



FROM THE BRIDGE

with Alan Olivier

2009 has been an eventful year. We entered this year in the midst of a global recession, and as the year comes to an end it appears that confidence is returning to the markets and the recession is “officially” over.

Having said this, 2010 will be a challenging year but Grindrod is well positioned to embrace these challenges and to look for growth opportunities.

Not only is “twenty ten” the year of the world cup but it is also Grindrod’s centenary. Much has evolved over the last 100 years. Grindrod has grown from a small coastal business to an internationally respected company we can all be proud of. Grindrod has made big strides not only in creating a financially sustainable business but in supporting our communities and contributing to conserving our environment. Over and above the corporate involvement in CSI projects, it is heartwarming to see the various projects staff and individual businesses are involved in.

To all the Grindrod staff, thank you for all you do to make our business great, and to our customers, thank you for your support throughout this year; it is sincerely appreciated.

I wish you all a very happy and peaceful festive season and all the very best for 2010.

GRINDROD - One hundred years old next year

Grindrod came top

Grindrod was awarded top spot in the recent Sunday Times, Top 100 Companies awards in the category, “Top 50 Companies over 10 years”.

In the Sunday Times, Business Times awards held in October 2009, Grindrod was recognised as being the company that has grown compound earnings the most of all JSE-listed companies over 10 years. A Sunday Times journalist reported: “At 58% compound growth since 1999, the Shipping and Logistics Company has delivered outstanding shareholder value through some of the most calamitous global economic times in living memory.”



Logo for centenary



You’ll be seeing a lot more of this logo. We had it designed for our centenary celebrations in 2010.



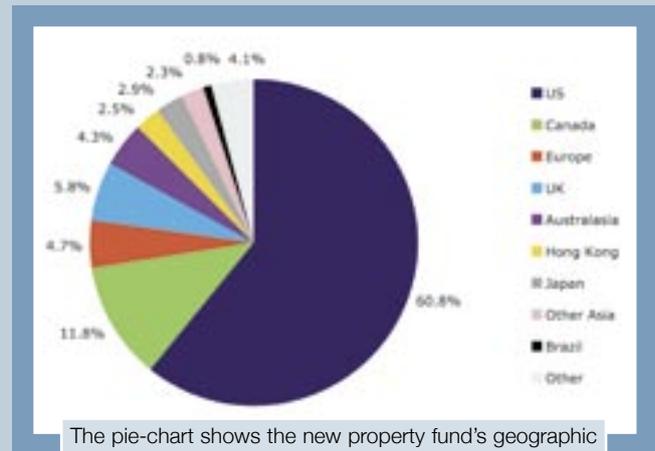
Good start for new global property fund

Grindrod Bank launched a new global property fund in June this year with considerable success.

The Investment Products team conducted a series of roadshows in Johannesburg, Cape Town and Durban, and Fund Manager Greg Rawlins is excited about the fund's early progress.

'The unit price has increased by 30% since inception and the indicators suggest that there is more of this type of performance to come; astute investors have already placed R75 million in the fund,' he says.

The primary attraction is an income and capital-growth potential that has a high prob-



The pie-chart shows the new property fund's geographic diversification.

ability of exceeding South Africa's inflation rate, backed by quality global commercial property assets.



BMW trial shipment successful

Grindrod Terminals teamed up with BMW to undertake a trial shipment of motor vehicles on 22 October 2009. Representatives from BMW, Grindrod and the shipping lines met in Maputo to experience the whole process first hand. Two vessels called at Maputo on the day, one to discharge imported vehicles and one to load export vehicles.

On the import side, 137 units were off-loaded from the Höegh Trident, of which 65 units were BMWs. A total of 233 units, all transported to Grindrod Maputo Car Terminal by road on Grindrod Logistics Auto Carriers, were loaded onto the second vessel for export. The vehicles were driven on board, stowed and, with zero damages reported, the vessels were dispatched within schedule.

The top-class facilities, well-planned operational areas, and skilled and trained staff, all contributed to this successful shipment.

The first development phase of the terminal was completed in 2007 when the car terminal first came into operation, allowing for an annual throughput of 52 000 vehicles. Maputo is ideally located as cars are easily transported in and out of South Africa via the N4 highway which links Maputo to Johannesburg. In addition, management are currently establishing a rail service between Gauteng and the Grindrod Maputo Car Terminal.

