

Vessels-in-France



Pour connaître l'histoire de la création d'**OT Africa Line**, il faut creuser...

Lire la communication ci-dessous du 30/03/2000 et cliquer sur le nom du propriétaire.

07/10/1994

OT Africa appoints HK agent

OT Africa Line (OTAL) has appointed Hong Kong Maritime Co its agent in the territory, as part of its plans to establish global links to and from West Africa.

Agents have also been appointed in seven other Far Eastern countries: Indonesia, Malaysia, Singapore, South Korea, Taiwan, Thailand and the Philippines.

The move was prompted by increasing interest from Asian exporters and sustained changes in West African sourcing patterns.

OTAL, which has connecting carrier agreements with several major shipping lines, now offers weekly departures from 14 leading Asian ports and, via Northern Europe, serves no less than 13 ports along the West African coast from Mauritania to Cameroon.

According to **OTAL** marketing manager Paul Page, initial interest in the service has been strong.

'Shippers appreciate dealing with an established carrier that is familiar with the West African market,' he said.

'**OTAL** has 20 years of experience in West African trade, and we are very much regional specialists.'

Source : <https://www.scmp.com/article/91184/ot-africa-appoints-hk-agent>

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21/06/1995

Le britannique OTAL se renforce sur les lignes d'Afrique occidentale

OT Africa Line, transporteur maritime britannique présent depuis vingt ans sur les lignes Europe-Afrique occidentale, a décidé de renforcer sa présence sur le marché français en s'appuyant sur un agent du groupe Sceta et sur le savoir-faire de Tristan Vieljeux.

Par [Martine Robert](#) - Publié le 21 juin 1995 à 1:01

C'est en choisissant comme nouvel agent commercial Féron, filiale du groupe Sceta disposant de bureaux à Paris, Rouen, Dunkerque, Strasbourg, Lyon, Marseille et Le Havre, et en proposant à Tristan Vieljeux de rejoindre son conseil d'administration (en tant qu'administrateur non dirigeant) qu'**OTAL** a décidé de renforcer sa présence sur le marché français des échanges avec l'Afrique occidentale.

OT Africa Line n'est pas un nouveau venu sur le marché du transport maritime entre l'Europe et l'Afrique de l'Ouest, où il est présent depuis vingt ans. Mais le transporteur s'est longtemps contenté de desservir le Nigeria et le Ghana, avant d'élargir ses dessertes de la Mauritanie au Cameroun avec cinq navires (trois rouliers, dont deux achetés à la **CGM**, et deux porte-conteneurs). « *La politique de protectionnisme appliquée au transport maritime jusque récemment avait exclu OTAL de marchés francophones. Mais les pressions exercées par la Commission européenne et la Banque mondiale pour libérer ces marchés nous permettent d'entrer en concurrence dans des conditions d'égalité. C'est pourquoi le moment est venu de nous tourner vers la France* », explique Robert Baines, directeur général du groupe. L'aide de l'ex-patron de **Delmas Vieljeux**, personnalité bien connue tant en Afrique que dans les milieux maritimes, doit faciliter ces ambitions.

« Un intérêt justifié pour la France »

« *L'intérêt d'OTAL pour la France se justifie pleinement si l'on considère que celle-ci représente 65 % des échanges commerciaux entre l'Union européenne et l'Afrique occidentale francophone, et 31 % des échanges entre l'Afrique occidentale et le reste du monde* », poursuit Robert Baines. **OTAL** propose des départs du Havre tous les huit jours à destination des ports ouest-africains et n'exclut pas de faire escale dans d'autres ports français.

Jusqu'à présent, la croissance de cet armement britannique a été saine et régulière. **OTAL** fait partie d'un groupe privé basé sur l'île de Man, et dont les bénéfices varient entre 5 et 10 millions de dollars par an, pour un chiffre d'affaires de 100 millions de dollars. Au cours de ces quatre dernières années, **OTAL** a lourdement investi pour agrandir son parc conteneurs (porté à 14.000 « boîtes » équivalent 20 pieds) et accroître ses moyens de manutention en Afrique (plus de 100 millions de francs d'investissements). Si **OTAL** pèse 12 % du transport maritime entre l'Europe et l'Afrique occidentale, il achemine cependant moins de 2 % des

échanges entre la France et l'Afrique francophone et n'envisage pas de concurrence frontale avec l'armement de SDV.

