

Daily Supply Chain Movement Report

Date: 05 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: 13 Vessels at berth: 11	3 tugs, 1 pilot boat and 1 work boat		
Cape Town Container Terminal	Vessels at anchorage: 6 (Santa Clara, Maersk Sheerness, MSC Anusha III, Cosco Surabaya, MSC Mattina, Leonidio) Vessels at berth: 2 (Cosco Koea, Ever United)	Actual: 1 780 TEUs Average: 1 901 TEUs	Actual: 408 trucks @ 27 mins Average: 944 trucks Rail: 1 container	General: 34% Reefer: 71% Empties: 28%

Bulk operations

Port Terminal	Marine operations	Waterside operations ³	Landside operations ⁴	Stack occupancy
Cape Town				
MPT	Vessels at anchorage: 1 (MSC Positano) Vessels at berth: 0	No movement over the past 24-hours.	Actual: 21 trucks Average: 90 trucks	General: 8% Reefer: 39% Empties: 1%
FPT (Private terminal) ¹⁰	Vessels at anchorage: 0 Vessels at berth: 3	Breakbulk: 490 tons Breakbulk (fruit): 175 pallets Containers: 116 TEUs Dry Bulk: 1 571 tons	120 trucks were received over the past 24-hours.	Reefer: 17%
Saldanha Bay (Full complement)				
IOT	Vessels at anchorage: 3 Vessels at berth: 0	The vessel at anchorage has been waiting at anchorage for approximately 5-13 days. Vessels at berth have been at port for 2-5 days.		
MPT	Vessels at anchorage: 3 Vessels at berth: 2			

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 over the weekend severely interrupted operations at the Port of Cape Town. In addition, several vessel movements at CTCT were delayed due to high swells and the terminal being windbound.
<p>Load-shedding: No current updates</p>
<p>Equipment Availability:</p> <ul style="list-style-type: none"> The launch at the Port of Cape Town remains out of commission.
<p>Staging Areas Update: No current updates</p>
<p>Bottlenecks:</p> <ul style="list-style-type: none"> 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, transporters may experience challenges with the booking system with a high demand for slots.
<p>Corridor Update: No current updates</p>
<p>Rail Update:</p> <ul style="list-style-type: none"> No reports for the latest 24-hour period were received.
<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>