Grindrod will be commencing the second and third phases of the terminal's development in 2010. This will increase the annual throughput to 250 000 vehicles per annum.



Sixty-five BMWs were imported at Maputo, Mozambique, in a recent trial run.

We look forward to being an integral part of the import/export corridor servicing the South African motor industry.





Adopted school gets 25 computers - and more

Following Grindrod's BBBEE transaction with Adopt-a-School Foundation (AASF) earlier this year, Grindrod, through this foundation, adopted King Shaka High School near Durban.

The adoption model is a long-term partnership involving adopters, donors, school and community. The needs of the school are assessed and then an action plan devised, to be implemented over a number of years.

AASF have recently reported that the first upliftment project is now complete. It involved the renovation of a computer lab, the installation of 25 computers, desks, security, computer training and the delivery of 351 Casio scientific calculators (to remain school property and to be used by the learners during school hours). Both educators and learners received training on how to use the calculators.



Above: the newly renovated computer lab at King Shaka High School.

Left: some of the learners with the donated scientific calculators.

Grindrod remains committed to doing its part to improve education in this country.



GPCA assist in saving endangered bird

Grindrod Perishable Cargo Agents (GPCA) were recently instrumental in a groundbreaking project. Living Coasts, a charity-funded marine conservation park in Devon (UK), obtained a permit to import hatching eggs to their facility, to start a breeding programme to ensure the survival of South Africa's critically endangered Bank Cormorant.

The Bank Cormorant population, which extends from Namibia along SA's western coastline, has declined to the point that only an es-

timated 2800 birds remain in the wild. This is due largely to commercial fishing of their main prey, the Pacific Goby, Kelp Gull predation as well as displacement of nesting colonies by humans and seals.

However, Living Coasts could find no commercial carriers to accept their cargo. The problem was that the eggs had to be transported in the passenger compartment so that the accompanying curator, Tony Durkin, could rotate them at intervals. Six airlines flatly refused to assist over a period of a year.

Enter GPCA who made contact with South African Airways and, working closely with specialist engineers, Raymond Ausmeier, Pierre Vorster and Douw Smuts, managed to find a solution that was acceptable to all parties. SAA accommodated the incubator by allowing it to be connected directly to the aircraft's power supply through some creative engineering.

The eggs were collected from a nesting colony on Robben Island on 8 July and landed at London Heathrow two days later. Three have already hatched and the chicks are doing well. Living Coasts will honor GPCA by naming the first confirmed male Bank Cormorant "Broo", which is short for Broodryk. Jonathan Broodryk, our Projects Manager, led this project through to its successful conclusion.



A critically endangered Bank Cormorant and two chicks.



Roadshow raises awareness of fraud and corruption

Following the anonymous tip-off service introduced earlier this year, Deloitte conducted a "fraud awareness" survey among Grindrod staff. During the months of October and November, armed with the results from this survey, a roadshow team from Deloitte delivered 60 presentations country-wide.

The object of the presentations was to

raise the awareness of: what fraud and corruption is; what constitutes theft; how to recognise warning signs and what to do should one suspect dubious behaviour.

The feedback received was extremely positive – most of us really do want to work in an environment free of fraud, corruption and theft.

Grindrod Tip-offs Anonymous – 0800 213 118



Unicorn recognised for its contribution to saving lives at sea



Seen with the new pennant are, from left, Dick Young (Marine Manager), Mike Roberts (New-buildings Manager), Rory Boardman (Designated Person Ashore), Victoria Sithole (Assistant to Rory), Jill Derderian (US Consul-General), Laurence Stuart-Hill (Managing Director Unicorn Shipping) and Gavin le Roux (Unicorn Training School Manager).

Unicorn Shipping was recently presented with a certificate by the US consul-general in Durban, Jill Derderian, commending the company for its participation in the US Coast Guard's automated mutual assistance vessel rescue (Amver) system.

Unicorn's 25 000-ton product tanker, Inyala, received the blue Amver pennant for having participated as a new member last year. Derderian thanked Unicorn for its willingness

to serve and said Amver's success would not be possible without the voluntary participation of private companies.

Established by the US Coast Guard in 1958, Amver is a computer-based voluntary global ship reporting system used worldwide by search and rescue co-ordinators to arrange assistance for people in distress at sea. Amver allows rescue co-ordinators to identify participating ships in a distress area and divert the best-suited ship or ships to respond.