Source :

<https://www.lesechos.fr/1995/06/le-britannique-otal-se-renforce-sur-les-lignes-dafrique-occidentale-860523>

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13/09/1999

OT Africa Line Acquired by the Bolloré Group

The **Bollore Group** has signed a contract with the aim of acquiring **OT Africa Line**, the British shipping line, and its landside network in Africa. The object of this move is to reinforce the Group's position in the Europe-Africa trade with the important contribution that **OTAL** can make, particularly in the traffic flows from the UK, Germany and Benelux to the anglophone markets of Ghana and Nigeria.

The **OTAL** organisation will remain independent from **Delmas**, a **Bolloré Group** liner shipping subsidiary, although potential economies in matters of common interest such as ships and containers will be researched and evaluated. Moreover **OTAL**'s management team will remain based in London. In Africa, where **OTAL** has established significant landside operations, the **Bolloré Group** will endeavour to maintain the autonomy of this network in order to continue to serve its client lines independently as it did in the past when it acquired the **SAGA** network.

The contract will become final when agreement is given by the various national competition authorities.

Source : <https://postandparcel.info/2191/news/ot-africa-line-acquired-by-the-bollere-group/>

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15/11/1999

West Africa: Battered Bollore Still Investing in West Africa Trade

15 November 1999 - [The East African \(Nairobi\)](#) - By Paul Redfern

Nairobi — The French African liner shipping firm **Bollore** says that it will continue to invest in its shipping business in West Africa despite a fall in operating profits in the first half of this year.

Company chairman Vincent Bollore announced last month that its operational results were being pulled down by low freight rates in the first half of this year and he didn't expect the situation to improve until towards the end of next year.

Paying article.

Source : <https://allafrica.com/stories/199911150025.html>

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30/03/2000

Ghana: OTAL Wins Prestigious Award

30 March 2000 - [Ghanaian Chronicle \(Accra\)](#)

Accra — **OT Africa Line (OTAL)** owned by Alhaji Asoma Banda, chairman, has won the prestigious award for shipping line of the year at the IFW Freighting Industry Awards 2000.

The award, sponsored by the globally reputed Liner Shipping Network (LSN), was presented to the line at a gala ceremony attended by over 600 industry representatives and celebrity guests.

Paying article.

Source : <https://allafrica.com/stories/200003300183.html>

06/09/2001

Sierra Leone: Shipping Line Moves Charity Shipment to Assist the Blind

6 September 2001 - **OT Africa Line** - press release

OT Africa Line (OTAL) has shipped free of charge a 20 foot container of vital charity equipment and medical supplies from the UK to the troubled West African state of Sierra Leone. The consignment, which has been organised by the charity Sight Savers International, was shipped onboard **OTAL's** container vessel, Kariba, from Felixstowe.

The equipment, donated by local volunteers in Brighton, southern England, includes computers, typewriters, bicycles, Braille books, and motorcycles and will be used as part of community-based initiatives for rehabilitation at local blind schools and amputee camps. The motorcycles will be used to help get essential eye care and medicines out to remote communities in Sierra Leone which have had no access to them during the devastating civil war and subsequent rebel atrocities.

Paying article.

Source : <https://allafrica.com/stories/200109060154.html>

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09/11/2001

Mauritania: OTAL Combats Effects of Desertification in Nouakchott

9 November 2001 - **OT Africa Line** (London) - press release

Nouakchott — **OT Africa Line (OTAL)** has shipped ten water trucks, ten cargo trailers and a refuse truck from the UK to Mauritania in West Africa. The consignment, which has been organised by the US Government, was shipped onboard **OTAL's** container vessel, **Kariba**, from Antwerp.

The equipment is to be used as part of a council-based initiative, donated by the USA to Mauritania's main administrative and economic centre, Nouakchott, and the outlying town of Birmougrein.

Paying article.

Source : <https://allafrica.com/stories/200111090589.html>

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04/01/2022

West Africa: Otal Sheds Light On the Coupe d'Afrique Des Nations

4 January 2002 - **OTAL** (London) - press release

London — West African multi-modal transport operator, **OT Africa Line (OTAL)** is helping illuminate the 23rd Coupe d'Afrique des Nations (African Cup of Nations) football tournament by transporting the lights for the event. The lighting equipment will be used at the recently built stadia located in Bamako, Sikasso, Kayes and Mopti. The Cup will be the biggest sporting event ever hosted in Mali and takes place from 19 January to 10 February 2002.

