

# Daily Supply Chain Movement Report

Date: 31 January 2024, 14:00

## Entire Port

Port	Vessels		Resources
Port of Cape Town	Vessels at anchorage: 15	Breakbulk: 3, Container: 5 (CTCT: 4, CTMPT: 1), Reefer: 1, Tanker: 2, Other: 4.	2 tugs, 1 work boat and 1 pilot boat
	Vessels at berth: 15	CTCT: 3, CTMPT: 4, FPT: 4, Other terminals: 4.	

## Container Terminals

Port Terminal	Marine operations	Waterside operations <sup>1</sup>	Landside operations <sup>1</sup>	Stack occupancy
Cape Town Container Terminal	Vessels at anchorage: 4 (CMA CGM Aqaba, Cosco Izmir, Santa Rita, Maliakos) Average time at anchorage: 143 hours Vessels at berth: 3 (Mehuin, Cosco Aqaba, MSC Darien)	Actual: 1 368 containers Average: 1 721 TEUs	Road: 1 218 trucks Rail: 53 containers Average: 846 trucks	General: 31% Reefer: 66% Empties: 46%

## Bulk operations

Port Terminal	Marine operations	Waterside operations <sup>2</sup>	Landside operations <sup>4</sup>	Stack occupancy
<b>Cape Town</b>				
MPT	Vessels at anchorage: 1 container vessel Vessels at berth: 2	Bulk: 3 893 tons Container: 311 TEUs	Road: 60 trucks	General: 11% Reefer: 15% Empties: 17%
FPT (Private terminal) 8	Vessels at berth: 5	Breakbulk: 4 tons Bulk (fruit): 1 742 pallets Container: 652 TEUs	Road: 534 trucks	Reefer: 75%
<b>Saldanha Bay</b>				
IOT	Vessels at anchorage: 3 Vessels at berth: 2	The vessel at anchorage has been waiting outside for 3-8 days, while vessels at berth have been at port for 1-3 days.		
MPT	Vessels at anchorage: 2 Vessels at berth: 3			

<sup>1</sup> Average refers to the average performance for 2023, using the information available.

<sup>2</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>Average time at anchorage for container vessels as of 06:00 this morning: <b>Cape Town:</b> 120 hours (<b>CTCT:</b> 143 hours, <b>CTMPT:</b> 29 hours). The figure below shows the current situation at our ports from a container vessel perspective (please note that these figures where necessary have been estimated to the best of our knowledge and abilities). The line indicates the average number of days vessels have been waiting at anchorage (in days), and the bar graphs represent the total volume of containers to be loaded and discharged for the vessels at anchorage at 06:00 this morning).</li><li>CTCT lost approximately two operational hours yesterday due to vessel ranging. Additionally, the berthing of the Santa Rita could be delayed due to the late arrival of reefers.</li></ul>
<p><b>Load-shedding:</b></p> <ul style="list-style-type: none"><li>No load-shedding was reported at any of our national ports and terminals over the past 24-hour period.</li></ul>
<p><b>Equipment Availability:</b></p> <ul style="list-style-type: none"><li>Of the two crane breakdowns experienced at CT MPT earlier this week, one crane made a swift return to service over the latest 24-hour period, while the other still awaits the needed spares to execute the required repairs.</li></ul>
<p><b>Staging Areas Update:</b></p> <ul style="list-style-type: none"><li>No Current Updates</li></ul>
<p><b>Rail Update:</b></p> <ul style="list-style-type: none"><li>No Current Updates</li></ul>
<p><b>Other Updates:</b></p> <ul style="list-style-type: none"><li>Earlier this week TPT announced that the import free storage days at DCT Pier 2 will be extended to 4.25 days from 01 February until 31 March 2023 for vessels with a discharge volume greater than 2 000 containers. The announcement further stated that this interim dispensation excludes IMDGs, which remain unchanged as published in the TPT Tariff book. Export stack dates remain the same and the terminal will continue to engage with shipping lines on a case by case basis for impacted vessels.</li></ul>