	08-Aug	-	-	13-Aug	-
Kota Nabil NBL007	MOL/PIL	-	10-Aug	-	-	-	-
Kota Sabas 009	CSV/KLI/MIS/PIL	-	15-Aug	-	-	10-Aug	-
Lica Maersk 806A	CHL/DAL/MOL/MSK/SAF/TSA	-	09-Aug	12-Aug	-	16-Aug	-
Luetjenburg 0808	MSK/SAF	-	-	-	-	04-Aug	-
Maersk Baltimore 0814	MSK/SAF	-	-	17-Aug	-	-	-
Maersk Brooklyn 0820	MSK/SAF	-	-	10-Aug	-	14-Aug	-
Maersk Buffalo 0812	MSK/SAF	-	-	-	-	05-Aug	-
Maersk Buton 0803	MSK/SAF	06-Aug	-	-	-	-	-
Maersk Gloucester 0810	MSK/SAF	-	11-Aug	-	-	06-Aug	-
Maersk Innoshima 0802	MSK/SAF	-	-	-	-	07-Aug	-
Maersk Inverness 0807	MSK/SAF	13-Aug	-	-	-	-	-
Maersk Ipanema 0810	MSK/SAF	16-Aug	-	-	-	-	-
Maersk Jurong 0806	MSK/SAF	-	-	-	-	14-Aug	-

Name of ship / voy	Line	WBAY	CT	PE	EL	DBN	RBAY
Maersk Toyama 0809	MSK/SAF	-	12-Aug	-	-	-	-
Manon EE820	WWL	-	-	07-Aug	06-Aug	09-Aug	-
Marie Schulte 0812	MSK	-	16-Aug	-	-	-	-
Maruba Tango 801W	CSC/SMU	-	-	-	-	07-Aug	-
Mol Columbus 5431B	MOL/PIL	-	15-Aug	17-Aug	-	-	-
Mol Dream 1115A	MOL/PIL	-	-	-	-	05-Aug	-
Mol Heritage 7202A	MOL	-	-	-	-	14-Aug	-
Mol Kauri 030W	LNL/MOL/PIL	-	-	-	-	13-Aug	-
MOL Pride 5330B	MOL/PIL	-	-	11-Aug	-	-	-
MOL Springbok 806A	CHL/DAL/MOL/MSK/SAF/TSA	-	13-Aug	12-Aug	07-Aug	09-Aug	-
MOL Volta 1337A	MOL/PIL	-	-	-	-	16-Aug	-
Msc Alpina 27R	MSC	-	-	-	-	09-Aug	-
Msc Aurora 216A	MSC	-	-	-	-	06-Aug	-
Msc Chaneca 12A	MSC	-	-	-	-	10-Aug	-
Msc Eagle 7R	MSC	-	-	-	-	16-Aug	-
Msc Eleni 545A	HLC/HSL/LTI/MSK	-	-	05-Aug	-	07-Aug	-
Msc Gabriela 143A	MSC	-	-	-	-	11-Aug	-
Msc Mahima H829A	MSC	-	-	-	-	05-Aug	-
Msc Mara 19A	HLC/HSL/LTI/MSK	-	17-Aug	-	-	-	-
Msc Olga 14A	HLC/HSL/LTI/MSK	-	10-Aug	12-Aug	-	14-Aug	-
Msc Toledo H830A	MSC	-	-	-	-	12-Aug	-
Msc Zurich 618	MSC/MSK/SAF	-	09-Aug	12-Aug	-	14-Aug	-
Nedlloyd Maxima 825E	MSK/SAF	-	-	-	-	04-Aug	-
Nedlloyd Valentina 827E	MSK/SAF	-	-	-	-	18-Aug	-
Nexoe Maersk 0815	MSK/SAF	-	-	11-Aug	-	07-Aug	-
Nicolai Maersk 0811	MSK/SAF	-	-	04-Aug	-	-	-
Niledutch Shanghai 139	NDS	-	04-Aug	-	-	-	-
Niledutch Tianjin 031	NDS	-	-	-	-	17-Aug	-
NYK Floresta 102w	NYK	-	-	-	-	15-Aug	-
Orange River Bridge 007	CSV/KLI/MIS/PIL	-	-	-	-	17-Aug	-
Pac Aries 027E	LNL/MOL/PIL	-	-	-	-	04-Aug	-
Recife 7102A	MOL	-	-	-	-	07-Aug	-
Ridge 22	MOL/MOZ/MSK/OAL/SAF	-	-	-	-	04-Aug	-
Ridge 23	MOL/MOZ/MSK/OAL/SAF	-	-	-	-	18-Aug	-
Rio de Janeiro 826E	MSK/SAF	-	-	11-Aug	-	13-Aug	-
Safmarine Lisbon 0806	MSK/SAF	04-Aug	-	-	-	-	-
Safmarine Mafadi 0810	MSK/SAF	-	-	-	-	13-Aug	-
Safmarine Memling 804A	CHL/DAL/MOL/MSK/SAF/TSA	-	06-Aug	05-Aug	-	-	-
Safmarine Namibe 0808	MSK/SAF	-	16-Aug	-	09-Aug	11-Aug	-
Safmarine Ngami 003	MSC/MSK/SAF	-	16-Aug	-	-	-	-
Safmarine Nomazwe 806A	CHL/DAL/MOL/MSK/SAF/TSA	-	16-Aug	-	-	-	-
Safmarine Zambezi 031	MSC/MSK/SAF	-	-	05-Aug	-	07-Aug	-
Songo 171	MOZ/NVQ	-	-	-	-	09-Aug	-
Stellenbosch 8221	MAC	-	-	06-Aug	08-Aug	06-Aug	12-Aug
Thai Bright 083	GRB/UNG	-	-	-	-	15-Aug	-
Thomas Maersk 0809	MSK/SAF	16-Aug	-	-	-	-	-
Tove Maersk 0809	MSK/SAF	04-Aug	-	-	-	-	-