Flu-like symptoms taken seriously on m.t. Inyala



One of the crew members of Inyala receives medical treatment in the Bahamas.

Most shore-based staff have scant awareness of the realities of a career at sea. Those landlubbers who give it any thought invariably romanticise life on board ship – a life of camaraderie, with never a dull moment due to the ever-present hazards of typhoons, heavy seas, and piracy. In reality, life on board is generally rather mundane, although responsibilities are taken seriously, precisely to avoid the excitement of incidents or accidents. Occasionally something out of the ordinary happens that could have serious implications for all on board, as the extract below (from Capt. John Williams, one of Unicorn Shipping's tanker Masters) shows:

“The Inyala arrived off the tropical island of Grand Bahama and the crew were looking forward to visiting this renowned playground for some relaxation. While offshore waiting to berth, it was reported to the Master that three crew members were showing flu-like symptoms and that they had high fevers. The Master immediately investigated and confirmed that all three crew members in question had fevers, high pulse rates and reduced blood pressure. All three had recently been ashore together in a US port and the symptoms that were evident could have indicated a multitude of diseases from malaria to swine flu; the latter caused great concern to me as this could affect the rest of the crew.

“Our training in the advanced Ship Captain's Medical Course was put to good use at this time. As a matter of urgency we had to reduce their fevers, and administered 1000 mg of Paracetamol. The company was informed

immediately and we continued to monitor their condition throughout the night and recorded their vital statistics every four hours.

“The company doctor in Durban was contacted and I transmitted what information was available to get a preliminary diagnosis. On his advice we made preparations to have the three evacuated to a hospital for further diagnosis and tests. The Bahamas Port Health Department instructed the vessel to disinfect the three, and provided face masks and gloves for them to wear.”

The introduction of an unknown ailment into a country that relies mostly on tourism as a means of generating revenue would be devastating, as at least four passenger ships call at this port daily. The Port Health Department and Oil Terminal immediately quarantined the vessel; nobody was allowed on or off and the vessel was not allowed to berth until a full diagnosis of the three had been made and a clean bill of health issued by the Bahamas Health Administration.

The three crew members were placed in quarantine immediately in an isolation ward where tests, including blood tests, were conducted to determine the cause of their illness. They had to stay under observation for at least 48 hours and this eventually became 72 hours before the Health Department would allow them to return to the vessel.

Inspections that had been arranged for the vessel had to be re-scheduled, and crew that were due long leave had to have their flights re-scheduled. Our main concern was that the condition of the crew was not serious, as it would have affected all on board and would have resulted in long delays to the vessel and the receivers of the cargo.

“Three days after the sick crew members were landed ashore for treatment, the Bahamas Port Health Department finally granted the vessel clearance and the berthing hold on the vessel was rescinded. Shouts of joy echoed through the vessel as some of the crew were finally going home, including me. Thank goodness it was just the common flu.”



m.t. Inyala



Lap desks for destitute



In November, Unical delivered 190 life boards (lap desks) to Arauna Ark Ministries school in Peacevale, near Durban. The school provides free schooling for 150 destitute families in the community. This was Unical's second drop of lap desks this year.

A further 60 life boards were donated to a rural school - Bux Farm Primary School in nearby Clifdale (see photo). This school supports 60 orphaned pupils, many of whom had had to share a desk or write on their laps or on the floor.



Record for Unical



The mini-tanker Southern Venture at work in Durban.

Unical Bunkers' first anniversary passed on 31 July 2009. There were many challenges, but the mini-tanker Southern Venture delivered 523 625mt of product to 1 509 ships in Durban, and the Southern Valour delivered 243,481mt to 582 ships in Cape Town – all without incident, accident or harm to people or the environment. A number of records were also broken, including Southern Venture managing eight deliveries within 24 hours (with total volumes exceeding 3 000mt). "This is something that we should all be proud of," said CEO Russell Burns in thanking masters, crew and office support staff.



Tug Subhiksha repaired in Durban



Subhiksha sails from Durban.

King & Sons acted for the owners of the off-shore supply tug Subhiksha recently, when she underwent ten months of repairs in Durban, at a cost of \$8 million.

The tug was working in the Mozambique Channel when a fire broke out in the engine room due to a faulty fuel line. The crew battled the raging fire through the night, bringing it under control after 16 hours by flooding the engine room with seawater. This unconventional and drastic course of action could have sunk the vessel, but it was a chance the Captain

and the crew had to take. The vessel was towed to Durban by the Svitzer salvage tug, the 'Indomitable', for whom King & Sons also attend as agents.

