



# Mediterranean Shipping Company (MSC)

SHIPPING TO AND FROM  
SOUTH AFRICA





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*Backed up its fleet of container vessels and multiple service divisions, MSC South Africa has been linking South Africa directly with the rest of the world since 1978*

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MSC South Africa operates a successful reefer cargo division

**F**ounded in 1970, Mediterranean Shipping Company (MSC) has since transformed itself from a small conventional ship operator into one of the world's largest and best known maritime transportation groups. By providing an unparalleled service network through its various offices around the globe, and through the expansion of its fleet, MSC has successfully consolidated its position as the second largest carrier in terms of container slot capacity and the number of container vessels operated.

It was the founding of MSC's Europe-South Africa service in the 1970s that resulted in the establishment of Mediterranean Shipping Company (MSC) South Africa. In adopting the group's unique, innovative and flexible approach to shipping MSC

levels the company delivers to the shipping community. Perhaps equally important however is also the company's willingness and ability to initiate change in order to meet the constantly evolving needs of its clients.

MSC South Africa operates a successful reefer cargo division, tasked with shipping temperature controlled commodities such as fruit, fish and meat to a number of destinations. In addition to its reefer equipment that comes in both twenty and forty foot capacities, the company also offers controlled atmosphere and specialised protocol shipments.

The goal of the reefer division is to maintain the cold chain throughout the voyage so as to preserve the commodity being carried. By keeping transit times to a minimum the division is also able to extend the life of the

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*“The success of the business, particularly during the course of the last decade, can in large part be attributed to MSC's Quality Management System”*

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South Africa has grown to become one of the biggest users of South Africa's ports.

The large fleet of container vessels that the company today boasts has allowed it to expand to deliver services along a number of major trade routes which link South Africa directly with Europe, the United States, Asia, the Middle East, Far East and Australia. Closer to home links are also provided between South Africa and numerous key ports along Africa's West and East Coasts, Madagascar and several Indian Ocean Islands.

The success of the business, particularly during the course of the last decade, can in large part be attributed to MSC's Quality Management System. This system aims to achieve continuous improvement throughout the group, especially when it comes to service

product in question. Today MSC South Africa's main reefer markets include the UK, the United States and Canada, the Middle East and the Mediterranean, while business continues to grow at a healthy pace in East and West Africa, and in the Far East.

As the business has grown, MSC has made sure to invest in the acquisition of a number of characteristic office buildings, each of which has become something of a landmark in their respective locations of Durban, Johannesburg, Cape Town, Port Elizabeth and Pretoria.

Particular attention however has been paid to the restoration of the company's Port Elizabeth offices, housed in a building that has long held the distinction of being recognised as a national monument. The restored building was officially opened in 2004 and today is



Recent investments have seen the arrival of 7 tandem lift ship-to-shore cranes at TPT's Durban Container Terminals (DCT), Africa's largest and busiest container terminal.

## Transnet Port Terminals (TPT) is one of five operating divisions of Transnet SOC Limited, South Africa's state-owned freight transport and handling company

**We are responsible** for commercial handling services of sea-route freight across imports, exports and transhipments in containers, mineral bulk, bulk and automotive. TPT operates terminals in seven South African commercial ports namely Richards Bay, Durban, East London, Port Elizabeth, Ngqura, Cape Town and Saldanha.

Karl Socikwa is the Chief Executive at the helm of the TPT business. The company has a staff complement of over 6000. Billion have been allocated for TPT and its 13 terminals as part of the R300 billion capital investment termed the market demand strategy (MDS). This amount will see TPT boost its cargo handling equipment base, create terminal capacity, develop infrastructure and reduce the cost of doing business in Southern Africa.

Transnet Port Terminals services customers across a broad spectrum of the economy, including shipping lines, container industry, the general shipping industry, vehicle manufacturers, agriculture, steel and the mining industry, freight forwarders, cargo agents and legal entities (e.g. customs).

For more information, please visit our website on [www.transnetportterminals.net](http://www.transnetportterminals.net)



TPT employs over 6000 skilled and dedicated people geared to see our market demand strategy through to completion over the next six years.

**TRANSNET**



delivering freight reliably

port terminals





## Delivering freight reliability

▶ Transnet Port Terminals (TPT) is home to two of the world's top 120 container terminals Cape Town, Durban and Drewry's fastest growing container terminal in the world Ngqura Container Terminal (NCT). The company is one of five operating divisions of Transnet SOC Limited, South Africa's state-owned freight transport and handling company investing R300 billion in the expansion of port, rail and pipeline infrastructure between 2012 and 2019. A total of 13 terminals are operated by this South African terminal operator in seven of the country's commercial ports namely Saldanha, Cape Town, Ngqura, Port Elizabeth, East London, Durban and Richards Bay.

Recent investments have seen capacity creation across the company's terminals including Africa's biggest and busiest container terminal in the Southern Hemisphere, the Durban Container Terminal (DCT). Capacity

will increase to 4 million TEU after the extension and deepening of the berth on the North quay at DCT. Cape Town Container Terminal (CTCT) recently completed upgrades, the construction of additional reefer plug points and the extension of the quay wall to accommodate 1.4 million TEUs per annum. Similarly, the Ngqura Container Terminal (NCT) – South Africa's transshipment hub is in its second phase of development to increase its capacity to 800 000 TEUs with complementing equipment.

