

NATIONAL OUTLOOK ON TERMINAL CAPACITY AND OPERATIONS

TRANSNET



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Citrus Logistics Forum

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delivering freight reliably

port terminals

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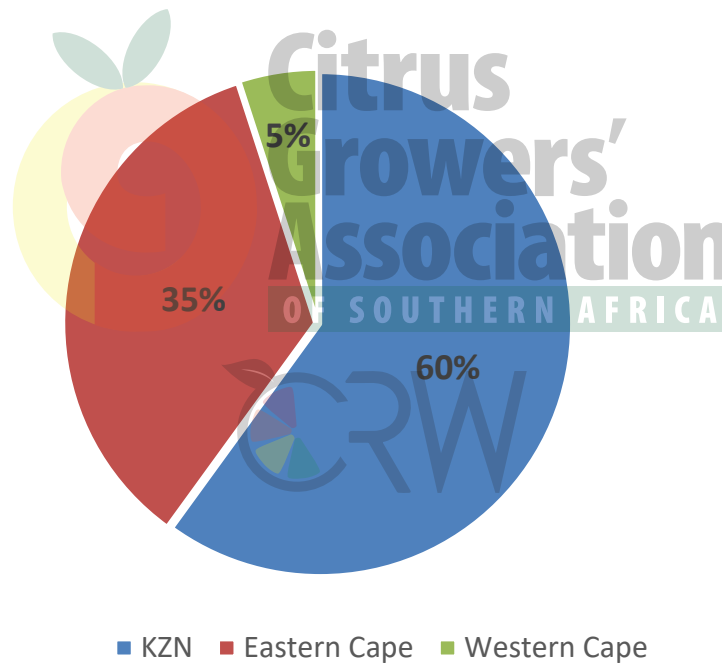




Background

Citrus Logistics Forum forecasts a 25% increase in volumes over the next five years.

Capacity Planning was engaged to provide a view of the Reefer capacity at the various container terminals to address





LAST SEASON'S CHALLENGES

KZN:

- Congestion
- Damaged plug points
- Reefer technicians reconnecting containers planned for loading
- Poor house-keeping by private technicians
- Damaged Reefer platforms/Poor lighting in Reefer yard
- Lifting of containers whilst still plugged
- Missing/damaged cables
- Reefer faults not reported timeously
- Inbound rail containers not pre-advised with temperature settings

CT CT:

- Inclement weather
- Equipment Challenges

NCT :

- Aged Auto Gate equipment
- 3/6 Lanes are operational
- Packing of reefer cargo on the last day of stack
- Congestion at the gate with high volumes between 11h00 and 18h00
- Wind bound
- Damaged platforms
- Access for PPECB inspectors to read top tier (safety challenge with use of ladder)
- Transshipment reefer dwell time
- Diversions

PE CT:

- Aged reefer plugs
- Reefer plug capacity
- Reefer plugs in Car Terminal
- Packing on last day of stack
- Wind bound