The repair yard's initial forecast was three months and \$4 million.

At first, the repair work was almost overwhelming. 15 km of special electrical cabling was imported from Europe, and all electrical motors and both diesel engines had to be overhauled and rebuilt from the ground up. Hundreds of specialists were flown to Durban to assess the damage and oversee the repair of the intricate navigational computer systems on board. Some of the ship's steel work had to be replaced because of the heat of the fire, and all interior fixtures and fitting had to be replaced due to smoke damage.

The vessel eventually sailed on the 1 October after 10 months in port – at a final cost of ±\$8 million.

The tug is owned by Varun Shipping, an Indian company. King & Sons' relationship with Varun Shipping goes back to 1993 when the "Vaya Doot", owned by Varun Shipping, called at Durban after the lifting of trade sanctions by India.





Capacity doubled at Matola Coal Terminal

The Grindrod-owned and -operated Terminal de Carvão da Matola (TCM), more commonly known as Matola Coal Terminal, has achieved an annual throughput capacity of 4 million tons. Further development is under way to expand capacity to 6 million tons with a ship-loading rate of 25 000 t/day.

The terminal, which is situated a few kilometres upriver from the City of Maputo in Mozambique, is an open-storage dry-bulk-handling terminal customised to handle coal and magnetite. Currently the terminal is capable of loading Handysize vessels up to about 45 000 tons but future plans are to dredge the port to 11.0m which, with the tidal range, will allow for the loading of Panamax vessels from September 2010.

TCM has its own berth, ship-loader, stockpile area, rail tipplers, stacker/reclaimer and conveyor handling system and has recently undergone major refurbishment and construction to increase throughput capacity and operational reliability. Phases 1 and 2 of the process, which were completed in the first quarter of this year, increased annual terminal



A typical stacker-reclaimer.

capacity from approximately 2 million tons to 4 million tons.

The third phase of the terminal upgrade is currently under way and is due for completion by August 2010. Upon completion of this phase, TCM will have an overall capacity of 6 million tons per annum.

Grindrod Terminals have embarked on a feasibility study to add a berth and further expand the terminal's capacity to a 10-million-ton throughput. The market response and confirmation of demand will be tested during the first six months of 2010 with commissioning planned for December 2012.



Rescue training given

Unicorn sponsored three rescue swimmers from NSRI Station Five, Andre Fletcher, Ashley St. Clare-Laing and Marc Volgenau, to attend a special six-day workshop in Cape Town earlier this year.

Present at the workshop were four visiting US Air National Guard para-rescue swimmers from 103 Para-Rescue Squadron in Long Island, New York.

They had participated in a number of informal workshops, discussion groups and visits to various rescue stations and aviation assets around the Cape Peninsular.

The purpose of their visit was to introduce the various NSRI Air-Sea Rescue teams to the variety of techniques and procedures adopted by the US Air Force's professional rescue unit.



Unicorn train NSRI crews



Lawrence Buckle – Unicorn training co-ordinator, (white shirt) with Ashley St Clair-Laing, Paul Dawson, Wendy Bubb, Omar Mansoor, and Ian Livermore.

Eleven National Sea Rescue Institute members from KwaZulu-Natal recently attended a 'Proficiency in Liferafts' course at Unicorn Shipping's Marine Training School. This is the second such course that Unicorn has scheduled for the NSRI, at a reduced rate of 50% of the usual fee per candidate.

Completion of two new classrooms for maritime studies

Through 'Project Build', Grindrod has recently completed the building of two maritime classrooms at Sithengile High School in Clermont, Durban.

Margaret Masuka, the maritime teacher at the school, said that she was looking forward to teaching her learners in the new classrooms in the New Year. A total of 109 learners from Grades 10, 11 and 12 have enrolled for the subject "maritime studies".



Some of the maritime studies learners – and new classroom.

Atlas staff help Santa

The Santa Shoe Box Project is an inspiring community initiative which collects uniquely personalised Christmas gifts for socially disadvantaged youth. The project is unique in that the donor knows the name, age, gender and residence of the child the gift is intended for.

Grindrod staff from all over the country personally donated to this wonderful project. As a "Santa helper" you had the option of going online to www.santashoebox.co.za and pledging a gift for a specific child or you could opt to prepare a generic gift. Each wrapped and decorated shoebox contained a toothbrush and toothpaste, soap and facecloth, educational supplies, clothing, sweets and a toy.



