

# Daily Supply Chain Movement Report

Date: 02 June 2023, 14:00

## Container Terminals

Port Terminal	Marine operations	Waterside operations <sup>1</sup>	Landside operations <sup>2</sup>	Stack occupancy
<b>Cape Town Entire port</b>	Vessels at anchorage: 6 Vessels at berth: 12	3 tugs, 1 pilot boat and 1 work boat		
<b>Cape Town Container Terminal</b>	Vessels at anchorage: 2 (Santa Clara, Maersk Sheerness) Vessels at berth: 3 (Cosco Koea, Ever United, MOL Proficiency)	Actual: Not reported Average: 1 901 TEUs	Actual: 1 209 truck @ 64 mins Average: 944 trucks Rail: 45 containers	<b>General:</b> 32% <b>Reefer:</b> 61% <b>Empties:</b> 42%

## Bulk operations

Port Terminal	Marine operations	Waterside operations <sup>3</sup>	Landside operations <sup>4</sup>	Stack occupancy
<b>Cape Town</b>				
<b>MPT</b>	Vessels at anchorage: 0 Vessels at berth: 1 (MSC Rachele)	Containers: Not reported	Actual: Not reported Average: 90 trucks	<b>Not reported</b>
<b>FPT</b> (Private terminal) <sup>10</sup>	Vessels at anchorage: 0 Vessels at berth: 4	Breakbulk: 1 808 tons Breakbulk (fruit): 1 332 pallets Containers: 314 TEUs	173 trucks were received over the past 24-hours.	<b>Reefer:</b> 46%
<b>Saldanha Bay (Full complement)</b>				
<b>IOT</b>	Vessels at anchorage: 4 Vessels at berth: 2	The vessel at anchorage has been waiting at anchorage for approximately 2-9 days. Vessels at berth have been at port for 2-5 days.		
<b>MPT</b>	Vessels at anchorage: 3 Vessels at berth: 3			

<sup>1</sup> Average refers to the average performance for 2022, using the information available.

<sup>2</sup> Average refers to the average performance for 2022, using the information available.

<sup>3</sup> Average refers to the average performance for 2022, using the information available.

<sup>4</sup> Average refers to the average performance for 2022, using the information available.

## Other Updates:

<b>Operational comments and general observations</b>
<p><b>Weather and other delays:</b></p> <ul style="list-style-type: none"> <li>Minimal delays were reported due to adverse weather conditions over the latest 24-hour period.</li> </ul>
<p><b>Load-shedding:</b> No current updates</p>
<p><b>Equipment Availability:</b></p> <ul style="list-style-type: none"> <li>The launch at the Port of Cape Town remains out of commission.</li> </ul>
<p><b>Staging Areas Update:</b> No current updates</p>
<p><b>Bottlenecks:</b></p> <ul style="list-style-type: none"> <li>The industry is anticipating a drastic surge in citrus volumes over the next two weeks as the lemon season is about to come into full swing, which could cause bottlenecks to form in Durban. Thus, the possibility exists that transporters may find it challenging to obtain booking slots during that period as the demand for slots is expected to be high.</li> </ul>
<p><b>Corridor Update:</b> No current updates</p>
<p><b>Rail Update:</b></p> <ul style="list-style-type: none"> <li>No major incidents were reported on the rail network over the latest 24 hours, which is encouraging after the previous challenging weeks experienced.</li> <li>The latest reports suggest that approximately 6 staged trains are on the network. These trains are largely staged due to power outages on the lines, not cable theft.</li> <li>The next over-border train is anticipated to depart around next week Tuesday.</li> </ul>
<p><b>Policy Updates:</b></p> <ul style="list-style-type: none"> <li>The latest reports suggest that CMA CGM plans to introduce a container deposit fee effective from 1 July 2023. This comes from high unpaid detention charges by importers who don't return empty containers within the stipulated timeframe.</li> <li>The quantum for the refundable container deposit will be \$2 500 per 20' container and \$3 500 per 40' container.</li> <li>For the refund to be effected, the shipping line will need proof of delivery (POD) as confirmation that the empty container was returned to CMA CGM's empty depot.</li> <li>Refunds should take between 7 and 14 days.</li> </ul>
<p><b>Other Updates:</b> No current updates</p>