Cape Town Reefer Logistics



Reefer Capacity-Cape Town CT

- 1800 FEU RTG Operated
- 1708 FEU Straddle Operated

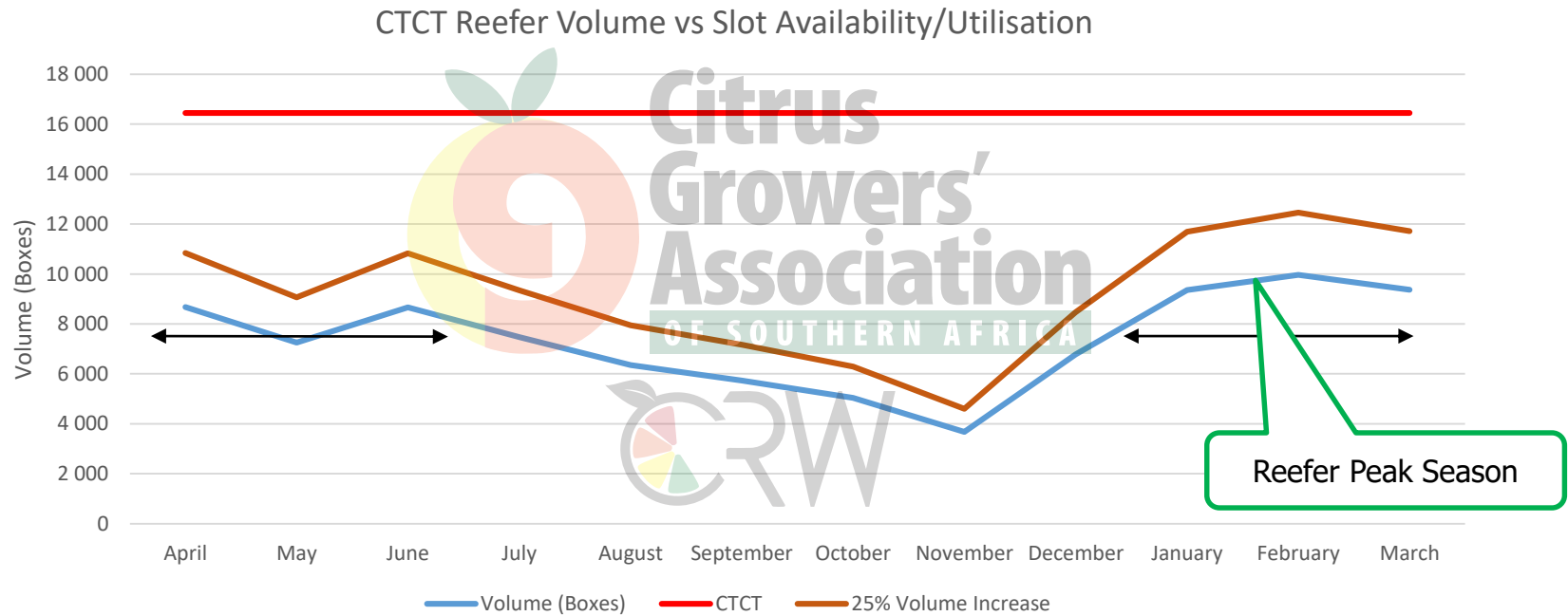
- 1708 FEU plug point reach stacker operated yards to mitigate wind delays.
- Automated sms/email notification for reefer malfunction.

Reefer Logistics-Cape Town CT





CT CT – Volume vs Reefer Slot Utilisation





Eastern Cape Reefer Logistics

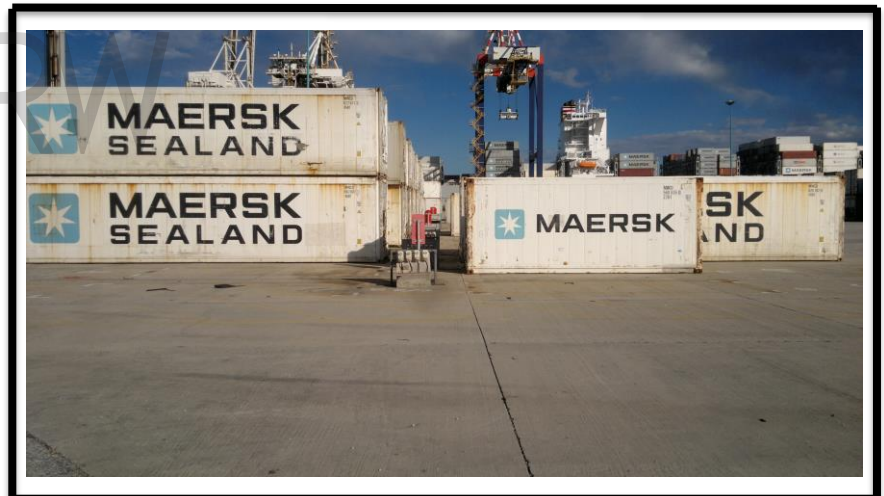


Reefer Capacity-Eastern Cape

- 792 FEU Plugs (PECT)
- 1652 FEU Plugs (NCT)