Troense Maersk 0815	MSK/SAF	09-Aug	-	-	-	-	-
Tugela 95N	MOL/MSC/MSK/OAL/SAF	-	-	-	-	04-Aug	-
Ultima 517	UAF	-	-	-	-	16-Aug	-
X-Press Kilimanjaro 011S	SCO	-	-	-	-	18-Aug	-
Yellowstone 2824	GAL	12-Aug	-	-	-	18-Aug	-

OUTBOUND BY DATE - Dates for sailing: 04/08/2008 - 18/08/2008

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for
To: Australasia							
Updated daily on://www.cargoinfo.co.za							
Ever Gleamy 0198-055E	COS/EMC/HSD/MBA	-	5/8	-	-	-	BSA 01/09, SYD 03/09, MLB 06/09
Safmarine Makutu 0811	MSK/SAF	-	5/8	-	-	-	FRE 28/08, AKL 02/09, TRG 03/09, LYT 03/09, NPE 04/09, LYT 05/09, TRG 05/09, TIU 06/09, POE 06/09, SYD 06/09, MLB 07/09, NSN 08/09, NPL 08/09, BSA 11/09, ADL 11/09
Msc Tia H831R	MSC	-	-	-	5/8	-	FRE 20/08, ADL 21/08, MLB 25/08, SYD 28/08, TRG 01/09, LYT 03/09
Manon EE820	WWL	-	-	7/8	6/8	9/8	FRE 20/08, MLB 25/08, PKL 27/08, BSA 29/08
Manon 2	HUA	-	-	7/8	-	9/8	FRE 20/08, MLB 25/08, PKL 27/08, BSA 29/08, TRG 02/09, NPE 03/09, WLG 05/09, LYT 06/09
Msc Aurora 217A	MSC	-	-	-	8/8	-	FRE 23/08, ADL 24/08, MLB 28/08, SYD 31/08, TRG 05/09, LYT 07/09
Msc Mahima H832R	MSC	-	-	-	8/8	-	FRE 23/08, ADL 24/08, MLB 28/08, SYD 31/08, TRG 04/09, LYT 06/09
Cosco Shekou 0199-019E	COS/EMC/HSD/MBA	-	12/8	-	-	8/8	BSA 08/09, SYD 10/09, MLB 13/09
Maersk Gloucester 0811	MSK/SAF	-	13/8	-	-	9/8	FRE 04/09, AKL 09/09, TRG 10/09, LYT 10/09, NPE 11/09, LYT 12/09, TRG 12/09, TIU 13/09, POE 13/09, SYD 13/09, MLB 14/09, NSN 15/09, NPL 15/09, BSA 18/09, ADL 18/09
Msc Gabriela 144A	MSC	-	-	-	-	13/8	FRE 27/08, ADL 28/08, MLB 01/09, SYD 04/09, TRG 09/09, LYT 11/09
Hoegh Durban 35	HUA	-	-	-	-	15/8	FRE 25/08, MLB 30/08, PKL 02/09, BSA 04/09, TRG 08/09, NPE 09/09, WLG 11/09, LYT 12/09
Ital Oriente 0200-006E	COS/EMC/HSD/MBA	-	-	-	-	15/8	BSA 15/09, SYD 17/09, MLB 20/09
Msc Toledo H833R	MSC	-	-	-	-	15/8	FRE 30/08, ADL 31/08, MLB 04/09, SYD 07/09, TRG 11/09, LYT 13/09
Safmarine Mafadi 0811	MSK/SAF	-	-	-	-	17/8	FRE 11/09, AKL 16/09, TRG 17/09, LYT 17/09, NPE 18/09, LYT 19/09, TRG 19/09, TIU 20/09, POE 20/09, SYD 20/09, MLB 21/09, NSN 22/09, NPL 22/09, BSA 25/09, ADL 25/09
San Fernando 5A	MSC	-	-	-	-	18/8	FRE 02/09, ADL 03/09, MLB 07/09, SYD 10/09, TRG 15/09, LYT 17/09
Hoegh Detroit 19	HUA	-	-	18/8	-	-	FRE 31/08, MLB 04/09, PKL 06/09, BSA 08/09, NOU 10/09, TRG 12/09, NPE 13/09, WLG 15/09, LYT 16/09

OUTBOUND BY DATE - Dates for s

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for/ETA
To: East Africa Updated daily on http://www.cargoinfo.co.za							
Jolly Bianco 175	LMC	-	-	-	7/8	-	MPM 07/08,DAR 13/08,MBA 14/08
Viborg 2825	GAL	-	-	-	5/8	-	MPM 01/01
Red Sea 117	EAS/SCO	-	-	-	4/8	-	MBA 09/08
White Rhino 8809	MAC	-	-	-	5/8	-	MBA 13/08
Barrier 25	MOL/MOZ/MSK/OAL/SAF-	-	-	-	5/8	-	MPM 06/08,BEW 08/08
Ridge 23	MOL/MOZ/MSK/OAL/SAF-	-	-	-	6/8	-	MPM 07/08,BEW 09/08,MNC 12/08
Daniela 610	UAF	-	-	-	7/8	-	UEL 26/08,MPM 31/08
Jolly Verde 187	LMC	-	9/8	-	17/8	-	MPM 18/08,DAR 24/08,MBA 25/08
