

29 March 2020

## COVID 19 UPDATE

Once again in the last 48 hours we are seeing changes to regulations and requirements as all parties work through the difficult conditions of shut down to ensure that the ports remain as functional as technically possible. The below information is important so we ask your attention to this and that you pass on as necessary within your company as all parties may not be in our Newsflash distribution list. In brief the situation remains as follows:

- Cargo Deemed “essential” as defined by the Government disaster act will be given priority and approved truckers will be able to collect these containers from the Terminal and effect delivery under strictly controlled conditions. Your DTI registration certificate secured through the CPIC website and that of your end user if you are not the end user is essential and SCT must be in copy of those certificates. **VERY IMPORTANT** in this regard please see attached document which must be completed by the importer for all containers moving as essential cargo – please take note and ensure that you send the same completed in full for each movement to our team (please copy in both [graeme.impson@sctsolutions.co.za](mailto:graeme.impson@sctsolutions.co.za) and [ops@sctsolutions.co.za](mailto:ops@sctsolutions.co.za) )
- Non essential cargo will be moved to depots for storage and release post the shut down – there is still contention whether this has to be managed by the line or whether freight agents can appoint truckers to do so – at this point it seems most likely this will be restricted to the shipping line. The above being said please note practical challenges are still being faced as evidenced by the below extract from our SAAFF representative received this morning:
  - *“We are currently facing a problem with moving non essential boxes as the police are adamant they will act in accordance with the regulations which do not allow movement. Only when the minister makes the necessary changes to the regs will truckers be prepared to move non essentials. There also exist an issue with the booking system which we are also addressing”*
- Charges for the movement and storage together with demurrage conditions and any demurrage charges will be for the consignees account – there are serious negotiations under way with all parties to reduce these costs and extend free periods but the response for controlling parties has not been definitive at this point. Importers are being reminded by authorities that the alternative to this process and the related charges would be a system that keeps the cargo on board for discharge at some future point which could result in far more onerous costs.
- Exports are managed on the same general basis and restrictions as imports with essential cargo only being exported and no essential cargo being stored in depot pending the lift on the shutdown. A grey area remains groupage containers with both essential and no essential cargo loaded in the same container – at this point it is not clear whether shipping lines will be accepting these containers and we await feedback.

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We thank you for your continued support and partnership

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