

Daily Supply Chain Movement Report

Date: 19 June 2023, 14:00

Container Terminals

Port Terminal	Marine operations	Waterside operations ¹	Landside operations ²	Stack occupancy
Cape Town Entire port	Vessels at anchorage: 6 Vessels at berth: 14	3 tugs, 1 pilot boat, 1 work boat and 1 launch		
Cape Town Container Terminal	Vessels at anchorage: 3 (Cosco Izmir, MSC Cassandre, Kalahari Express) Vessels at berth: 2 (Marathopolis, Northern Juvenile)	Actual: 102 TEUs Average: 1 901 TEUs	Actual: 112 trucks @ 23 mins Average: 944 trucks Rail: no containers	General: 24% Reefer: 54% Empties: 49%

Bulk operations

Cape Town				
MPT	Vessels at anchorage: 1 (MSC Capucine R) Vessels at berth: 1 (MSC Rachele)	Actual: 115 TEUs	Actual: 132 trucks Average: 90 trucks	General: 22% Reefer: 92% Empties: 3%
FPT (Private terminal) ¹⁰	Vessels at anchorage: 0 Vessels at berth: 1	Breakbulk (fruit): 658 pallets Container: 40 TEUs	23 trucks received over the past 24-hours	Reefer: 30%
Saldanha Bay (Full complement)				
IOT	Vessels at anchorage: 4 Vessels at berth: 2	The vessel at anchorage has been waiting at anchorage for approximately 2-8 days. Vessels at berth have been at port for 2-5 days.		
MPT	Vessels at anchorage: 2 Vessels at berth: 4			

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.

Other Updates:

Operational comments and general observations
<p>Weather and other delays:</p> <ul style="list-style-type: none"> • Adverse weather conditions persisted in Cape Town this week, which ensured operational delays. High swells delayed Four vessel movements over the latest 24-hour period. • CTCT went windbound around 16:30 yesterday and was still windbound this morning. Additionally, approximately 16 hours were lost at berth 601 due to vessel ranging. • Inclement weather at NCT also ensured operational delays over the last 24 hours.
<p>Load-shedding: No current updates</p>
<p>Equipment Availability:</p> <ul style="list-style-type: none"> • The Port of Cape Town's launch also returned to service last week after being out of commission for several weeks. The shore tensioning units at the Port of Cape Town were connected at intervals between berths 602, 603, and 604 to alleviate vessel ranging.
<p>Staging Areas Update: No current updates</p>
<p>Bottlenecks:</p> <ul style="list-style-type: none"> • Over the last few weeks, the Port of Cape Town returned to the "<i>Port Congestion Watch</i>" as more than 13 000 TEUs were stuck at outer anchorage by the end of last week. Over the weekend, the adverse weather experienced amplified the situation, with six vessels awaiting berth compared to the two of late last week.
<p>Corridor Update: No current updates</p>
<p>Rail Update:</p> <ul style="list-style-type: none"> • No major incidents were reported on the rail network over the long weekend. There were minor incidents that were sorted out rapidly and did not cause any significant disruptions.
<p>Policy Updates:</p> <ul style="list-style-type: none"> • 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. • The quantum for the refundable container deposit will be \$2 500 per 20' container and \$3 500 per 40' container. • 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. • Refunds should take between 7 and 14 days.
<p>Other Updates: No current updates</p>