Songo 172	MOZ/NVQ	-	-	-	10/8	-	BEW 13/08,MNC 16/08,PMA 18/08
Barrier 26	MOL/MOZ/MSK/OAL/SAF-	-	-	-	15/8	-	MPM 16/08,BEW 18/08
Ultima 518	UAF	-	-	-	16/8	-	MBA 04/09,UEL 12/09,MPM 17/09
Frontier 30	MOL/MOZ/MSK/OAL/SAF-	-	-	-	17/8	-	BEW 19/08
Jasper S 9	EAS/SCO	-	-	-	18/8	-	MBA 23/08
To: Indian Ocean Islands Updated daily on http://www.cargoinfo.co.za							
Safmarine Makutu 0811	MSK/SAF	-	5/8	-	-	-	PLU 13/08
Msc Tia H831R	MSC	-	-	-	5/8	-	PLU 09/08,PDG 11/08,TMM 18/08,DZA 24/08,DIE 26/08
Daniela 610	UAF	-	-	-	7/8	-	TLE 12/08,TMM 19/08,DIE 21/08,MUT 23/08
Msc Mahima H832R	MSC	-	-	-	8/8	-	PLU 12/08,PDG 14/08,TMM 18/08,DZA 24/08,DIE 26/08
Msc Aurora 217A	MSC	-	-	-	8/8	-	PLU 14/08,PDG 16/08,TMM 18/08,LON 24/08,DIE 26/08
Maersk Gloucester 0811	MSK/SAF	-	13/8	-	9/8	-	PLU 20/08
Msc Gabriela 144A	MSC	-	-	-	13/8	-	PLU 18/08,PDG 20/08,MJN 23/08,LON 24/08,DIE 26/08,TMM 28/08
Msc Toledo H833R	MSC	-	-	-	15/8	-	PLU 19/08,PDG 21/08,DZA 24/08,DIE 26/08,TMM 28/08
Ultima 518	UAF	-	-	-	16/8	-	TLE 21/08,TMM 28/08,DIE 31/08,MUT 01/09,LON 10/09
Safmarine Mafadi 0811	MSK/SAF	-	-	-	17/8	-	PLU 27/08
San Fernando 5A	MSC	-	-	-	18/8	-	PLU 24/08,PDG 26/08,TMM 28/08,DIE 05/09,LON 11/09
To: Mediterranean and Black Sea Updated daily on http://www.cargoinfo.co.za							
Jolly Bianco 175	LMC	-	-	-	7/8	-	MRS 30/08,GOI 31/08,BLA 02/09,NPK 05/09,TUN 28/09,MLA 28/09,UAY 30/09,BEY 30/09,BEN 30/09,AXA 02/10,TIP 02/10
MOL Caledon 805B	CHL/DAL/MOL/MSK/SAF/TSA-	-	9/8	-	-	-	ALG 22/08,CAS 22/08,CAZ 25/08,LIV 25/08,ORN 25/08,BLA 26/08,VEC 27/08,FOS 29/08,NPK 29/08,AXA 30/08,GIT 30/08, PSD 30/08,UAY 31/08,ASH 31/08,ASH 02/09,TUN 03/09,GOI 03/09,KOP 03/09,MAR 03/09,SAL 03/09,BEY 04/09,GEM 04/09, SKG 04/09,PIR 05/09,IST 05/09,TRS 05/09,IZM 07/09,HFA 08/09,MER 08/09
Msc Messina 6R	HLC/HSL/LTIMSC	-	9/8	6/8	4/8	-	VEC 29/08,SPE 03/09,LIV 03/09,GOI 04/09,NPK 04/09,HFA 04/09,FOS 05/09,BLA 08/09,AXA 10/09
Red Sea 117	EAS/SCO	-	-	-	4/8	-	ASH 26/08,HFA 28/08,AXA 29/08
Tove Maersk 0810	MSK/SAF	-	5/8	-	-	-	AGP 28/08,ALG 29/08
Safmarine Nokwanda 806B	CHL/DAL/MOL/MSK/SAF/TSA-	-	17/8	7/8	-	11/8	ALG 29/08,CAS 29/08,CAZ 01/09,LIV 01/09,ORN 01/09,BLA 02/09,VEC 03/09,FOS 05/09,NPK 05/09,AXA 06/09,GIT 06/09, PSD 06/09,UAY 07/09,ASH 07/09,ASH 09/09,TUN 10/09,GOI 10/09,KOP 10/09,MAR 10/09,SAL 10/09,BEY 11/09,GEM 11/09, SKG 11/09,PIR 12/09,IST 12/09,TRS 12/09,IZM 14/09,HFA 15/09,MER 15/09
Jolly Verde 187	LMC	-	9/8	-	17/8	-	MRS 10/09,GOI 11/09,BLA 13/09,NPK 16/09,TUN 09/10,MLA 09/10,UAY 11/10,BEY 11/10,BEN 11/10,AXA 13/10,TIP 13/10
Troense Maersk 0816	MSK/SAF	-	10/8	-	-	-	AGP 04/09,ALG 05/09
Msc Eleni 545R	HLC/HSL/LTIMSC	-	16/8	13/8	-	10/8	VEC 05/09,SPE 10/09,LIV 10/09,GOI 11/09,NPK 11/09,HFA 11/09,FOS 12/09,BLA 15/09,AXA 17/09