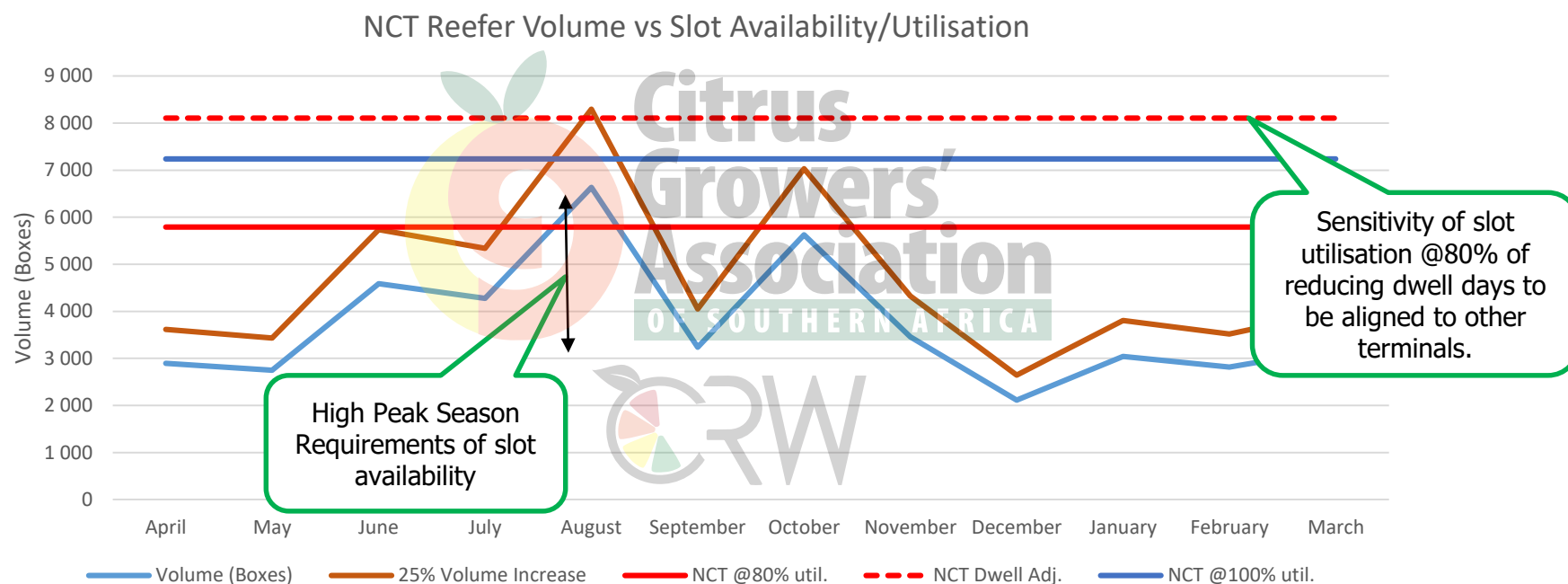
- Maximum 2 high stack density in straddle operated reefer yard.
- Maximum 4 high stack density in RTG operated reefer yard.
- Reefer stacks advertised separately.

