

Daily Supply Chain Movement Report

Date: 22 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: 9	3 tugs, 1 pilot boat, 1 work boat and 1 launch		
Cape Town Container Terminal	Vessels at anchorage: 6 (APL Columbus, MSC Anusha III, Santa Rita, Maersk Sofia, Cosco Aqaba, Maersk Chennai) Vessels at berth: 3 (APL Charleston, MSC Cassandre, Kalahari Express)	Actual: 1 919 TEUs Average: 1 901 TEUs	Actual: 916 trucks Average: 944 trucks Rail: 153 containers	General: 37% Reefer: 72% Empties: 46%

Bulk operations

Port Terminal	Marine operations	Waterside operations ³	Landside operations ⁴	Stack occupancy
Cape Town				
MPT	Vessels at anchorage: 0 Vessels at berth: 1 (MSC Capucine R)	Actual: 256 TEUs	Actual: 113 trucks Average: 90 trucks	General: 26% Reefer: 57% Empties: 1%
FPT (Private terminal) ¹⁰	Vessels at anchorage: 0 Vessels at berth: 3	Breakbulk: 528 tons of fruit Container: 158 TEUs	199 trucks received over the past 24-hours	Reefer: 47%
Saldanha Bay (Full complement)				
IOT	Vessels at anchorage: Vessels at berth: 2	Vessels at berth have been at port for 2-6 days.		
MPT	Vessels at anchorage: Vessels at berth: 3			

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"> Weather conditions in Cape Town have continued to improve over the last 24 hours, as minimal delays were reported.
<p>Load-shedding:</p> <ul style="list-style-type: none"> No load-shedding was reported at the Maydon Wharf terminal or the Port of East London over the past 24 hours.
<p>Equipment Availability:</p> <ul style="list-style-type: none"> The shore tensioning units at the Port of Cape Town was previously installed permanently at berths 602 and 604; however, the utilisation of these units will change soon. From now on, the units will be utilised on a "first-come-first-serve" basis. The units will be installed where vessel ranging is the most severe and safety is the primary consideration.
<p>Staging Areas Update: No current updates</p>
<p>Bottlenecks:</p> <p>The Port of Cape Town is currently removed from the "Port Congestion Watch" (PCW) as only three vessels remain at anchorage. However, the Port of Durban was subsequently added to the PCW recently as more than 17 000 TEUs are stuck at outer anchorage with a queue-to-berth ratio of 0.54.</p>
<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.
<p>Other Updates: No current updates</p>