Lica Maersk 806B	CHL/DAL/MOL/MSK/SAF/TSA-	-	-	14/8	-	18/8	ALG 05/09,CAS 05/09,CAZ 08/09,LIV 08/09,ORN 08/09,BLA 09/09,VEC 10/09,FOS 12/09,NPK 12/09,AXA 13/09,GIT 13/09, PSD 13/09,UAY 14/09,ASH 14/09,ASH 16/09,TUN 17/09,GOI 17/09,KOP 17/09,MAR 17/09,SAL 17/09,BEY 18/09,GEM 18/09, SKG 18/09,PIR 19/09,IST 19/09,TRS 19/09,IZM 21/09,HFA 22/09,MER 22/09
Msc Olqa 14R	HLC/HSL/LTIMSC	-	-	-	17/8	-	VEC 12/09,SPE 17/09,LIV 17/09,GOI 18/09,NPK 18/09,HFA 18/09,FOS 19/09,BLA 22/09,AXA 24/09
Thomas Maersk 0810	MSK/SAF	-	17/8	-	-	-	AGP 11/09,ALG 12/09
Jasper S 9	EAS/SCO	-	-	-	18/8	-	ASH 09/09,HFA 11/09,AXA 12/09
To: Middle East, Pakistan, India and Sri Lanka Updated daily on http://www.cargoinfo.co.za							
Jolly Bianco 175	LMC	-	-	-	7/8	-	JED 22/08,RUH 11/09,AQJ 16/09,MSW 16/09,PZU 16/09,HOD 17/09,AUH 21/09,DXB 23/09,KWI 23/09,NSA 23/09,BAH 26/09, BND 26/09,DMN 26/09,DOH 26/09,MCT 26/09,BQM 28/09
Pac Aries 027E	LNL/MOL/PIL	-	-	-	6/8	-	NSA 16/08,JEA 23/08
Ever Gleamy 0198-055E	COS/EMC/HSD/MBA	-	5/8	-	-	-	CMB 26/08,NSA 28/08
Nicolai Maersk 0812	MSK/SAF	-	-	6/8	-	-	SLL 17/08,JEA 20/08
Red Sea 117	EAS/SCO	-	-	-	4/8	-	JIB 17/08,AQJ 24/08,CMB 13/09
Cosco Shekou 0199-019E	COS/EMC/HSD/MBA	-	12/8	-	8/8	-	CMB 02/09,NSA 04/09
Jolly Verde 187	LMC	-	9/8	-	17/8	-	JED 03/09,RUH 23/09,AQJ 28/09,MSW 28/09,PZU 28/09,HOD 29/09,AUH 03/10,DXB 05/10,KWI 05/10,NSA 05/10,BAH 08/10, BND 08/10,DMN 08/10,DOH 08/10,MCT 08/10,BQM 10/10
Nexoe Maersk 0816	MSK/SAF	-	-	13/8	-	9/8	SLL 24/08,JEA 27/08
Kota Haliu 028E	LNL/MOL/PIL	-	10/8	-	16/8	-	NSA 25/08,JEA 01/09
Ital Oriente 0200-006E	COS/EMC/HSD/MBA	-	-	-	15/8	-	CMB 09/09,NSA 11/09
Jasper S 9	EAS/SCO	-	-	-	18/8	-	JIB 31/08,AQJ 07/09,CMB 27/09
To: North America Updated daily on http://www.cargoinfo.co.za							
Msc Voyager 007	MSC/MSK/SAF	-	10/8	-	-	6/8	NYC 27/08,BAL 29/08,ORF 30/08,CHU 01/09,FEP 02/09,NAS 03/09,MIA 04/09,POP 04/09,MHH 04/09,GEC 05/09,SDQ 05/09, TOV 05/09,SLU 06/09,PHI 06/09,GDT 06/09,SJO 07/09,BAS 07/09,VJ 07/09,RSU 08/09,PAP 08/09,KTN 08/09,HQN 09/09, BGI 09/09,STG 09/09,MSY 11/09
Ever Gleamy 0198-055E	COS/EMC/HSD/MBA	-	5/8	-	-	-	LAX 02/09,OAK 05/09,TIW 07/09,BCC 09/09
Viborg 2825	GAL	-	-	-	5/8	-	HQN 02/09,MSY 07/09,JKV 25/09
Safmarine Zambazi 031	MSC/MSK/SAF	-	16/8	6/8	-	11/8	NYC 03/09,BAL 05/09,ORF 06/09,CHU 08/09,FEP 09/09,NAS 10/09,MIA 11/09,POP 11/09,MHH 11/09,GEC 12/09,SDQ 12/09, TOV 12/09,SLU 13/09,PHI 13/09,GDT 13/09,SJO 14/09,BAS 14/09,VJ 14/09,RSU 15/09,PAP 15/09,KTN 15/09,HQN 16/09, BGI 16/09,STG 16/09,MSY 18/09
Cosco Shekou 0199-019E	COS/EMC/HSD/MBA	-	12/8	-	8/8	-	LAX 09/09,OAK 12/09,TIW 14/09,BCC 16/09
Msc Zurich 618	MSC/MSK/SAF	-	-	13/8	-	18/8	NYC 10/09,BAL 12/09,ORF 13/09,CHU 15/09,FEP 16/09,NAS 17/09,MIA 18/09,POP 18/09,MHH 18/09,GEC 19/09,SDQ 19/09, TOV 19/09,SLU 20/09,PHI 20/09,GDT 20/09,SJO 21/09,BAS 21/09,VJ 21/09,RSU 22/09,PAP 22/09,KTN 22/09,HQN 23/09, BGI 23/09,STG 23/09,MSY 25/09
Ital Oriente 0200-006E	COS/EMC/HSD/MBA	-	-	-	15/8	-	LAX 16/09,OAK 19/09,TIW 21/09,BCC 23/09
To: South America Updated daily on http://www.cargoinfo.co.za							
