

Daily Supply Chain Movement Report

Date: 20 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: 5 (Cosco Izmir, MSC Cassandre, Kalahari Express, APL Charleston, APL Columbus) Vessels at berth: 2 (Marathopolis, Northern Juvenile)	Actual: 802 TEUs Average: 1 901 TEUs	Actual: 587 trucks @ 48 mins Average: 944 trucks Rail: 16 containers	General: 27% Reefer: 61% Empties: 41%

Bulk operations

Port Terminal	Marine operations	Waterside operations ³	Landside operations ⁴	Stack occupancy
Cape Town				
MPT	Vessels at anchorage: 1 (MSC Capucine R) Vessels at berth: 1 (MSC Rachele)	Actual: 23 TEUs	Actual: 155 trucks Average: 90 trucks	General: 31% Reefer: 93% Empties: 1%
FPT (Private terminal) ¹⁰	Vessels at anchorage: 0 Vessels at berth: 2	Breakbulk (fruit): 75 pallets Container: 40 TEUs	205 trucks received over the past 24-hours	Reefer: 26%
Saldanha Bay (Full complement)				
IOT	Vessels at anchorage: 4 Vessels at berth: 1	The vessel at anchorage has been waiting at anchorage for approximately 2-12 days. Vessels at berth have been at port for 2-4 days.		
MPT	Vessels at anchorage: 5 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.

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.

Other Updates:

Operational comments and general observations
<p>Weather and other delays:</p> <ul style="list-style-type: none"> Inclement weather conditions persisted in Cape Town over the latest 24-hour period, dampening operational performance at the port. Four vessel movements were delayed once more due to persisting high swells. At CTCT, high swells delayed berthing operations, while strong winds and vessel ranging ensured additional operational delays.
<p>Load-shedding: No current updates</p>
<p>Equipment Availability:</p> <ul style="list-style-type: none"> The Port of Cape Town's launch vessel also returned to service last week after being out of commission for several weeks. Lastly, the shore tensioning units in 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"> Adverse weather conditions accompanied by extensive vessel ranging are continuously constraining operations at the Cape Town port, creating concerns of a vessel "pile-up" and subsequent bottlenecks.
<p>Corridor Update: No current updates</p>
<p>Rail Update: No current updates</p>
<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>