The introduction of the market demand strategy (MDS) has influenced TPT to increase its footprint in Africa and in the world offering improved connectivity to existing and new markets over the next six years and beyond. The company is creating capacity ahead of demand, growing and enhancing its skills base across its four sectors namely containers, bulk, break bulk and automotive. TPT's growth intentions have been witnessed



TPT's Cape Town Container Terminal after berth extension, making it debut in the World's Top 120 Container Ports



TPT's transshipment hub Ngqura Container Terminal (NCT), ranked first twice in 2012 and 2013 in a Drewry Maritime Research for being the fastest growing terminal in the world

through its extensive equipment investment in the past 12 months across all its other terminals namely Richards Bay Dry Bulk and Multi-Purpose Terminals (178km North of Durban), Port Elizabeth Terminal, Saldanha Bulk Terminal, Multi-purpose and Automotive Terminals.

This includes multi million rand ship loaders, mobile cranes, ship-to-shore cranes, multi million rand unloaders and varying break-bulk equipment for its bulk, break bulk, agricultural and automotive terminals.

Furthermore, TPT has signed several memorandums of understanding recently to leverage on unique opportunities presented by partners across the supply chain and industry globally. Of these, is the partnership with construction and engineering group Aveng in Mtwara, Tanzania where a new port is currently under development and proposals are open to eligible operators. There is also a number

of other value-add services and information sharing partnerships in place and in progress.

The combination of all these efforts and plans is aimed at TPT fulfilling its role in growing Africa trade and enabling landlocked countries to trade internationally. The company prides itself with a workforce of over 6000 dedicated employees and intends growing this number for continued inroads in job creation. The work in progress to develop all our terminals to world-class standards with an ability to accommodate future generation vessels, will ensure TPT offers all our customers superior value, efficient service and that we deliver freight reliably. ■

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MSC has diversified to include a Container Depot Company

*“Depicting the changing times of the shipping industry over the centuries, it is rather aptly titled the Millennium Window”*

recognised for the elaborate stained glass window that adorns its entrance. Depicting the changing times of the shipping industry over the centuries, it is rather aptly titled the Millennium Window.

In moving with the times the company has also enshrined an ability to diversify into other areas of business. Such diversifications include the creation of a Container Depot Company and an Intermodal/Landside Logistics Company. Together these companies help



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provide the type of one-stop service that MSC South Africa has become known for.

Individual depots can be found in Cape Town, Durban, Johannesburg, Rosslyn and Port Elizabeth. The Rosslyn depot boasts its own rail siding and provides particular benefits to clients in the motor industry as it provides easier access to their manufacturing plants. Meanwhile, the Uitenhage depot in Port Elizabeth is situated within the Nelson Mandela Bay Logistics Park and is also strategically situated in close proximity to a large global motor manufacturer. The most recent addition to the company's depot portfolio can be found within the Industrial Development Zone in East London, Eastern Cape.

MSC Logistics, the intermodal arm of the company, has a longstanding contractual relationship with Transnet Freight Rail (TFR), the service provider of South Africa's rail

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*We are proud to be associated with MSC. Relation is what we share. Success is what we pray and continual growth and progress is what we wish for you.*

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*Community action changes people's lives, embodies the spirit of hope and improve communities. Helping to make our communities a better place to live in*



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Aerial view of Cape Town harbor

*“MSC South Africa has grown to become one of the biggest users of South Africa’s ports”*



MSC is one of the biggest users of the South African ports

**Did you know?**

**1970**  
The year that Mediterranean Shipping Company (MSC) was founded

**1978**  
The year that MSC South Africa was founded

**1998**  
Year which MSC South Africa’s technical division was expanded

**2004**  
Opening of the of the company’s restored Port Elizabeth offices

**452**  
Number of dedicated local offices around the world

**155**  
Number of countries in which MSC operates

**700**  
Number of trailers controlled by MSC Logistics

**300**  
Number of trucks controlled by MSC Logistics



MSC South Africa is well known for providing a one stop service

corridors. The strong relationship between the pair allows MSC to offer TFR competitive rates of business, good transit times between ports and inland rail terminals, and up to date tracking through its electronic connections to its clients’ computer systems.

MSC Logistics controls more than 700 trailers, more than 300 trucks and a large fleet of Owner Drivers, truck owners commissioned as sub-contractors. Together these assets cover a large road transportation service of full deliveries, empty returns and the repositioning of empties for export demand. Such resources also allow it to offer local cartage within 300 kilometres of the major ports and inland rail terminals in Cape Town, Port Elizabeth, East London, Durban, Johannesburg and Pretoria.

Another venture that has witnessed a great deal of success in recent years is MSC

South Africa’s technical division, which was expanded in 1998 to include a world class, full scale engine repair and maintenance facility, headed up by a team of experienced and highly skilled South African and Italian engineers. This division of MSC South Africa, much like the company itself, has gone from strength to strength since the emergence of a democratic South Africa and shows no signs of slowing down. **BE**

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