Maersk Varna 0810	MSK/SAF	-	4/8	-	-	-	RIG 26/08,BUE 29/08,ITJ 02/09,SSZ 04/09
Cap Doukato 829W	MSK/SAF	-	-	-	7/8	-	SSZ 17/08,ITJ 19/08
Cape May 102W	NYK	-	-	-	9/8	-	SSZ 18/08,BUE 21/08,PNG 25/08,NVT 26/08
CMA-CGM Parana KP144W	CMA/CSV	-	-	-	9/8	-	SSZ 19/08,PNG 21/08,ITJ 23/08,RIG 25/08
Cap Palmas 830W	MSK/SAF	-	-	-	14/8	-	SSZ 24/08,ITJ 26/08
NYK Floresta 102w	NYK	-	-	-	15/8	-	SSZ 25/08,BUE 28/08,PNG 01/09,NVT 02/09
CSAV Rotterdam KP146W	CMA/CSV	-	-	-	17/8	-	SSZ 27/08,PNG 28/08,ITJ 30/08,RIG 01/09
Marie Schulte 0812	MSK/SAF	-	18/8	-	-	-	RIG 09/09,BUE 12/09,ITJ 16/09,SSZ 18/09

Name of Ship/Voy/Line	WBAY	CT	PE	EL	DBN	RBAY	Loading for/ETA
To: The Far East and South East Asia							
Updated daily on http://www.cargoinfo.co.za							
Safmarine Makutu 0811	MSK/SAF	-	5/8	-	-	-	TPP 23/08,PGU 25/08,PKG 26/08,CWN 26/08,BLW 26/08,HKG 27/08,SUB 27/08,YOK 28/08,UKB 28/08,HUA 28/08,SRG 28/08, PEN 28/08,SHA 29/08,BUS 29/08,XMN 29/08,SGN 30/08,NGB 31/08,HPH 31/08,INC 01/09,TAO 04/09,OSA 04/09,NGO 04/09
Ever Gleamy 0198-055E	COS/EMC/HSD/MBA	-	5/8	-	-	-	SIN 21/08,PGU 23/08,PKG 23/08,LCH 24/08,JKT 24/08,SUB 24/08,PEN 24/08,SGN 24/08,DLG 25/08,BLW 25/08,BKK 25/08, KHH 26/08,SRG 26/08,MNL 26/08,UKB 28/08,TYO 28/08,XMN 28/08,HPH 28/08,SHA 29/08,NGO 29/08,OSA 29/08,NGB 31/08, BUS 31/08,TAO 02/09,TXG 04/09,YOK 04/09,YTN 05/09,KEL 07/09,TXG 08/09
Kota Karim 5209B	MOL/PIL	-	-	4/8	-	-	SIN 16/08,HKG 20/08,UKB 25/08,YOK 26/08,NGO 27/08,BUS 29/08,SHA 31/08
Maersk Innoshima 0802	MSK/SAF	-	-	-	8/8	-	PKG 21/08,SIN 23/08,TPP 24/08
Red Sea 117	EAS/SCO	-	-	-	4/8	-	PKG 30/08,XMN 05/09,SHK 07/09
Maersk Buffalo 0813	MSK/SAF	-	4/8	-	8/8	-	HKG 27/08,TPP 31/08
CSCS Napoli AA320E	CMA/CSC/MBA	-	-	-	4/8	-	PKG 14/08,HKG 18/08
Thai Dawn 082	GRB/UNG	-	-	-	5/8	-	JKT 20/08,MAT 26/08,BKK 27/08
Luetjenburg 0808	MSK/SAF	-	-	-	5/8	-	PKG 15/08,SIN 16/08,TPP 17/08
Hansa Marsburg 030	NDS	-	-	-	5/8	-	SIN 15/08
Msc Tia H831R	MSC	-	-	-	5/8	-	SIN 22/08,SHA 28/08,CWN 31/08,HKG 02/09
CSCS Kingston AA318E	CMA/CSC/MBA	-	-	-	6/8	-	PKG 17/08
Bunga Raya Dua 010	CSV/KLJ/MIS/PIL	-	10/8	-	6/8	-	PKG 23/08,SIN 24/08,HKG 28/08,SHA 31/08,NGB 01/09,KHH 03/09,SHK 04/09,BUS 05/09,INC 05/09,KEL 05/09,KHH 05/09, YOK 08/09,NGO 08/09,UKB 08/09
Nedlloyd Maxima 825E	MSK/SAF	-	-	-	6/8	-	SIN 17/08,NGO 25/08,YOK 26/08,BUS 28/08
Bahia 825E	MSK/SAF	-	-	7/8	-	-	SIN 19/08,HKG 23/08,SHA 28/08
Hoegh Pusan 11	HUA	-	-	7/8	9/8	-	SIN 20/08
Cosco Shekou 0199-019E	COS/EMC/HSD/MBA	-	12/8	-	8/8	-	SIN 28/08,PGU 30/08,PKG 30/08,LCH 31/08,JKT 31/08,SUB 31/08,PEN 31/08,SGN 31/08,DLG 01/09,BLW 01/09,BKK 01/09, KHH 02/09,SRG 02/09,MNL 02/09,UKB 04/09,TYO 04/09,XMN 04/09,HPH 04/09,SHA 05/09,NGO 05/09,OSA 05/09,NGB 07/09, BUS 07/09,TAO 09/09,TXG 11/09,YOK 11/09,YTN 12/09,KEL 14/09,TXG 15/09
Msc Mahima H832R	MSC	-	-	-	8/8	-	SIN 25/08,SHA 31/08,CWN 03/09,HKG 05/09
