



NEWSFLASH

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Please note below the latest update sent by SAAFF. It highlights the concerns that we have been raising, and reiterates the questions that we have been fighting for answers on. While there is still no finality to the situation, which we note again is constantly changing, we are happy to report that the concerns are at least being addressed.

Dear Member

COMMUNICATION RECEIVED WITH REGARDS TO DAVE WATT'S MEETING WITH TPT THIS MORNING.

I have just returned from a second meeting at Durban Terminal where attempts were made to come to some conclusions regarding the handling of cargo during the next three weeks and possibly thereafter.

I apologise if your specific questions have not been answered but to describe the situation as “in a state of flux” is an understatement.

The most critical question is how Container terminals will handle the flow of import boxes. In case you have not had sight of it I attach their communication from the 24th which is currently still their position.

The intention is for Lines to somehow identify “essential” goods in containers and they will be discharged depending on load etc each vessel will be dealt with on a case by case basis. There are material issues with this approach:

The unloading and loading of vessels **must** be done in a managed manner so as to ensure ship stability. The “non-essential” imports will either be re-stowed or remain on board. Whether vessel will depart or wait at anchorage is a decision for each Line.

It is not at present TPT's intention to land "non-essential" containers, how each line will handle this situation remains to be seen. The impact of partially loaded vessels either leaving or waiting at anchorage throws export space into the picture.

It is the opinion of SAAFF and SAASOA and others at the meeting that a far more appropriate manner would be for vessels to complete, landing all containers and loading whatever exports are available. Cleared and assigned "essential" imports can be removed by trucks having the necessary permit authorisation which is addressed below.

SAAFF & SAASOA will address a letter today addressed to the Ministers of DOT and DTI this will highlight the real practical issues faced by all in the container supply chain and make a request that authority be granted to allow for the removal of "non-essential" containers to local licensed

depots where they can be stored pending the end of the lockdown. This could be either on overstay conditions or duly cleared and released by Customs and OGA's., Grindrod and Maersk both made space commitments at the meeting. Clearly, there will be costs but these will need to be balanced against the cost of non-delivery at all or return to origin. It is clear that terminals cannot receive and store import containers it is estimated that DCT would be completely blocked within a week with other terminals including City Deep affected likewise. We expect Transnet to support our position on this.

Vessels currently on berth will complete, though the port is presently wind bound! This in itself will place a material number of containers on the quay which from tomorrow cannot be removed unless the authorities agree to the above request.

From tomorrow tele conferences will be held as we expect that changes will occur as has already happened over the last couple of days.

Priority will be given exports of "essential" goods which will include food and allied.

Freight Forwarders, Customs Brokers and Importers must understand whether cargo is indeed landed and available or will be before making declarations to customs which might well involve material outlays for cargo which is not available.

This will present another matter as in many cases whether goods are or are not essential will only be apparent on receipt of documentation and or declaration to SARS Customs.

PERMITS

The format for permits has been released. Permits including all the information required on the drafts must be included in any permit issued by companies for staff, drivers etc. It is suggested that the published format is used,

We have been advised that there is a process to register for authority to issue permits on the DTI's Registration site www.bizportal.gov.za go to "Services" then COVID 19.

I have been able to get on the site but the indicated sub sections are not yet available. Hopefully the site once up and running will explain the requirements for registration.

Some of the information below is a repeat from yesterday with any relevant adjustments:

Port to give priority to reefer imports and exports. Without final clarification on vessel space availability the number of on-board slots for reefers exports must be confirmed with carriers.

Empty reefer imports to be given priority.

Island View handles fuel and essential chemicals use of limited berths to be agreed between IVS leaseholders and NPA.

Maydon Wharf will operate 5 berths (effectively 3) only to handle essential bulk confirmed that fertilizer falls as an essential product

Break bulk will not be handled, *clarification required on certain food products e.g. rice imported as break bulk in bags.* .

Automotive: FBU terminal at point will close vehicles not loaded or removed will stay for 21 days (As at this morning the terminal was packed with both exports and imports) Car carriers will not be allowed to berth.

Discussion between TPT and NPA on berth availability at all ports. It appears the Port Captain had not seen the TPT release of the 24th. Discussions between them this PM.

There was confirmation of TPT's letter to industry. Single berths at Durban Pier 1, Port Elizabeth, Ngqura, Capetown.

Two berths at DCT pier 2.

Point will operate one berth and handle "essentials" only.

At midnight 26th vessels not working “essential” will be given the option of leaving whether completed or not or waiting 21 days in port. *This appears to have changed we were advised that vessels on quay today would be completed.*

We will continue with these updates but there is a caveat, this is for information purposes only and is not definitive at this time.

COVID TRUCK BOOKING SYSTEM

Kind Regards

Dave Watts

SAAFF

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