

Again our apologies for providing you with so much reading, which we do attempt to filter. It is however essential that we pass on information at this time that is critical to your business and as per previous newsflashes you will note the fluidity with which things are changing as business and government work together to try and adjust to provide a system that is workable whilst still complying with the important necessity of Government lock down action. Attached two very important circulars that we ask that you read and pass on in your organisation as required. These provide insight to some of the changes made in regulations as well as current problems being addressed and contradictions in rulings passed.

To summarise very simply as a forerunner to reading the attached:

- All ports are functional despite confusion yesterday with PE and Coega who advised they were shut and prevented even essential cargo from being collected. Upward adjustments to port functioning has been made to deal with current demand
- Still only cargo categorised as “Essential” in terms of the Government gazette can be moved to final delivery points (under strict conditions with all necessary approvals and paperwork in hand) – practical booking procedures for transporters is still creating serious technical backlogs and paperwork concerns. Police are stopping most containers on departure from the port and their ability to determine cargo as “essential” or not is creating concern.
- It appears clear now that all cargo, both essential and non-essential, will be discharged from ships berthing
- The handling of non-essential cargo still remains a very contentious and critical point and requires changes to current policy. Ports do not have the space to hold non-essential containers (in some cases already at capacity) and the ability of shipping lines to move containers to their depots is hindered by police who are refusing movement of anything other than essential cargo. There is obviously an added concern that line depots will not manage the volume of held containers and industry is still challenging the related costs.
- Transnet are suggesting Johannesburg destined non essential cargo is moved by rail to City deep but rail capacity can not accommodate this and there are serious customs formalities that require review to facilitate this as most cargo is cleared Durban.

There are still some seriously grey and contradicting communications being issued and we assure our clients that we remain close to all developments and our SCT management team are in forums where our contribution and concerns are being fed into all discussions. We are assured that our concerns, and those raised by others in the industry, are being addressed by SAAFF to the relevant Government Minister today and hopefully further clarity and resolution will be forthcoming today. We will keep you updated.

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We thank you for your continued support and partnership

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