Maersk Gloucester 0811	MSK/SAF	-	13/8	-	9/8	-	TPP 30/08,PGU 01/09,PKG 02/09,CWN 02/09,BLW 02/09,HKG 03/09,SUB 03/09,YOK 04/09,UKB 04/09,HUA 04/09,SRG 04/09, PEN 04/09,SHA 05/09,BUS 05/09,XMN 05/09,SGN 06/09,NGB 07/09,HPH 07/09,INC 08/09,TAO 11/09,OSA 11/09,NGO 11/09
CSCS Kelang BD002E	CMA/CSC/MBA	-	-	-	10/8	-	PKG 21/08,HKG 26/08,SHA 29/08,NGB 30/08,SHK 02/09
Recife 7102B	MOL	-	-	-	10/8	-	SIN 28/08,SHA 04/09,XMN 06/09
Csav Ranquil 0001	CSV	-	-	-	11/8	-	SIN 23/08,HKG 26/08,NGB 28/08,SHA 29/08,CWN 31/08
Rio de Janeiro 826E	MSK/SAF	-	-	12/8	15/8	-	SIN 25/08,HKG 28/08,NGO 01/09,YOK 02/09,BUS 04/09,SHA 05/09
MOL Pride 5330B	MOL/PIL	-	-	12/8	-	-	SIN 24/08,HKG 28/08,UKB 01/09,YOK 02/09,NGO 03/09,BUS 05/09,SHA 07/09
Kota Sabas 009	CSV/KLJ/MIS/PIL	-	17/8	-	13/8	-	PKG 30/08,SIN 31/08,HKG 04/09,SHA 07/09,NGB 08/09,KHH 10/09,SHK 11/09,BUS 12/09,INC 12/09,KEL 12/09,KHH 12/09, YOK 15/09,NGO 15/09,UKB 15/09
Maersk Brooklyn 0821	MSK/SAF	-	-	13/8	-	-	HKG 03/09,TPP 07/09
Msc Toledo H833R	MSC	-	-	-	15/8	-	SIN 01/09,SHA 07/09,CWN 10/09,HKG 12/09
Ital Oriente 0200-006E	COS/EMC/HSD/MBA	-	-	-	15/8	-	SIN 04/09,PGU 06/09,PKG 06/09,LCH 07/09,JKT 07/09,SUB 07/09,PEN 07/09,SGN 07/09,DLG 08/09,BLW 08/09,BKK 08/09, KHH 09/09,SRG 09/09,MNL 09/09,UKB 11/09,TYO 11/09,XMN 11/09,HPH 11/09,SHA 12/09,NGO 12/09,OSA 12/09,NGB 14/09, BUS 14/09,TAO 18/09,TXG 18/09,YOK 18/09,YTN 19/09,KEL 21/09,TXG 22/09
Maersk Jurong 0806	MSK/SAF	-	-	-	15/8	-	PKG 28/08,SIN 31/08,TPP 01/09
Mol Columbus 5431B	MOL/PIL	-	16/8	18/8	-	-	SIN 30/08,HKG 03/09,UKB 08/09,YOK 09/09,NGO 10/09,BUS 12/09,SHA 14/09
Tern Arrow 162	GRB	-	-	-	16/8	-	CHB 01/01,XMN 15/09,INC 20/09,BUS 23/09,KPO 24/09,MOJ 28/09,OSA 30/09,NGO 03/10,YOK 05/10
Maersk Ipanema 0810	MSK/SAF	17/8	-	-	-	-	PKG 04/09,SIN 07/09,TPP 08/09
Niledutch Tianjin 031	NDS	-	-	-	17/8	-	TXG 04/09,SHA 07/09
Safmarine Mafadi 0811	MSK/SAF	-	-	-	17/8	-	TPP 06/09,PGU 08/09,PKG 09/09,CWN 09/09,BLW 09/09,HKG 10/09,SUB 10/09,YOK 11/09,UKB 11/09,HUA 11/09,SRG 11/09, PEN 11/09,SHA 12/09,BUS 12/09,XMN 12/09,SGN 13/09,NGB 14/09,HPH 14/09,INC 15/09,TAO 18/09,OSA 18/09,NGO 18/09
Europa Bridge BD004E	CMA/CSC/MBA	-	-	-	17/8	-	PKG 28/08,HKG 02/09,SHA 05/09,NGB 06/09,SHK 09/09
Mol Heritage 7202B	MOL	-	-	-	18/8	-	SIN 04/09,SHA 11/09,XMN 13/09
Jasper S 9	EAS/SCO	-	-	-	18/8	-	PKG 13/09,XMN 19/09,SHK 21/09
To: UK, North West Continent & Scandinavia							
Updated daily on http://www.cargoinfo.co.za							
Orinoco River 504N	SIL	-	4/8	-	-	-	RTM 23/08,FXT 24/08,BRV 25/08,ANR 26/08
MOL Caledon 805B	CHLDAL/MOL/MSK/SAF/TA-	-	9/8	-	-	-	RTM 23/08,TIL 25/08,BIO 25/08,BRV 27/08,LEI 27/08,CPH 28/08,GOT 28/08,HMQ 28/08,OFQ 29/08,HEL 31/08,OSL 03/09
Safmarine Memling 804B	CHLDAL/MOL/MSK/SAF/TA-	-	7/8	5/8	-	4/8	LZI 22/08,THP 26/08,ANR 27/08,BRV 29/08,CPH 30/08,GOT 30/08,HMQ 30/08,OFQ 31/08,HEL 02/09,OSL 05/09
