



NEWSFLASH

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Please see herein interesting industry information that may be relevant and valuable to you. If you would like more information on any comments noted herein, please contact us directly and we will gladly expand or investigate further for you – please direct all enquiries to Graeme Impson on graeme.impson@sctsolutions.co.za

It is indeed a serious concern that vessel berthing delays are still significant and seriously impacting on all importers. The most recent example effected is the Agios Minas which has gone from berthing plan of 8th, to the 10th, then 12th and now this morning the 14th. The port congestions which we have experienced for the last few months has been made exponentially worse by the severe Durban storm which caused significant damages. Whilst Transnet advise they are making progress in repairs and clearing the backlog, this process is way too slow for importers and we are still experiencing delays on all lines from all trade lanes. SCT are doing all we can to not only monitor the berthing plans and keep you updated but also to ensure that we expedite delivery as soon as we are technically able to.

Please be assured we are doing all we can.

Transnet 'making progress' – but port users remain angry and frustrated



Assessments of the damage caused by the storm are ongoing at the Port of Durban. Source: TPT

Transnet has announced that it is making “substantial progress” in getting most of its operations in KwaZulu Natal back online following the severe weather experienced last month.

“The storm disrupted marine, terminal and rail operations in the Port of Durban and surrounding areas,” said Transnet spokesperson, Molatwane Likhete. “Transnet National Ports Authority, Transnet Port Terminals and Transnet Freight Rail experienced major disruptions on their service delivery commitments.”

He pointed out that all affected divisions had reported damage to infrastructure, including cargo handling equipment, buildings, vehicles, railway lines and quay walls.

Availability of Rubber-Tyred Gantries has increased from 11 to 15 and five out of the six ship-to-shore cranes are operational at Pier 1 of the port’s terminal, according to a statement released by the state entity yesterday (Wednesday).

At Pier 2, 11 ship-to-shore cranes are back online, with four cranes still under repairs.

“The railway network also suffered damages, with both the Natal Corridor (mainline) as well as the South Coast line experiencing a number of delays as a result of the storm,” said Likhete.

He noted that the Natal Corridor railway line was now fully operational, with all trains running as scheduled, but the South Coast line had yet to return to full operation.

His comments have however done little to appease angry and frustrated port users.

“The port was already under pressure due to congestion prior to the storm,” said Mike Walwyn, chairman of the Cape’s Port Liaison Forum. “The storm has just exacerbated the situation. There is now a massive backlog for operations out of Durban.”

He said it was however not limited to Durban but affected both the Eastern Cape ports and the Port of Cape Town significantly.

In Durban itself clearing agents have been requested to preclear documents timeously through customs, and ensure transporters are on hand to collect containers as soon as they are released.

Sue Moodley, chair of the Durban Harbour Carriers’ Association, earlier told FTW that major efforts were under way by all stakeholders to keep the port as fluid as possible.

But with a growing backlog the impact is starting to hit home.

Terry Gale, chairman of the Exporters’ Club Western Cape, told FTW Online that the Durban situation was having a “disastrous effect”.

In Cape Town, he said, export boxes were stacking up fast as scheduling was uncertain.

Walwyn said there was real uncertainty over when vessels would berth at which ports in the country.

Gale said the situation was untenable.

“The situation needs to be addressed at ministerial level and solutions found sooner rather than later. It simply cannot continue like this. We are already on the point of being downgraded and fighting for survival.”

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We thank you for your continued support and partnership

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