Booked by **OTAL**'s French agent, G Feron - E de Clebsattel (with Rouen based freight forwarder Leon Vincent), the cargo was loaded on a number of 40ft flats and 20ft and 40ft containers. It was then shipped from Le Havre and Rouen in France to the West African ports of Dakar (Sénégal) and Abidjan (Côte d'Ivoire) on three separate sailings. Using a single document, the Combined Transport Bill of Lading (CTBL), **OTAL** took responsibility for all stages of the shipment which was moved in-land by both road and rail to landlocked Mali.

Paying article.

Source : <https://allafrica.com/stories/200201040417.html>

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04/02/2002

Africa: Otal Backs Paris-Dakar Rally

4 February 2002 - **OTAL** (London) - press release

London — **OT Africa Line** helped the 24th Paris-Dakar rally get off to a roaring start by shipping a 4x4 sports car from Dakar to Antwerp in preparation for the beginning of the race. The car, belonging to Senegalese driver Jean Azar, was shipped Jean Azar (driver) and Alain Maziere (co-pilot).

The Paris-Dakar rally is the world's most prestigious desert rally which pits over 430 drivers against each other in a gruelling 17-day race over 6,500 miles.

Paying article.

Source : <https://allafrica.com/stories/200202041011.html>

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27/02/2002

Central African Republic: OTAL Ships Condoms to Bangui As Part of UN Aid Initiative

27 February 2002 - [United Nations \(New York\)](#) - press release

New York — **OT Africa Line (OTAL)** has transported 8,000 cases of condoms from India to Central African Republic (CAR) as part of a United Nations (UN) aid initiative.

The relief shipment coincides with the World Bank's approval of USD 500 million for the second stage of its programme to combat HIV / AIDS in Africa. This takes the amount approved by the bank in the current financial year, in interest-free loans for African AIDS initiatives, to USD 1 billion.

Paying article.

Source: <https://allafrica.com/stories/200202270496.html>

15/03/2002

Africa: LV Shipping Appointed As Otal's New Teesport Agent

15 March 2002 - **OTAL** (LONDON) - press release

London — LV Shipping Ltd, part of the Dutch owned world wide freight forwarding group LV Holland, has been appointed as **OT Africa Line**'s new port agent for Teesport.

The move comes as part of **OTAL**'s on-going consolidation programme. The first vessel to be managed by LV Shipping under the new agreement was Karine (V850), effective as of February 2002.

Paying article.

Source: <https://allafrica.com/stories/200203150312.html>

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26/03/2002

Africa: OT Africa Line Expands Its Reefer Service

26 March 2002 - **OT Africa Line** (London) - press release

London — In response to the rising demand for specialist containers on the steadily maturing West Africa trade, **OT Africa Line (OTAL)** has introduced a range of 40ft and 40ft high cube refrigerated containers (reefers). These containers are a new addition to the **OTAL** fleet which currently comprises of 20ft reefers, ventilated containers, dry vans, flatracks, collapsible flatracks and open tops and 40ft high cubes, dry vans, flatracks, collapsible flatracks, and open tops.

The new reefers will be used to transport the growing number of perishable products imported and exported by West Africa every day.

Paying article.

Source : <https://allafrica.com/stories/200203260459.html>

15/04/2002

Africa: Customers Set to Benefit From Efficiency Gains As OT Africa Line Moves Its Operations in Antwerp

15 April 2002 - **OT Africa Line** (London) - press release

London — **OT Africa Line** is to move its operations in Antwerp from Hesse Noord Natie

Terminal's Delwaide Dock (berth 702) to Churchill Dock South (berth 420) in order to increase efficiency and provide its customers with a range of additional benefits. The new berth, which will be used by **OTAL** and its sister company **Delmas** on an almost exclusive basis, is able to handle containers, ro-ro, break bulk, project cargo and cars. In addition, there is a multipurpose storage warehouse suitable for cocoa covering some 64,000m².

Source : <https://allafrica.com/stories/200204151032.html>

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07/06/2002

Africa: OTAL Restructures Service Schedule to Avoid Port Congestion

7 June 2002 - **OT Africa Line** (London) - press release

London — **OT Africa Line (OTAL)**, the specialist West African shipping line, is to restructure its service schedule in a bid to avoid port congestion and give its customers better access to improve sailing frequencies. As of mid June, the line will be offering a weekly service to 80% of its African port range.

