

Daily Supply Chain Movement Report

Date: 21 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: 19	3 tugs, 1 pilot boat, 1 work boat and 1 launch		
Cape Town Container Terminal	Vessels at anchorage: 4 (MSC Cassandre, Kalahari Express, APL Charleston, APL Columbus) Vessels at berth: 2 (Marathopolis, Northern Juvenile, Cosco Izmir)	Actual: 1 385 TEUs Average: 1 901 TEUs	Actual: 848 trucks Average: 944 trucks Rail: 16 containers	General: 31% Reefer: 65% Empties: 36%

Bulk operations

Port Terminal	Marine operations	Waterside operations ³	Landside operations ⁴	Stack occupancy
Cape Town				
MPT	Vessels at anchorage: 0 Vessels at berth: 2 (MSC Rachele, MSC Capucine R)	Actual: 83 TEUs	Actual: 120 trucks Average: 90 trucks	General: 31% Reefer: 89% Empties: 4%
FPT (Private terminal) s	Vessels at anchorage: 0 Vessels at berth: 1	Breakbulk: 71 tons Container: 104 TEUs	191 trucks received over the past 24-hours	Reefer: 51%
Saldanha Bay (Full complement)				
IOT	Vessels at anchorage: 4 Vessels at berth: 2	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: 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"> The inclement weather conditions experienced in Cape Town have seemingly subsided somewhat over the latest 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 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"> Despite weather conditions seemingly subsiding in Cape Town, five container vessels are waiting at anchorage, with one breakbulk vessel outside anchorage also awaiting orders.
<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>