

Daily Supply Chain Movement Report

Date: 17 May 2023, 14:00

Container Terminals

Port Terminal	Marine operations	Waterside operations ¹	Landside operations ²	Stack occupancy
Cape Town Entire port	Vessels at anchorage: 1 Vessels at berth: 11	Full complement (three tugs and one pilot boat)		
Cape Town Container Terminal	Vessels at anchorage: 1 (Santa Teresa) Vessels at berth: 3 (Luanda Express, CMA CGM Kribi, Kota Lima)	Actual: 2 150 TEUs Average: 1 901 TEUs	Actual: 1 351 trucks Average: 944 trucks	General: 30% Reefer: 60% Empty: 52%

Bulk operations

Port Terminal	Marine operations	Waterside operations ³	Landside operations ⁴	Stack occupancy
Cape Town				
MPT	Vessels at anchorage: 0 Vessels at berth: 2 (MSC Samu, Rotterdam Eagle)	Actual: 623 TEUs Average: 283 TEUs Bulk: 1 589 tons	Actual: 156 trucks Average: 90 trucks	General: 20% Reefer: 34% Empties: 42%
FPT (Private terminal) 8	Vessels at anchorage: 0 Vessels at berth: 2	Breakbulk (fruit): 201 pallets Container: 70 TEUs Dry Bulk: 4 164 tons	276 trucks were received over the past 24-hours.	Reefer: 13%
Saldanha Bay (Full complement)				
IOT	Vessels at anchorage: 4 Vessels at berth: 2	The vessel at anchorage has been waiting at anchorage for approximately 1-7 days. Vessels at berth have been at port for 2-3 days.		
MPT	Vessels at anchorage: 1 Vessels at berth: 0			

Other Updates:

¹ Average refers to the average performance for 2022, using the information available.

² Average refers to the average performance for 2022, using the information available.

³ Average refers to the average performance for 2022, using the information available.

⁴ Average refers to the average performance for 2022, using the information available.

Operational comments and general observations
<p>Weather and other delays:</p> <ul style="list-style-type: none"> • Similar to yesterday's report, minimal operational delays were reported due to inclement weather conditions over the latest 24 hours.
<p>Load-shedding:</p> <ul style="list-style-type: none"> • No load-shedding was reported at any of our national ports over the latest 24-hour period.
<p>Equipment Availability: No current updates</p>
<p>Staging Areas Update: No current updates</p>
<p>Bottlenecks: No current updates</p>
<p>Corridor Update: No current updates</p>
<p>Rail Update:</p> <ul style="list-style-type: none"> • The dire cable theft and vandalism on our rail network continue, as more severe incidents occurred over the latest 24-hour period. The latest reports suggest that criminals are starting to cut wires to ensure the power is turned off for prolonged periods. They are becoming more sinister in their approach as they are aware that power is cut off when lines are repaired. As soon as one section is repaired, another is targeted and vandalised. In addition, approximately 39 staged loads cannot move due to what TFR refers to as network unavailability.
<p>Policy Updates:</p> <ul style="list-style-type: none"> • The unilateral decision taken by Transnet to impose operational penalties from 1 April 2023 constricts the allowance for the "balancing" of vessels to load export cargo out of South Africa, resulting in a port operational surcharge of USD50 per container by MSC, which will be implemented from 29 May 2023. • Engagements with TPT are ongoing in this regard, and MSC has agreed to waive the surcharge should TPT change their stance on the operational tariffs implemented from 1 April 2023.
<p>Other Updates: No current updates</p>