All four service strings, the Hebdo, the Combined, the Roro South and the Express, will be affected by the changes. Firstly, the Combined service will cease to exist in its current format. Instead the vessels and ports served by this loop will be integrated into the three existing services and a new North Africa feeder service. Secondly, a weekly southern Africa feeder service connecting Pointe Noire (Congo), Soyo (Northern Angola) and Matadi (Democratic Republic of the Congo) will add new port calls to **OTAL's** service.

Source : <https://allafrica.com/stories/200206070662.html>

18/07/2002

West Africa: OTAL Names New Vessel Kanilai After Gambian President's Home Town

18 July 2002 - **OT Africa Line** (London) - press release

In adhering to its tradition of naming vessels after prominent West African towns, **OT Africa Line**, the specialist West African carrier, has christened one of the two new 400 TEU vessels it is employing on its newly created North African feeder service, **Kanilai**, after the home town of the Gambian President, His Excellency Alhaji Dr Yahya A J J Jammeh. **OTAL's** sister company **Delmas** christened the other vessel **Delmas Casablanca**.

Built in 1997 and registered under the German flag, Kanilai is capable of loading 230 TEU (at 14 tonnes each) and is fitted with 40 electrical points to accommodate 20ft and 40ft refrigerated containers. The vessel is 100 metres long, has a breadth of 17 metres and a depth of 9.25 metres. It has a deadweight of 6,366 tonnes, a gross tonnage of 4,320 tonnes and a net tonnage of 2,260 tonnes. Kanilai also has two cranes on board which each have a 35 tonne lift capacity. When working together, the cranes can offer a lift capacity of 70 tonnes at an 18 metre outreach or 50 tonnes with a 24 metre outreach. Consequently, they are able to transport heavy and otherwise awkward loads as well as containers and general cargo.

Source : <https://allafrica.com/stories/200207180724.html>

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15/08/2002

West Africa: OTAL's Dedicated Weekly North Africa Feeder Service Hailed A Success

15 August 2002 - **OT Africa Line** (London) - press release

London — **OT Africa Line (OTAL)**, the specialist West African shipping line, has undergone service schedule restructuring as from mid June of this year: 80% of its African port range now sees **OTAL** call on a weekly basis. The implementation of the **OTAL**-managed weekly North Africa feeder service (NFD), for example, has already created marked improvements in terms of port congestion avoidance and improved sailing frequencies for customers.

The North Africa feeder service operates two 400 TEU vessels, providing a weekly service on the Dakar - Banjul - Nouakchott - Casablanca rotation. It prioritises its schedule to meet the weekly Hebdo service in Dakar, which continues to be managed by **OTAL**, meaning that vessels serving **OTAL**'s main routes are no longer delayed by potential port congestion at the Port of Casablanca.

Source : <https://allafrica.com/stories/200208150458.html>

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22/05/2003

OT Africa Line Makes Changes

OT Africa Line (OTAL) announced some changes to its North Europe – West Africa services. These take into account various factors including a slight downturn in overall trade volumes, civil unrest in certain countries and improved availability of roll-on, roll-off multi-purpose tonnage. **OTAL**'s RoRo service is resuming its nine day frequency utilizing six vessels on a 45-day round-trip schedule. This has been made possible by the return to the service of Rokia Delmas and Rosa Delmas. Both ships have recently been employed in support of the military action in Iraq and during their absence, the service was reduced to an eleven-day frequency utilizing three RoRo vessels. The company's Express Container Service has switched to a fixed day fortnightly schedule utilizing three modern 900 TEU vessels. Previously four ships were employed to offer sailings every eleven days. Unchanged though is the Weekly Container Service (HEB) which continues to employ five ships, each of around 1600TEU. **OTAL**'s Marketing Manager Rachel Bennett says it is hard to remember a time when there has been a greater need for flexibility: "The West African trades have never been easy. There always seems to be political or economic instability in one or more of the countries we serve. However, 2003 has already seen civil unrest to some degree in five of these nations. Not all impact significantly on cargo volumes but inevitably, some do. "As an example, the political problems in Ivory Coast have caused shipments of cocoa to fluctuate with slightly reduced volumes overall. Ivory Coast is the world's largest cocoa producer,

