

# Daily Supply Chain Movement Report

Date: 07 June 2023, 14:00

## Container Terminals

Port Terminal	Marine operations	Waterside operations <sup>1</sup>	Landside operations <sup>2</sup>	Stack occupancy
Cape Town Entire port	Vessels at anchorage: 7 Vessels at berth: 14	3 tugs, 1 pilot boat, 1 work boat and 1 launch		
Cape Town Container Terminal	Vessels at anchorage: 4 (Cold Stream, Santa Isabel, Cosco Surabaya, UAL Bodewes) Vessels at berth: 3 (MSC Mattina, Santa Clara, MSC Anusha III)	Actual: 2 022 TEUs Average: 1 901 TEUs	Actual: 918 trucks Average: 944 trucks Rail: 11 containers	<b>General:</b> 41% <b>Reefer:</b> 79% <b>Empties:</b> 28%

## Bulk operations

Port Terminal	Marine operations	Waterside operations <sup>3</sup>	Landside operations <sup>4</sup>	Stack occupancy
<b>Cape Town</b>				
MPT	Vessels at anchorage: 0 Vessels at berth: 3 (Nele Maersk, MSC Rachele, Arabella)	Actual: 2 TEUs (vessel completed) 40 tons of fish	Actual: 116 trucks Average: 90 trucks	<b>General:</b> 9% <b>Reefer:</b> 75% <b>Empties:</b> 1%
FPT (Private terminal) <sup>9</sup>	Vessels at anchorage: 0 Vessels at berth: 5	No report received	No report received	
<b>Saldanha Bay (Full complement)</b>				
IOT	Vessels at anchorage: 4 Vessels at berth: 2	The vessel at anchorage has been waiting at anchorage for approximately 5-9 days. Vessels at berth have been at port for 2-6 days.		
MPT	Vessels at anchorage: 5 Vessels at berth: 4			

<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>
<b>Weather and other delays:</b> No current updates
<b>Load-shedding:</b> No current updates
<b>Equipment Availability:</b> <ul style="list-style-type: none"><li>The launch at the Port of Cape Town has returned to operation.</li></ul>
<b>Staging Areas Update:</b> No current updates
<b>Bottlenecks:</b> <ul style="list-style-type: none"><li>The Cape Town Container Terminal has a reefer stack occupancy of 79%. However, the terminal indicated that they would focus on loading out reefers over the next 24-hours, which will alleviate the burden on the reefer stack.</li></ul>
<b>Corridor Update:</b> No current updates
<b>Rail Update:</b> <ul style="list-style-type: none"><li>The current rail situation is much improved compared to the previous weeks' dire situation despite intermittent cable theft persisting on the lines. The latest incidents were luckily minor and did not halt any trains moving on the network.</li><li>At the time of reporting, there were only four trains at the King's Rest marshalling yard, with three destined for City Deep and one reefer train. Additionally, only four trains were staged on the network, representing a significant improvement.</li></ul>
<b>Policy Updates:</b> <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>
<b>Other Updates:</b> No current updates