Msc Messina 6R	HLC/HSL/LTI/MSK	-	9/8	6/8	-	4/8	LZI 27/08,FXT 30/08,MSK 31/08,BRV 01/09,ANR 02/09,RTM 04/09,BIO 04/09,LEH 05/09,LIV 05/09,VGO 08/09,HEL 08/09,LEI 09/09, KTK 09/09,STO 11/09,KLJ 13/09,LED 16/09
Purple Beach 8127	MAC	13/8	11/8	7/8	5/8	8/8	VGO 23/08,RTM 29/08,HMQ 31/08,LZI 01/09,PFT 01/09,IMM 01/09,HUL 01/09,BXE 02/09,KRS 02/09,LAR 02/09,OSL 03/09, ANR 04/09,OFQ 04/09,CPH 04/09,ORK 04/09,DUO 04/09,GOT 04/09,GOO 04/09,GRG 04/09,HEL 04/09,HEL 06/09,KTK 06/09, STO 06/09,BIO 12/09
Freedom Ace 34A	MOL	-	-	5/8	7/8	-	VGO 22/08,ZEE 24/08,BRV 27/08
Mol Dream 1115A	MOL/PIL	-	-	-	7/8	-	LEI 03/09,ANR 05/09,FXT 07/09,LEH 08/09
Safmarine Nokwanda 806B	CHLDAL/MOL/MSK/SAF/TA-	-	17/8	7/8	-	11/8	RTM 30/08,TIL 01/09,BIO 01/09,BRV 03/09,LEI 03/09,CPH 04/09,GOT 04/09,HMQ 04/09,OFQ 05/09,HEL 07/09,OSL 10/09
MOL Springbok 806B	CHLDAL/MOL/MSK/SAF/TA-	-	14/8	12/8	8/8	11/8	LZI 29/08,THP 02/09,ANR 04/09,BRV 06/09,CPH 07/09,GOT 07/09,HMQ 07/09,OFQ 08/09,HEL 10/09,OSL 13/09
Msc Eleni 545R	HLC/HSL/LTI/MSK	-	16/8	13/8	-	10/8	LZI 03/09,FXT 06/09,HMQ 07/09,BRV 08/09,ANR 09/09,RTM 11/09,BIO 11/09,LEH 12/09,LIV 12/09,VGO 15/09,HEL 15/09,LEI 16/09, KTK 16/09,STO 18/09,KLJ 20/09,LED 23/09
Lica Maersk 806B	CHLDAL/MOL/MSK/SAF/TA-	-	-	14/8	-	18/8	RTM 06/09,TIL 08/09,BIO 08/09,BRV 10/09,LEI 10/09,CPH 11/09,GOT 11/09,HMQ 11/09,OFQ 12/09,HEL 14/09,OSL 17/09
Dal East London 806B	CHLDAL/MOL/MSK/SAF/TA-	-	-	15/8	18/8	-	LZI 05/09,THP 09/09,ANR 11/09,BRV 13/09,CPH 14/09,GOT 14/09,HMQ 14/09,LEH 15/09,OFQ 15/09,HEL 17/09,OSL 20/09
Stellenbosch 8128	MAC	-	-	17/8	15/8	18/8	HMQ 10/09,RTM 11/09,BXE 12/09,KRS 12/09,LAR 12/09,OSL 13/09,LZI 14/09,ANR 14/09,PFT 14/09,IMM 14/09,OFQ 14/09, CPH 14/09,GOT 14/09,GOO 14/09,GRG 14/09,HEL 14/09,HUL 14/09,HEL 16/09,KTK 16/09,STO 16/09,ORK 17/09,DUO 17/09,BIO 25/09
MOL Volta 1337A	MOL/PIL	-	-	-	17/8	-	LEI 11/09,ANR 13/09,FXT 15/09,LEH 16/09
Msc Olqa 14R	HLC/HSL/LTI/MSK	-	-	-	17/8	-	LZI 10/09,FXT 13/09,HMQ 14/09,BRV 15/09,ANR 16/09,RTM 18/09,BIO 18/09,LEH 19/09,LIV 19/09,VGO 22/09,HEL 22/09,LEI 23/09, KTK 23/09,STO 25/09,KLJ 27/09,LED 30/09
El Lobo 405N	SIL	-	-	-	18/8	-	RTM 05/09,FXT 06/09,BRV 07/09,ANR 08/09
To: West Africa							
Updated daily on http://www.cargoinfo.co.za							
Orinoco River 504N	SIL	-	4/8	-	-	-	DKR 16/08
Safmarine Lisbon 0807	MSK/SAF	5/8	-	-	-	-	MSZ 08/08,PNR 14/08,MAT 16/08,DLA 24/08,LBV 26/08
Jolly Bianco 175	LMC	-	-	-	-	7/8	DKR 08/09
MOL Caledon 805B	CHLDAL/MOL/MSK/SAF/TA-	-	9/8	-	-	-	LPA 19/08
Niledutch Shanghai 140	NDS	-	4/8	-	-	-	PNR 10/08,LAD 07/09,LOB 09/09,CAB 11/09,SZA 11/09,MAT 12/09,MSZ 13/09,LBV 16/09,DLA 17/09,ABJ 21/09
Maersk Innoshima 0802	MSK/SAF	-	-	-	-	8/8	ABJ 01/01
Msc Messina 6R	HLC/HSL/LTI/MSK	-	9/8	6/8	-	4/8	LPA 22/08,DKR 24/08,ABJ 25/08,TEM 27/08,APP 02/09,TIN 03/09
Maersk Vama 0810	MSK/SAF	4/8	-	-	-	-	LAD 01/01,PNR 07/08,LBV 10/08,TEM 14/08
Purple Beach 8127	MAC	13/8	11/8	7/8	5/8	8/8	MAT 13/08,LPA 04/09,DKR 08/09
Tove Maersk 0810	MSK/SAF	5/8	-	-	-	-	TNG 01/01,LAD 07/08,MIN 19/08