All gifts had to be delivered to certain collection points by specific dates.

Grindrod staff contributed to the 14 600 shoe boxes received by the organisers.

Under the watchful eye of Sarah Hesse, the staff at Atlas Trading & Shipping all decided to become Santa's helpers.



Above: Sarah Hesse. Top: 'Santa's helpers' at Atlas.



Meadow award for Mark



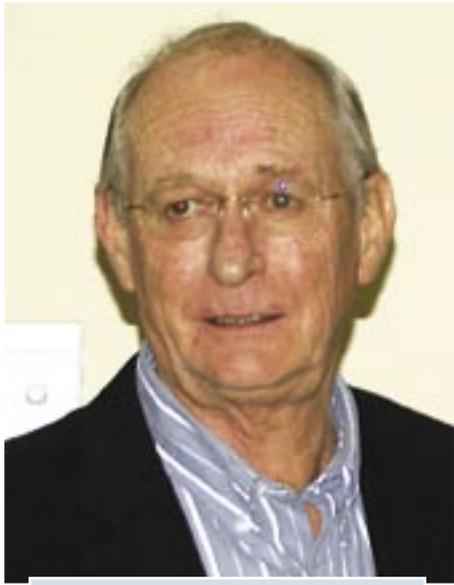
Mark Noot with trophy.

At the Meadow Feeds annual awards evening held on 1 December, Mark Noot, Senior Trader at Atlas Trading and Shipping, was awarded the "2009 Service Provider of the year" award.

Mark has built this relationship over a number of years and it has taken considerable work and effort to maintain. From all at Atlas, very well done Mark; it is truly an example of hard work paying dividends and we are all very proud of your accomplishment.



Group HR Manager John King retires



John King at his retirement function.

John King began his employment with Unicorn Lines in November 1976 as Admin Personnel Officer, and worked his way up the ranks to become Group HR Manager in 2001, the position he held up until his retirement this year. Many of his colleagues and friends gathered at his farewell function to wish him well.

Most people enjoyed being interviewed by John as he made them feel at home and gave them the space to relax and be themselves. John had an open-door policy, welcoming people into his office, and his kind and caring nature will be missed.

John, we wish you many happy days of golfing and enjoying your family and friends.

Directors' wives visit school at Rorke's Drift

The directors' wives visited Oscarsberg Primary School at Rorke's Drift recently.

Each of the 306 learners at the school was given a stationery pack, 150 lapdesks were donated and branded soccer balls were handed out. An art competition was organized for the Grade 6 and 7 learners, and prizes were given to the top artists. The art was bought from each child and then given back to the school for their parents day when the new term starts.

Mrs Zulu, the Principal of Oscarsberg Primary School, said the children were very enthusiastic about the competition and although they were given two themes, most of them chose "Why is education important to me".

Oscarsberg is a David Rattray Foundation school.

After the visit, a Grade 5 learner, Zola Mbanda, sent this letter: *'I write to say thank you very much for the gift that you gave us yesterday. You mean so much to my heart. Your parcel are full of stationary so I don't have problem from next year. Every thing is there, so thank you. God bless you and your family.'*



Jeanne Clark, wife of Ivan Clark, with one of the winners of the art competition.



Mrs Zulu (Principal) and some of the pupils at Oscarsberg Primary School.



Opportunities likely as port of Ngqura opens

The new deepwater port of Ngqura, near Port Elizabeth, received its first container ship on 4 October 2009. She was the MSC Catania, which draws 13 metres.

Transnet has invested in excess of R10 billion to develop the state-of-the-art port which will undoubtedly give rise to business opportunities for the Grindrod Group.

Ngqura boasts a two-berth container terminal (with a further two berths under construction), a two-berth multipurpose terminal and a one-berth liquid bulk terminal. The Port of Ngqura's advantage over other ports in Africa is that it is a deep-water port with a depth of between 16 and 18 metres.

The Ngqura container terminal will be able to accommodate Ultra-Mega ships carrying 6000 to 10 000 TEUs. It will be able to handle in excess of 100 container moves per ship working hour, with stack and berth capacity to cater for future growth up to two million TEUs. The terminal boasts good inland con-



Ship-to-shore cranes at work in the new port of Ngqura.

nectivity for road and rail import and export traffic.

