

BUSINESS UPDATE

YOUR DAILY SOURCE OF FINANCIAL/BUSINESS NEWS

CONTACTS

Teteo Zwane (6171048)
teteozwane@yahoo.co.uk

Hlengiwe Ndlovu (604 5336)
hlengza07@yahoo.co.uk

Tel: 404 9800/1
Fax: 404 5503

VITALS

Prime rate	15%
First National Bank	
Inflation rate	12.46%
Central Statistics Office	
Mortgage rate	14%
Swaziland Building Society	
Bank rate	11.5%
Central Bank	
Petrol (u)	E9.60 per litre
Replacement	E9.55 per litre
Diesel	E10.90 per litre
Paraffin	E8.55 per litre
Engen Garage	

FOREIGN EXCHANGE RATES



Correct as at close the afternoon
of 19 August 2008

CURRENCY	RATE vs EMALANGENI	
	BUY	SELL
Swaziland/US Dollar	7.750	7.770
Swaziland/British Pound	14.845	14.829
Swaziland/Euro	14.002	14.016
Swaziland/Zwazi Franc	7.123	7.133
Swaziland/South African Rand	1.172	1.176
Swaziland/Australian Dollar	6.766	6.780
Swaziland/Canadian Dollar	7.269	7.289
Swaziland/Mexican Lira	3.302 409	3.306 734
Swaziland/US Dollar's cross	795.280	796.330
Swaziland/Rupee	11.353	11.350

INFORMATION SUPPLIED BY
STANDARD BANK SWAZILAND LTD

Standard Bank Treasury Division
Dealing Room Direct line: 404 1544

Standard Bank
Inspired Motivated Involved

MPAKA-GOBA ROUTE THE CHEAPEST FOR EXPORTERS

By Hlengiwe Ndlovu

LOCAL companies exporting goods to overseas markets have been awarded a more viable and cost effective alternative route of transporting cargo.

The recently refurbished Mpacka-Goba railway being the shortest route to the nearest seaport in Maputo has given exporters the guarantee of saving on transport costs.

Some companies in the country including the Royal Swaziland Sugar Association (RSSA) and Sappi Usuthu are already using this route to transport cargo via Maputo originally heading for overseas markets.

But there are some companies still using the Durban route which is over 222km further than the Goba corridor.

Swaziland Railway Chief Executive Officer Gideon Mahlela in a recent rail trip to Maputo where the company had invited stakeholders to explore the opportunities provided by this corridor said rail transport was currently the most viable and least expensive transport option.

He said businesses in the export sector stand a greater chance of raking more profits through savings on transport costs when using railways as compared to those



Swaziland Railway CEO Gideon Mahlela enjoying the train ride sponsored by the company for stakeholders through the Goba corridor. (Pic: Hlengiwe Ndlovu)

who use roads.

Mahlela said there were currently talking between the Swaziland Railway and their Maputo counterparts to partner in the ferrying of people travelling from Swaziland to Maputo and vice versa, given that rail transport is now one of the most cost effective modes of transport.

With the scrapping of Visa requirements between the two countries, travel and tourism has since been enhanced with more people from Swaziland visiting Maputo and vice versa.

"The Goba route is faster and

less equipment including wagons is used in transporting goods. We encourage businesses to consider this option because the more savings businesses make on operating costs, the greater the profits," he said.

Mahlela also highlighted the fact that tourists travelling through Mpacka to Maputo and Durban had declared their liking of Mpacka as compared to the other railway stops. In fact, he said a questionnaire whose objective was to solicit information on the impression received by tourists when travelling through Mpacka actually

revealed that tourists love Mpacka the most as compared to the other railway stops they go through.

In this regard, Mahlela said there was need to rejuvenate the tourism industry as well as adopt a more aggressive marketing of rail transport, particularly the Goba corridor to increase more use of this mode of transport.

Mahlela recalled that the Goba route was actually used by Swaziland to transport cargo from Maputo from as early as the 1970s where fuel, cement and other goods were imported by the country from Mozambique. But the civil war in Maputo led to the disruption of some of these operations because some railways were destroyed during the war.

But still, even during the war some of the sugar produced in Swaziland went through Maputo, even though Durban was now the viable port of choice. Said Mahlela: "The civil war in Mozambique resulted in companies pulling out in the transportation of cargo via Maputo and they preferred the Durban route instead."

But now we have companies which have since fully gone back exporting goods through Maputo whilst others are revisiting this option," said Mahlela, further assuring that the Goba corridor is now the most viable and cost effective route of choice for locals

DAILY SSX UPDATE (22 August 2008)

Shares on demand
Nedbank, RSSC, Swaprop, Swazisp, SEL and Newera.

Shares available
Nil

Commentary
S - Suspended.

SSX			
Date: 22/08/08			
ALL-SHARE PRICE INDEX CURRENT / Previous			
vs SA 399.54			
EQUITIES			
Name	RP	Buy	Sell
Nedbank	400	400	
Royal Swazi Sugar	1000	1000	
Swid Empowerment	1350	1350	
Swaprop	290	290	
Swazisp Holdings	750	750	

DEBT INSTRUMENTS

Name	Coupon	Benefits	YTM
NWR02 Newera	11.50	JIBAR+2.50	
NWR03 Newera	14.00	JIBAR+2.50	13.37
NWR04 Newera	13.85	JIBAR+2.00	
NWR05 Newera	14.60	JIBAR+2.50	
NWR06 Newera	14.50	JIBAR+2.00	
NWR07 Newera	14.50	JIBAR+2.00	
NWR08 Newera	15.50	PRIME+0.5	
SG 004 Swazi Govt	13.98	R153+1.30	11.17
SG 007 Swazi Govt	14.00	R153+1.60	11.47
Standard Bank 01	9.73	R153+2.00	11.87
Standard Bank 02	8.73	R153+2.00	11.87

= 4049491 <http://www.sbx.org.sz>

*Business Update for news

STANLIB PRICES 22 - 08 - 2008

FUND	NET ASSET VALUE	Change %	1-yr perf %	3-yr perf %
Managed Fund	212.84	0.01	27.9	28.9
Money Market	11.28%			