

# Over Border Africa Road Haulage



Synergy at your service™

<b>Angola Service Frequency Transit</b>	Luanda - Lobito - Lubango Triaxle - Superlink - Abnormal As required 15 - 20 days
<b>Botswana Service Frequency Transit</b>	Gaborone Consolidation - 6 metre - Triaxle - Superlink - Flat Deck - Containers - Tautliner - Abnormal Daily Average 4 days
<b>DRC Service Frequency Transit</b>	Lubumbashi Full loads only - Triaxle - Superlink - Abnormal As required 15 - 20 days
<b>Kenya Service Frequency Transit</b>	Nairobi Triaxle - Abnormal As required 15 - 20 days
<b>Lesotho Service Frequency Transit</b>	Maseru Consolidation - 6 metre - Triaxle - Superlink - Containers - Tautliner - Abnormal Consol 3 x week - Full loads as required Average 4 days
<b>Malawi Service Frequency Transit</b>	Blantyre - Lilongwe Consolidation - 6 metre - Triaxle - Abnormal Consol 1 - 2 x week - Full load as required 10 - 15 days
<b>Mozambique Service Frequency Transit</b>	Maputo Consolidation - 6 metre - Triaxle - Superlink - Containers - Abnormal Consol 2 x week - Full loads as required 4 - 5 days
<b>Namibia Service Frequency Transit</b>	Windhoek - Walvis Bay Consolidation - 6 metre - Triaxle - Superlink - Tautliner - Abnormal Consol 3 x week - Full loads as required 2 - 3 days
<b>Swaziland Service Frequency Transit</b>	Matsapha - Manzini - Mbabane Consolidation - 6 metre - Triaxle - Superlink - Container - Tautliner - Abnormal Daily Average 4 days
<b>Tanzania Service Frequency Transit</b>	Dar es Salaam Triaxle - Superlink - Abnormal As required 15 - 17 days



<b>Uganda</b>	Kampala
<b>Service</b>	Triaxle - Abnormal
<b>Frequency</b>	As required
<b>Transit</b>	19 - 25 days
<b>Zambia</b>	Lusaka - Copperbelt
<b>Service</b>	Consolidation - 6 metre - Triaxle - Superlink - Containers - Abnormal
<b>Frequency</b>	Daily
<b>Transit</b>	Average 14 days
<b>Zimbabwe</b>	Harare - Bulawayo
<b>Service</b>	Consolidation - 6 metre - Triaxle - Superlink - Abnormal
<b>Frequency</b>	3 - 4 x week
<b>Transit</b>	7 - 10 days

Destinations not listed above are available on request. The transit times stated above are averages which may be affected by customs clearance delays at the borders as well as route conditions at the time of transport.

# Over Border Documentary Requirements

## ORIGINAL COMMERCIAL INVOICE

**The following particulars must be reflected on the invoice**

Full name and address of consignor	Full description of goods
Full name and address of consignee	The weight of goods
The quantity of goods	The value for customs

## PACKING LIST

In the event that large quantities are to be exported it is advisable to include a packing list for detailed identification purposes.

## FORM F178 (Foreign Exchange Control Form)

Applicable to shipments where the value exceeds R50 000.00. The F178 needs to be attested by the exporter's bank. This form does not apply to Lesotho, Namibia and Swaziland as the currencies are par with the ZAR.

## SADC CERTIFICATE OF ORIGIN

A Certificate of Origin is intended to certify to the importing authorities as to which country the products being imported were manufactured in. The C/O certifies that the imported product meets the "Country of Origin" requirements set by the importing country and which are expected of their foreign suppliers.

## PRE-SHIPMENT INSPECTIONS

There are certain countries that may require an inspection on the goods to be exported. This is particularly so in instances where it is essential that the goods meet certain standards. The African countries that stipulate pre-shipment inspection are **Angola, Kenya, Nigeria, Rwanda, Tanzania** and **Uganda**. The pre-shipment inspections are conducted by various bureaus appointed by the relevant government department in the Importers country. The inspection can only take place once the Importer has applied for and obtained an IDF number. Neither the Exporter nor their agent can apply for a pre-shipment inspection on behalf of the Importer. Once an IDF number has been issued in the country of destination it is submitted to the corresponding bureau in South Africa. The inspection bureau's local representative will arrange an appointment with the exporter to conduct the inspection.



## OTHER REQUIREMENTS

- Botswana** - Copy of Importers Vat Deferral Certificate and Traders Identification Number (TIN).  
**Lesotho** - Copy of Importers Vat Deferral Certificate.  
**Namibia** - Copy of Importers Vat Registration Certificate.  
**Swaziland** - Copy of Importers Vat Deferral Certificate.

	COMMERCIAL INVOICE	PACKING LIST	F178	CERTIFICATE OF ORIGIN	PRE-SHIPMENT INSPECTION	IMPORTERS VAT DEFER. CERT.
<b>ANGOLA</b>	X	X	X		X	
<b>BOTSWANA</b>	X	X	X			X
<b>DRC</b>	X	X	X			
<b>KENYA</b>	X	X	X		X	
<b>LESOTHO</b>	X	X				X
<b>MALAWI</b>	X	X	X	X		
<b>MOZAMBIQUE</b>	X	X	X	X		
<b>NAMIBIA</b>	X	X				X
<b>SWAZILAND</b>	X	X				X
<b>TANZANIA</b>	X	X	X		X	
<b>UGANDA</b>	X	X	X		X	
<b>ZAMBIA</b>	X	X	X			
<b>ZIMBABWE</b>	X	X	X			







# Sub Saharan Africa Reach

## SADC - COMESA



### COUNTRY

### BORDER TRANSIT

	Angola	Nakop or Violsdrift & Oshikango
	Botswana	Kopfontein
	DRC	Beit Bridge, Chirundu & Kasumbulesa
	Kenya	Beit Bridge, Chirundu, Tunduma & Lunga Lunga
	Lesotho	Maserubrug
	Malawi	Beit Bridge, Nayamapanda & Mwanza
	Mozambique	Komatiepoort
	Namibia	Nakop or Violsdrif
	Swaziland	Oshoek / Golela
	Tanzania	Beit Bridge, Chirundu & Tunduma
	Uganda	Beit Bridge, Chirundu, Tunduma, Lunga Lunga & Malaba
	Zambia	Beit Bridge, Chirundu (via Zimbabwe) Martinsdrift, Livingstone (via Botswana)
	Zimbabwe	Beit Bridge