Equipment assembled and commissioned to date includes 22 rubber-tired gantry cranes (RTGs) and six Megamax ship-to-shore cranes, two rail-mounted gantry cranes (RMGs), two reach stackers, four empty container handlers and installation of all 1680 reefer frames for refrigerated cargo. A Navis SPARCS N4 terminal operating system and an auto-gate facility have also been commissioned.



Grindrod agency arranges anti-pirate razor wire

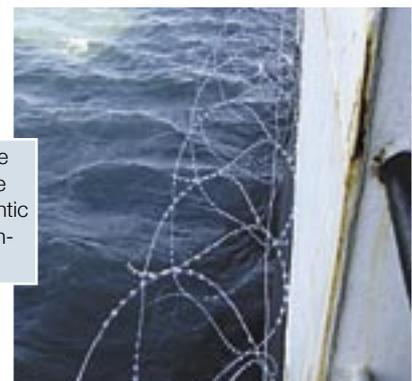
Before a recent voyage of the mv Atlantic Runner through pirate-infested waters on our eastern seaboard, Canada States Africa Line (CSAL) were requested by their P&I club to place razor wire around the vessel to deter unlawful entry to the vessel.

This was arranged by Mitchell Cotts Maritime in Durban and the razor wire was fitted to the vessel while at Maydon Wharf 11.

Specialist contractors had to be used to undertake this hazardous task due to the nature of the installation, and the added complication of the 50-knot winds that were prevailing at the time.

On her return from unfriendly waters, the vessel called at Richards Bay and the razor wire was removed from the vessel.

No delays were experienced to cargo operations during the installation and removal of the razor wire.



Mitchell Cotts Maritime arranged for razor wire to be fitted to mv Atlantic Runner before she ventured north.



HR departments meet students at careers fair



Krebashnee Govender and Londiwe Sibiyi at the careers fair.

The Human Resources departments of Grindrod and Grindrod Intermodal participated in the Durban University of Technology's annual careers fair.

Thousands of students from the Durban and Pietermaritzburg campuses visited the fair. More than 40 exhibitors from private, government, non-profit organisations and institutions of higher learning, provided information on various careers.

This was a powerful communication platform reaching youth at university, and part of our human capital development drive.



Learnership success

Due to a skills shortage in the freight-forwarding industry, Röhlig-Grindrod took a strategic decision to implement a learnership programme which would increase skills both within the company and the industry.

In February 2008, 18 graduates were employed on an 18-month learnership contract. The learners had to complete the NQF level 3 learnership programme in Freight Forwarding while fulfilling an operational function on a full-time basis.

All 18 learners have successfully completed their training and obtained a certificate in Freight Forwarding. Ten high-calibre learners have been retained and can now successfully fulfill an operational function within the company. They will continue in 2010 with the NQF



The Johannesburg learnership students at their certificate award function.

level 4 learnership with the aim of obtaining a FIATA diploma in 2011.

Röhlig-Grindrod will continue with the same methodology in 2010. In February they will take on nine new learners that will start the NQF level 3 learnership.



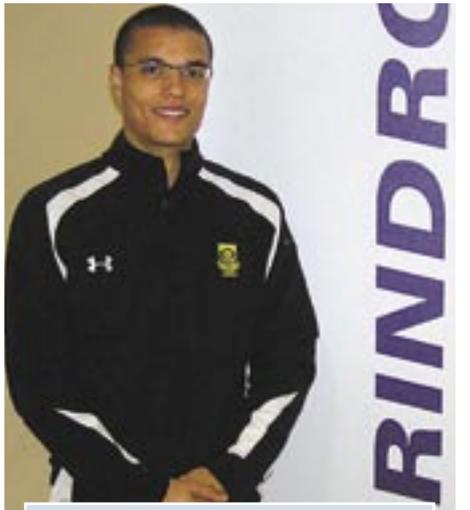
Diamond Arrow award



Deon de Wet (Branch Manager, Airfreight) and Morgan Naicker (Operations Manager, Seafreight) attended a breakfast function on 28 September 2009, where they were presented with the award.

Röhlig-Grindrod's management of the Seafreight and Airfreight divisions in Durban has proudly accepted the Professional Management Review's Diamond Arrow award (1st Place) for excellence in the freight forwarding industry in KwaZulu-Natal for 2009.

This is now the second year in a row that they have won this prestigious award.