Luetjenburg 0808	MSK/SAF	-	-	-	-	5/8	ABJ 01/01
Boundary 3S	MOL/MSK/MSK/OAL/SAF-	-	11/8	-	-	7/8	LUD 13/08
Blue Sky 78/08	ASL	-	7/8	-	-	-	LAD 14/08,SZA 16/08,MAL 18/08
Tugela 96S	MOL/MSK/MSK/OAL/SAF-	-	11/8	-	-	7/8	LAD 16/08
Safmarine Nokwanda 806B	CHLDAL/MOL/MSK/SAF/TA-	-	17/8	7/8	-	11/8	LPA 26/08
Mol Dream 1115A	MOL/PIL	-	-	-	-	7/8	TEM 15/08,LOS 18/08,LFW 22/08,ABJ 25/08,DLA 26/08,TKD 29/08,DKR 29/08,LPA 01/09
Maersk Buton 0803	MSK/SAF	8/8	-	-	-	-	ABJ 13/08,TEM 15/08,APP 19/08
Niledutch Nordica 141	NDS	-	-	-	-	9/8	PNR 18/08
Maruba Tango 801W	CSO/SMU	-	-	-	-	9/8	TEM 17/08,LFW 21/08,LOS 23/08
Kota Azam AZM059	MOL/PIL	-	9/8	-	-	-	TEM 16/08,COO 19/08,LOS 22/08,DLA 26/08
Jolly Verde 187	LMC	-	9/8	-	-	17/8	DKR 19/09
Troense Maersk 0816	MSK/SAF	10/8	-	-	-	-	LAD 13/08,MIN 26/08
Msc Eleni 545R	HLC/HSL/LTI/MSK	-	16/8	13/8	-	10/8	LPA 29/08,DKR 31/08,ABJ 01/09,TEM 03/09,APP 09/09,TIN 10/09
Kota Nabli NBL007	MOL/PIL	-	12/8	-	-	-	TEM 19/08,COO 22/08,LOS 25/08
Safmarine Namibe 0809	MSK/SAF	-	17/8	-	-	13/8	MSZ 25/08,PNR 31/08,MAT 02/09
Maersk Toyama 0809	MSK/SAF	14/8	-	-	-	-	ABJ 18/08,TEM 20/08,APP 24/08
Lica Maersk 806B	CHLDAL/MOL/MSK/SAF/TA-	-	-	14/8	-	18/8	LPA 02/09
Maersk Inverness 0807	MSK/SAF	15/8	-	-	-	-	ABJ 20/08,TEM 22/08,APP 26/08
Mol Kauri 030W	LNL/MOL/PIL	-	-	-	-	15/8	LOS 24/08,COO 28/08,TEM 31/08
Stellenbosch 8128	MAC	-	-	17/8	15/8	18/8	MAT 23/08,LPA 17/09,DKR 21/09
Maersk Jurong 0806	MSK/SAF	-	-	-	-	15/8	ABJ 01/01
Emilia 212	SIL	-	-	-	-	16/8	LOS 30/08,TEM 01/09,SZA 05/09,LBV 08/09,POG 12/09
Thomas Maersk 0810	MSK/SAF	17/8	-	-	-	-	LAD 20/08,MIN 02/09
MOL Volta 1337A	MOL/PIL	-	-	-	17/8	-	TEM 25/08,LOS 28/08,LFW 01/09,ABJ 02/09,DLA 03/09,TKD 06/09,DKR 06/09,LPA 09/09
Msc Olqa 14R	HLC/HSL/LTI/MSK	-	-	-	17/8	-	LPA 05/09,DKR 07/09,ABJ 08/09,TEM 10/09,APP 16/09,TIN 17/09
Horizon 5S	MOL/MSK/MSK/OAL/SAF-	-	17/8	-	-	-	LUD 19/08,LOB 24/08
El Lobo 405N	SIL	-	-	-	-	18/8	DKR 29/08
Marie Schulte 0812	MSK/SAF	18/8	-	-	-	-	PNR 21/08,LBV 24/08,TEM 28/08

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

* Notice any errors? Contact Peter Hemer on Cell: 084 654 5510/Fax (011) 704-3015

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	328-5777	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	301-3100	570-7875	419-2734	373-1187	-	-	-	-	-
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 (0925821) 430021/2
Land & Sea Shipping	679-1651	-	-	-	-	-	-	-	-
Lloydafrica	455-2728	480-8600	402-1720	581-7023	-	-	-	-	-
Macs	340-0499	301-0711	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	-
SA Independent Liner Services	-	360-0700	421-1750	581-4181	-	-	-	-	-
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	-	-	-	-	-	-	-	-
Tall Ships	-	309-5959	421-0033	-	788-0953	-	-	-	Saldanha Bay (022) 714-1203
Transmarine Logistics	450-2399	301-2001	-	-	-	-	-	-	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	-	-	-	-