Cape Town Container Terminal

DATE: 16 March 2023

Recovery Plan
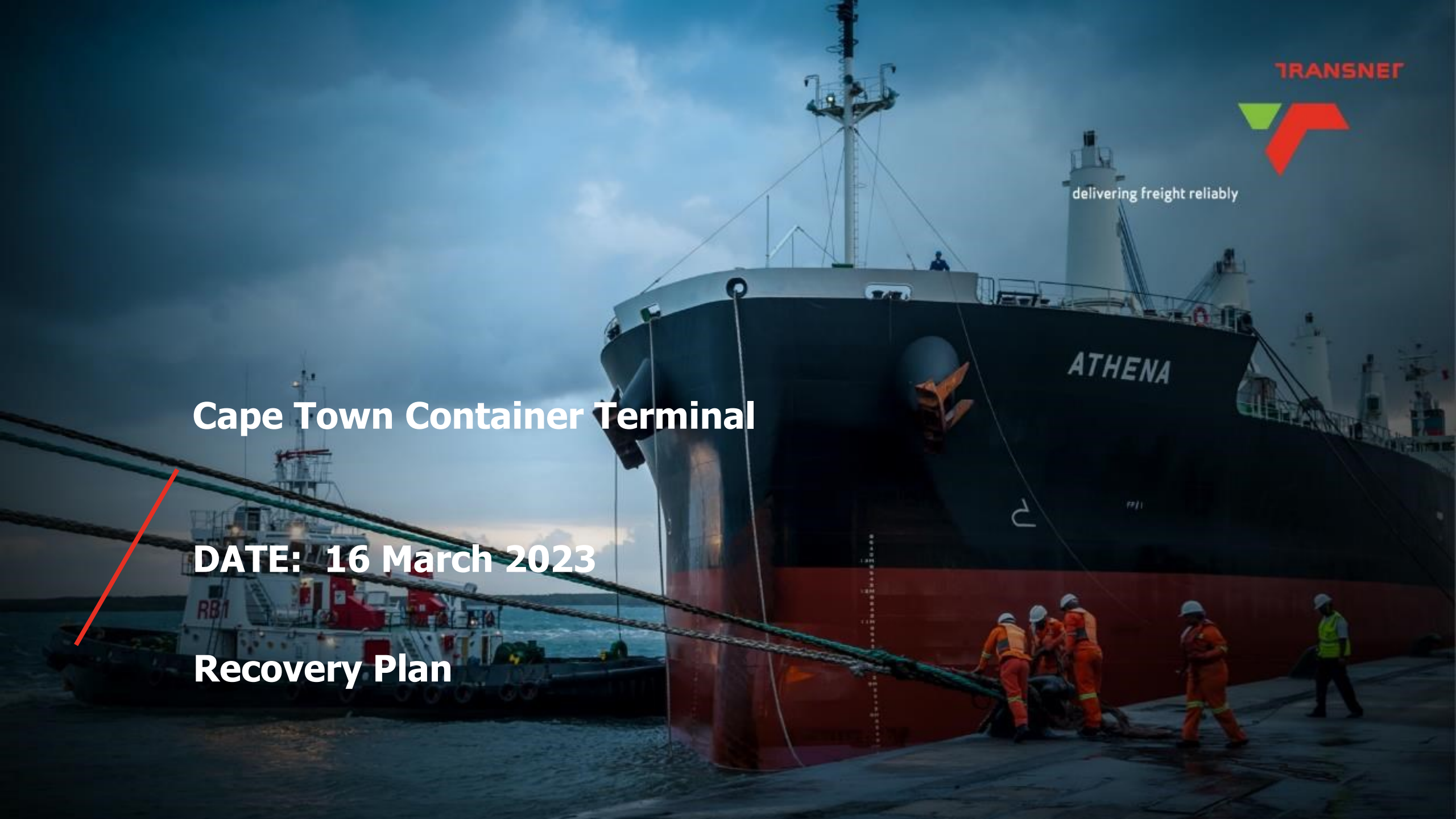
CTCT - Weather Impact

Legend: Wind, Fog, Vessel Ranging

29, 9 Days lost due Weather

+119,1%

	Nov-22	Dec-22	Jan-23	Feb-23
Total	111	158	207	243
Wind	107	150	161	237
Fog	1	9	26	6
Vessel Ranging	4		20	0
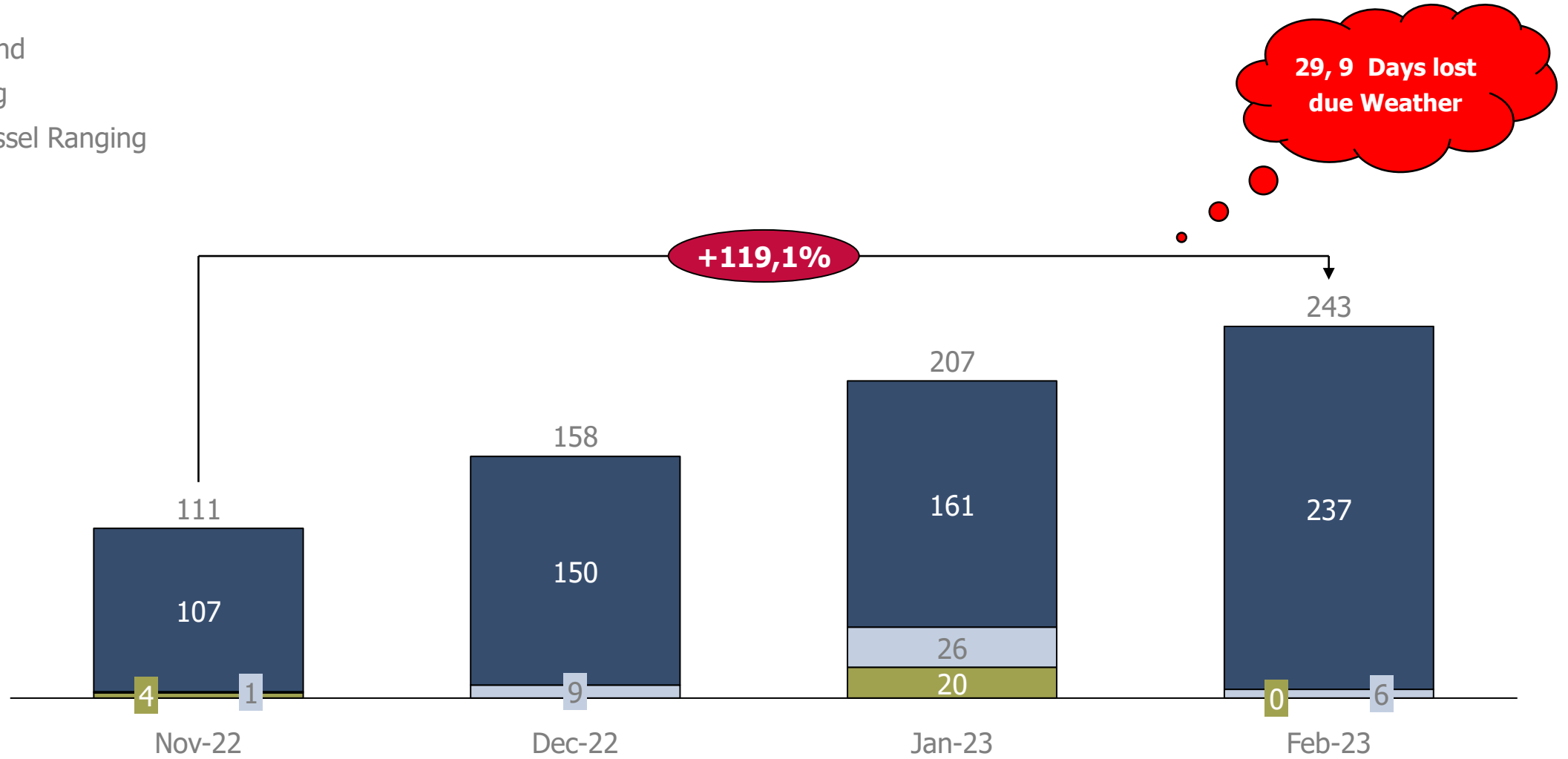
Vessels at anchorage and ETB

MEASURE`	ACTUAL
Number of vessels at anchor	8
Vessels due in the next 24hrs	1
Gangs	7
Number of vessels at berth	601 – Santa Teresa 602- Kota Lekas 604 – MSC Adelaide
Stack Capacity **REEFERS** Reefer stack occupancy is 62 % **MTY's =52%** **GPS%=35%** **Overall =39%** **24hrs Gate Transactions:- 221** **Truck Turnaround Time : 51min**	

ANCHORAGE/VESSEL	ETA	PLANNED BERTHING
MOL PRESENCE	2023/02/27 20:12	2023/03/19 08:00
CMA CGM CORAL	2023/03/04 19:00	2023/03/17 14:00
EVER UNITED	2023/03/08 07:00	2023/03/21 18:00
MSC LORI	2023/03/12 16:33	2023/03/16 16:00
APL COLUMBUS	2023/03/13 08:00	2023/03/22 22:00
NORTHERN JUVENILE	2023/03/09 12:00	2023/03/18 06:00
Kota Lawa	2023/03/15 15:00	2023/03/26 23:00
MSC Desiree	2023/03/15 14:00	2023/03/20 18:00