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accounting for 40% of the world's market." There are bright spots though, says Ms Bennett: "Angola is booming now. The country has been in turmoil for so long but at last, it seems that there is light at the end of the tunnel. As is well-known, Angola is potentially a very wealthy country, rich in natural resources, and if everything holds together, its importance within the North Europe – West Africa trade is bound to increase markedly." OTAL's Deputy Managing Director Bart Foley comments that the strong Euro is making itself felt too: "Since the beginning of this year, the trade has been quite flat. We suspect that despite the SARS virus, West African importers are turning increasingly to China and other Asian countries for some of their requirements, at the expense of European manufacturers." Despite this flattening out of the market, Mr Foley is delighted to see that recent freight rate increases are holding reasonably well: "The carriers are all holding firm, which is just as well since we are all experiencing higher costs. The cost of chartering containerships is very high at the moment, primarily due to strong demand on other global trades. West African ports still leave a lot to be desired in terms of efficiency and vessel delays are commonplace. And then there is the strong Euro again: European suppliers are finding their goods less competitive forcing African agents to seek better value elsewhere."

Source : <https://www.marinelink.com/news/changes-africa-makes301433>

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19/06/2003

Nigeria: Policies Force Shipping Companies to Adopt Cotonou Port As Hub

19 June 2003 - By Godfrey Bivbere

GOVERNMENT's neglect of the cries of maritime operators about the cumbersome ports procedure and high cost of doing business in the nation's port, may have forced major shipping companies with transactions in the West African sub-region to settle for Cotonou port as the hub port, thereby confirming apprehension hitherto expressed by operators on the likely effects of that action on the nation's economy.

Vanguard gathered that while two major multi-national shipping companies are involved in the construction of a new port for the same purpose, **OT West Africa Link (OTAL)** another shipping line has actually commenced full operation from Cotonou port. In the company's newsletter for the month of May, it commended efforts put in place by the port authority to improve its facilities and make its operation friendly.

Source : <https://allafrica.com/stories/200306190687.html>

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25/03/2009

OT Africa Line starts Benin/Tangier link

OT Africa Line said Tuesday it has begun a new weekly container service from Tangier to the Port of Cotonou in Benin.

The service will allow shipments from Europe to connect through transshipment at Tangier. **OTAL** has two services linking Europe with Tangier — its Epic service that calls at Southampton, Rotterdam, Hamburg, Antwerp and Le Havre; and its Diams service calling at Barcelona, Marseille and Valencia.

The carrier will accept full-containerload, reefer and hazardous cargo shipments. Transit times to Benin range from 14 to 25 days.

Source : <https://www.freightwaves.com/news/ot-africa-line-starts-benin-tangier-link>

12/06/2009

OT Africa Line refond ses services

À partir du 17 juin, l'armement **OT-Africa-Line**, appartenant au groupe **CMA CGM**, modifie une partie de ses services entre l'Europe et l'Afrique de l'Ouest. D'une part, **Otal** met en place un service entre

Article payant.

Source :

<https://www.actu-transport-logistique.fr/journal-de-la-marine-marchande/magazines/mensuels/4673/trafic-lignes-services/ot-africa-line-refond-ses-services-755737.php>

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26/04/2010

OT Africa Line Ship Security Surcharge

By: AJOT | Apr 26 2010 at 08:00 PM | [Liner Shipping](#)

In order to comply with the International Ship and Port Facility Security Code [ISPS], **OT Africa Line** is obliged to increase the Ship Security Surcharge [SSC] as from 01/05/10 per date of B/L.

The new amount will be USD 10 / Container or EUR 7.50 / Container or GBP 6.50 / Container

This charge is applicable on all our services including all West African coastal shipments and includes reefers.

This charge includes the vessel security risk assessment, the development of security measures, the vessel ISPS certification, the related security implementation and administrative and operational expenses.

Source : <https://www.ajot.com/news/ot-africa-line-ship-security-surcharge>

06/06/2011

Otal heads for the end of the line

By Janet Porter

Africa specialist to be swallowed by **Delmas** in shake-up by the brands' owner **CMA CGM**

Paying article.

Source :

<https://lloydlist.maritimeintelligence.informa.com/LL010618/Otal-heads-for-the-end-of-the-line>

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