Marvin Harper

Marvin to represent SA

Congratulations to Marvin Harper from King & Sons; he has been selected for the South African men's hockey team at this year's BDO Champs Challenge to be held at Salta, Argentina. The games are in preparation for the hockey world cup to be held in India from 22 February to 13 March 2010. Grindrod has agreed to sponsor Marvin.



Solomon Mkhize with his wife Dombi Rose.

Solomon retires after 48 years

Solomon Mkhize, the mail clerk at Mitchell Cotts Maritime, is retiring after 48 years with the company.

Solomon joined William Cotts & Co (Pty) Limited (before it was known as Mitchell Cotts Maritime and before they merged with Grindrod) on 1 November 1961, and among other duties has worked as a storeman, printer, driver and mail clerk.

Solomon we will miss your willingness to always help and wonderful sense of humour. We wish you many happy years of enjoying music, watching the sport you love and enjoying your family and friends.



OACL support Seafarers fundraiser



OACL hosted a 4-ball at the Mission to Seafarers Golf Day on 29 September. The golf day was arranged to raise funds to help care for seafarers around the world. From left to right Conrad Meyer - OACL, Luke Daniel - Suncoast Shipping, Joe and Sean de Villiers - Cargo Care.



New GM



Congratulations to Dave Roberts, recently appointed as General Manager Grindrod Logistics – Auto Carriers.

Dave has been working in the business for 25 years and has seen it evolve into a respected brand in the motor vehicle industry.





Farewell, Ron Sellick



The board wishes to extend condolences to the family of Ron Sellick who passed away on 17 October 2009. Ron was born in London in 1920 and served in Her Majesty's Forces from 1939 to 1948 before immigrating to South Africa where he joined the Grindrod Group via Smiths Coasters in 1957 as Shipping Manager.

Ron held various positions in the Group, going on to become Managing Director of Grindrod Shipping until his first retirement from the Group in March 1986. However, you can't keep a good man down and Ron rejoined the Group as assistant to John Jones until his final retirement in 2003. During this period he was almost single-handedly responsible for the supervision of the construction of Grindrod House which he looked after like "his baby".

In his spare time Ron spent almost 40 years actively involved with Durban and District Child Welfare; in a sympathy notice, the board of governors said that his business expertise, compassion and commitment to the children of Durban had been sorely missed since his retirement as a volunteer in 2003.

Ron will be sorely missed by all at Grindrod; he will be remembered for his never-waning enthusiasm and his "do it right" attitude to everything he tackled.



Span computer system means first-class service

Grindrod Ships Agencies, King & Sons, Mitchell Cotts Maritime and Mitchell Cotts NYK, uses a computer system code-named Span which can adapt to and cater for Ships Agency needs; this is not only a major achievement, but a source of comfort for management.

In addition, the liner principals represented are assured of first-class service in keeping with the motto "Ships Agency of Choice".

The system is kept up to date in terms of hardware and software. The goal is to achieve maximum return on investment by aiming to future-proof the applications. In this sphere, the development team is constantly striving to keep abreast of technology and are looking at re-vamping some aspects of the system.

One of the accolades worth mentioning is the Manifest Acquittal System (MAS) which the team developed with SARS – and were the first to get accreditation. Span has also got accreditation for SARS paperless release. In terms of Transnet's rollout of their NAVIS system, Span has been accepted to transact via EDI. The Span system was at the forefront

when Multi-Purpose Terminals changed their documentation from the old CTOs to customised documentation. The service has been offered and used by outside companies as well.

Our aim to reduce paper has been realised through the use of Span. From printing cheques to electronic payments, from keeping recons in lever-arch files to electronically filing against the individual accounts and linking email messages to manifests, bookings and accounting records, this has made users of Span work in a smarter environment. Documentation is electronically filed and retrieved with ease, thereby reducing costs.



Thanks from school

A special thank you to Grindrod was received from Bel Porto School for the financial assistance provided over the last year. Bel Porto is a school in the Western Cape which provides for the educational and therapeutic needs of learners with severe intellectual spectrum disabilities.



Business relay: team spirit won the day

Saturday, 14 November saw the Grindrod banners flying high as ten Grindrod teams descended on the ABSA stadium to take part in the KPMG Business Relay.

The Grindrod Guerillas, captained by David Polkinghorne, were the winning Grindrod team of the day, coming 87th out of 337 teams taking part, and completing 25 km between five runners in 2:15:04.

