

# Daily Supply Chain Movement Report

Date: 27 June 2023, 14:00

## Container Terminals

Port Terminal	Marine operations	Waterside operations <sup>1</sup>	Landside operations <sup>2</sup>	Stack occupancy
<b>Cape Town Entire port</b>	Vessels at anchorage: 10 Vessels at berth: 9	<b>3 tugs, 1 pilot boat, 1 work boat and 1 launch</b>		
<b>Cape Town Container Terminal</b>	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: 315 TEUs Average: 1 901 TEUs	Actual: Not reported Average: 944 trucks Rail: 71 containers	<b>General:</b> 25% <b>Reefer:</b> 45% <b>Empties:</b> 46%

## Bulk operations

Port Terminal	Marine operations	Waterside operations <sup>3</sup>	Landside operations <sup>4</sup>	Stack occupancy
<b>Cape Town</b>				
<b>MPT</b>	Vessels at anchorage: 0 Vessels at berth: 1 (MSC Rachele)	Actual: 20 TEUs	Actual: 2 trucks	<b>General:</b> 13% <b>Reefer:</b> 47% <b>Empties:</b> 1%
<b>FPT</b> (Private terminal) <sup>10</sup>	Vessels at anchorage: 0 Vessels at berth: 2	Breakbulk (fruit): 200 pallets Container: 445 TEUs	107 trucks received over the past 24-hours	<b>Reefer:</b> 48%
<b>Saldanha Bay (Full complement)</b>				
<b>IOT</b>	Vessels at anchorage: 3 Vessels at berth: 1	Vessels at anchorage have experienced estimated delays of 2-10 days while vessels at berth have been at port for 4-6 days.		
<b>MPT</b>	Vessels at anchorage: 6 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:

Operational comments and general observations
<p><b>Weather and other delays:</b></p> <ul style="list-style-type: none"> <li>Weather conditions in Cape Town have improved somewhat over the past 24-hours, with the container terminal being windbound for most of the weekend, the terminal resumed operations in the early hours of this morning. On the TNPA side, the movement of 1 vessel was delayed.</li> </ul>
<p><b>Load-shedding:</b></p> <ul style="list-style-type: none"> <li>The Maydon Wharf Terminal experienced some load-shedding challenges over the past 24-hours.</li> </ul>
<p><b>Equipment Availability:</b></p> <ul style="list-style-type: none"> <li>Further feedback on the Cape Town Container Terminal's shore tensioners suggest that LC7 is expected to return to operations this morning, which will allow for the shore tensioners to return to operation.</li> </ul>
<p><b>Staging Areas Update:</b> No current updates</p>
<p><b>Bottlenecks:</b> No current updates</p>
<p><b>Corridor Update:</b> No current updates</p>
<p><b>Rail Update:</b> No current updates</p>
<p><b>Policy Updates:</b></p> <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> </ul>
<p><b>Other Updates:</b> No current updates</p>