Cape Town Container Terminal
Status Update : 15 March 2023

TRANSNET

Legend:
- No. of vessels @ anchorage
- Arrival @ Anchorage
- Volume @ Anchorage

Annotations:
- **Impacted by Sailing and berthing of vessels**
- **13hrs lost due to wind. Berthing /Sailing delays due to wind**
- **Wind expected until Wednesday afternoon**
- **Wind expected from Sunday morning – Monday morning**

Volumes	10-Mar	11-Mar	12-Mar	13-Mar	14-Mar	15-Mar	16-Mar	17-Mar	18-Mar	19-Mar	20-Mar	21-Mar	22-Mar
Total Volume	20739	19239	16739	14239	12039 + 2221	13360	12460 +1114	13574	11074	8574	6074	6074	3574
Expected Daily Volume	1500	2500	2500	2200	900	900	2500	2500	2500	0 (Wind)	2500	2500	2500
Projected	19239	16739	14239	12039	13360	12460	13574	11074	8574	6074	6074	3574	1074
Achieve	1631	3443	2411	910	906	704							
Remaining	19 108	15 666	13 255	12 345	13 354								

Cape Town Container Terminal
Key focus Area and Compliance

Productivity after wind bound

- Maximum deployment of resources (manpower and equipment)
- Management visibility
- Increase supervision
- Prioritization Berthing and Sailing after weather downtime for recovery (**TNPA**)

Performance

- Increase haulers working behind the vessels
- Management of shift change
- Late arrival management to reduce clashes at stack and shifter

Yard Management

- Strict discipline on opening and closing of stacks (**Truck Industry**)
- Management of late arrivals
- Increase utilization of night slots (**Industry support**)
- Imports evacuation to free up space for terminal fluidity (**Industry support**)

Communication

- Pro-active communication with stakeholders and customers
- Regular updates on deviation and pro – active feedback

Terminal Performance Improvement
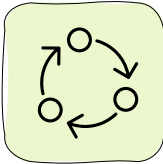
OPERATIONAL EFFICIENCY
Enabling Higher Operational Efficiency/ Productivity

Identify areas of improvement

- Though increasing equipment reliability (OEM Partnering)
- Adherence to maintenance schedules
- Ensuring availability and lead times of parts across the business is accessible (ensuring organization)
- Training and Upskilling of core skilled of employees
- Leverage of Technology (operating systems & hardware)
- Refine processes. Continuous improvement on efficiency measures can ensure consistently improves processes that can enhance customer experiences and employee performance.
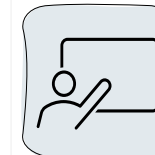- Truck Booking system adherence

AGILITY
Increasing agility

Sense   Respond   Adapt

OPERATIONAL EFFICIENCY
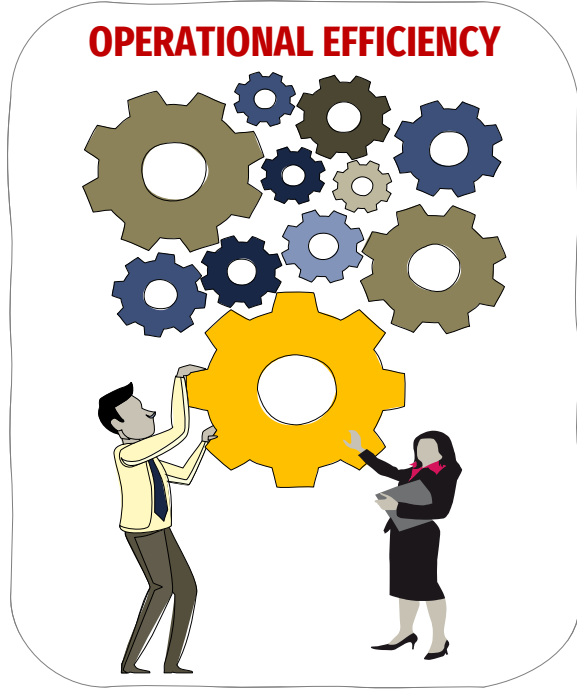
CUSTOMER EXPERIENCE
Improve customer Experience

- Though continuous engagement
- Use tech to create breakthrough customer experiences (BI/iPad)
- Empowering our employees
- Implement Voice of the Customer programs

IMPROVE EMPLOYEE PERFORMANCE
Instilling a high-performance culture within the employees & upskilling core competency skills within the operation

- NAVIS Superusers – Planners
- Technical – Upskilling Technical
- Multi-skilling – OLE Migration

THANK YOU

delivering freight reliably