

Shipping a car from South Africa to Argentina. (Aug-Okt 2010)

Verschiffung von ein Fahrzeug von Sued Afrika nach Argentinien

Embarquer une voiture de Afrique du Sud à Argentine.

We shipped our Toyota Landcruiser with camper unit from Capetown to Buenos Aires in a 20 feet open-top container on 29 August 2010 and it arrived nearly 2 months later traveling over Durban and Santos (Brasil) ! Here the hole story and the costs:

Coming down the East side of Africa we contacted several agencies in South Africa months ahead. Only a few responded or could give a price indication. The one how was most accurate in responding was Adrian Schultz from EconoTrans, [www.econotrans.co.za](http://www.econotrans.co.za) , in Cape Town. Shipping to Buenos Aires around mid September would not be a problem. The costs where higher then we expected, but less than the others:

- Shipment per 20ft open top container	(there is no RoRo from South Africa to Argentina)
Cape Town to BA. Lumpsum rate	ZAR 34 850 (about 3800,- Euro)

Due to the hight an open top is the only option here and adds to the costs quite a bit ( compared to a normal container).

This rate includes loading / securing, cartage/grounding and return to port, export clearing, customs inspection, terminal charges, cargo dues, release fees, ocean freight , bunker surcharge, overheight surcharge, special open top surcharge, river toll fee to port BA. (costs in Argentina not included)

They could offer Total Loss Only insurance for shipment at 1,5% of the vehicle value if required.

We setteled a date and when we came to Cape Town he told us the ship would take 32 days for the journey! We asked him why it would take so long, from Cape Town to Buenos Aires is not that far... It turned out that the container would be taken from Cape Town to Durban, where an other ship would pick it up and bring it to Santos in Brasil and a next ship will take it to Buenos Aires... He said that there are no shippinglines anymore serving Cape Town – Buenos Aires direct, all is going over Santos in Brasil as a regional hub. After some research in the internet and with other agencies we agreed.

A few days for departure the agent found out that the door opening of an open top container is not 228 cm like he thought before, but only 195 cm due to the brackets looking inside ! Our car was 204 cm wide... Finally I suggested to stretch the door opening by pulling with 2 cars on the top of the door opening. This is done more often, but the shipping company does not want it, so you have to do it out of sight...our agent had an own compound. So we did and the car fitted in after demounting the bumper, we could not use the full length of the container because of reenforcements in the corners what takes 23 cm each.

So the container left 27<sup>th</sup> of August and we flew two days later with Malasian Airlines direct to Buenos Aires. (2 times weekly, single flight 395,- Euro pp.)

The container would arrive in Buenos Aires on the 3<sup>rd</sup> of Oktober, so for that time we rented an apartment. (First we rented from For Rent Argentina, but it was a dissaster. A terrible cot, although the pictures in the internet looked OK and bad service. For the second month we rented from ByT Argentina, [www.bytargetina.com](http://www.bytargetina.com) and that was perfect, the apartment and the service.)

After a few weeks we where quite upset when we saw on the trackingpage from Safmarine (Maersk), the shippingline, that the 2<sup>nd</sup> vessel left Durban without taking our container !!! They scheduled the arrival on the 12<sup>th</sup> of Oktober now. Two days later they changed it again to the 17<sup>th</sup> and than to the 19<sup>th</sup>. Later it was only by the 20<sup>th</sup> the ship would arrive. Safmarine did not inform us, neighter our agent in Cape Town about this 17 days delay.

In Buenos Aires we took an Agent: Weber Servicios Internationales, [www.webersi.com.ar](http://www.webersi.com.ar) , (english and german spoken). They work together with a transport company in La Boca and they also have an own compound. (important for stretching the door opening)

Only 3 day for arrival Safmarine wanted to give a calculation of the costs.... But here they are in US\$:

Maritime Agency (Safmarine)	292,-
Terminal Port	650,-
Transport and Container Unloading	536,-
IVETRA	17,-
Professional Fee for Weber	280,-
Customs Delivery	75,-
Customs Authorization	120,-

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1970,- US\$ (this amount can fluctuate a little bit)  
You can also pay in Pesos.

(Friends of us shipped a normal 20 feet container end 2009 from Germany, they had to pay US\$ 1400,- in Buenos Aires.)

Finally on 22<sup>nd</sup> Oktober we could get our container out of the harbour, but 30 minutes before we got out they started a strike and they blocked all harbour gates for the rest of the day.... Next day, on Saturday (86 dollars extra for weekend work) we got our container at the transport depot. There they worked efficient, stretched the container a bit as if they did it every day and I drove the car out, no problem, no damage. The Agent Weber had arranged all the paperwork very well, so now we could hit the road again!

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Loading in Cape Town



Unloading in Buenos Aires