They were followed by Freight Services Stragglers captained by Kenn Verster. Incidentally Kenn was the first Grindrod runner back to the tent after the first lap of the relay, completing his 5 km in 21 minutes.

The GMS Gallopers (Tony Stewart, Ian Sandison, Craig Robertson, Andrew Davies and Javid Sarvan), followed shortly thereafter, with Trading's team captained by Colin Cameron coming fourth.

The first walkers home were Shipping's Grindrod VI captained by Verna Watson, taking 46th place out of 424 walking teams. They were followed by the Internal Audit and Accounts team (GMS 3) captained by Blythe Hogg.

Trading's Bunny Hoppers was in 3rd place followed by the Atlas Angels and the Grindrod Bank Stalkers, with GMS 2, captained by Yvette Brown, coming fourth.

Congratulations to all the runners and walkers who participated on the day.



Freight Services: Kenn Verster, Darian Timothy, Sean Rowan and Arlene Tweedie.



Atlas Angels: Jannelise Lourens, Claudette Sewpersad and Sarah Hesse.



Trading Team 2: Vineshree Moodley, Stacey Naidoo and Nithi Govender.



Team results

RUNNERS:

25 km, out of 337 teams

2:15:04.6 - THE GRINDROD GUERILLAS (GRINDROD BANK) - 87th place

2:33:55.1 - FREIGHT SERVICES STRAGGLERS - 203rd place

2:36:56.4 - GMS GALLOPERS (GMS) - 225th place

2:48:56.0 - TRADING TEAM - 285th place

WALKERS:

15 km, out of 424 walkers

2:17:46.7 - GRINDROD VI (SHIPPING) 46th place

2:19:01.5 - GMS 3 (GMS) 52nd place

2:22:45.4 - BUNNY HOPPERS (TRADING) 89th place

2:25:36.8 - ATLAS ANGELS (TRADING) 121st place

2:29:37.0 - THE STALKERS (GRINDROD BANK) 169th place

2:40:42.3 - GMS 2 (GMS) - 318th place



Trading: Fiona Carleton, Nick Trytsman, Greg Isaac, Mark Noot and Colin Cameron.



Shipping: Urshula Welgemoed, Kim van Voorst and Verna Watson.



GMS 2: Candice Woods, Blythe Hogg, Nicole Berry, Mandy Hogan, Yvette Brown and Ian Sandison; and front, Javid Sarvan and Gary Kemp.

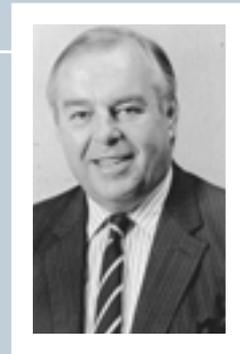


John Sunley

The Grindrod board wishes to extend their condolences to the family and friends of John Sunley who passed away on the 7 October 2009.

Until 1998, John was a director of Grindrod and Managing Director of Griffin Shipping while based in Hong Kong. John was with the Grindrod group for 18 years.

He leaves his wife Tracy and two daughters.



Intermodal go casual for the disabled

Grindrod Intermodal staff participated in a national 'Casual Day' on 4 September 2009. The initiative started in 1995 to raise funds for the National Council for Persons with Physical Disabilities, raising R413 000. In 2009, R11 million was raised and will be distributed to various societies supporting physically disabled people.

The Debtors team, from left: Rayna Perumal, Kay Archery, Serena Naicker, Irasha Ponnen, Sherrilyn Munsamy, Gaynor Matthews, Denise Cloete and Roland Stansell.



IT team reach out to crèche in season for giving

Grindrod Group IT decided to forgo their year-end function and instead spread a little happiness in the festive season by hosting a Christmas party for impoverished children. On 8 December 2009, 29 children aged between 1 and 5 years, and two caregivers from the Sunshine crèche in Cato Manor, were transported to Mitchell Park to be treated to an afternoon of fun, including lunch, party food and gifts of clothing and toys.

The IT team also ensured that the crèche would be well supplied for the beginning of 2010 by donating educational items and non-perishable food which should sustain them for a minimum of three months; they plan to further assist the crèche during 2010 with other donations and initiatives.

"The children had a wonderful time, and



The Grindrod Group IT team with the children from the Sunshine crèche.

seeing the happiness and joy on their faces was an absolute treat for us, and we all enjoyed the afternoon," said Cliff McCormick.