Reefer Logistics-Eastern Cape





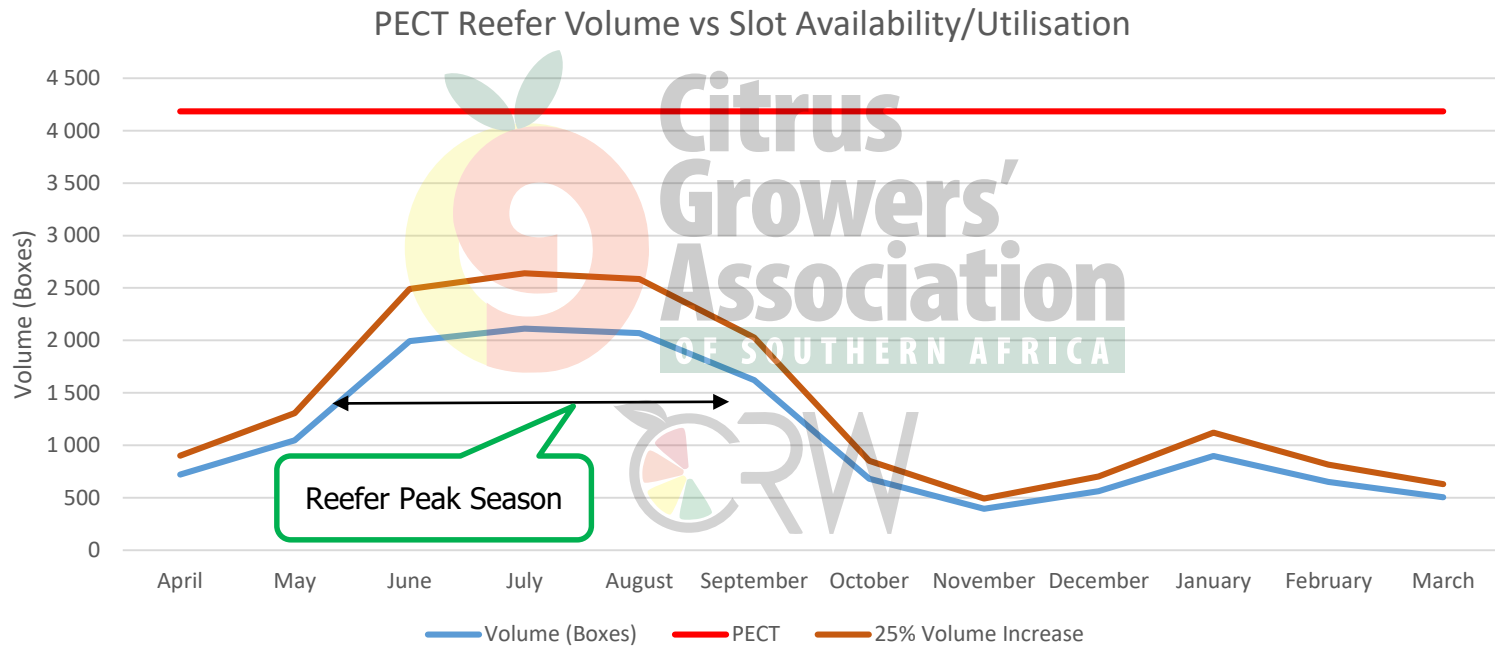
NCT – Volume vs Reefer Slot Utilisation



Notes: Sensitivity for dwell reduced by 2 days



PECT – Volume vs Reefer Slot Utilisation



Notes:



Pier 1 Reefer Logistics



Reefer Capacity-Pier 1

- 750 FEU FIXED Plugs
- 450 FEU TEMP Plugs

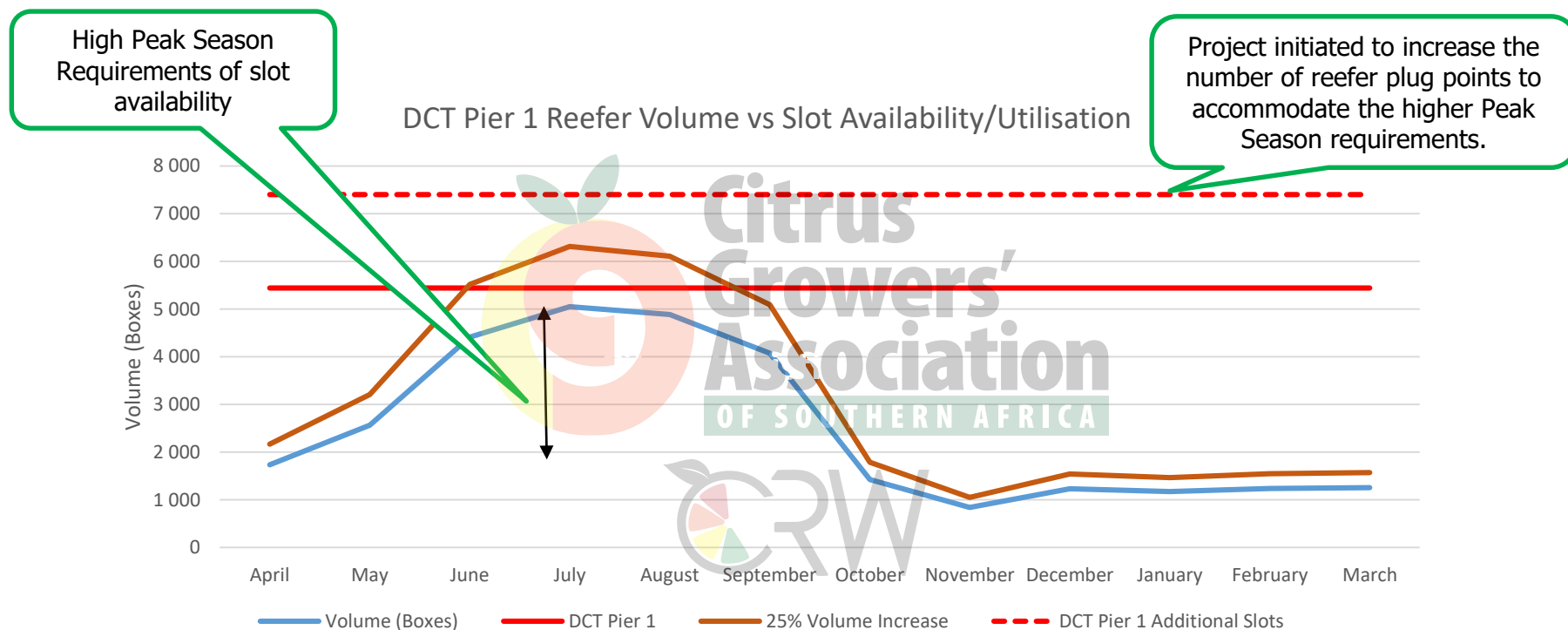
- Maximum 4 high stack density
- RTG operated multi tier reefer yard
- Reach stacker operated reefer block to mitigate against terminal windbound.
- Dedicated lane at staging area

Reefer Capacity-Pier 1





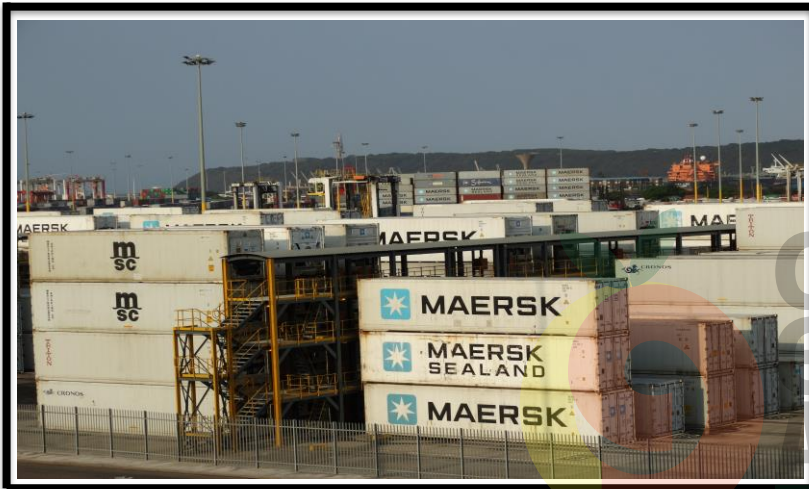
DCT Pier 1 – Volume vs Reefer Slot Utilisation



Notes: Additional generator sets required to support peak period
Project initiated to increase reefer plug points



DCT Pier 2 Reefer Logistics

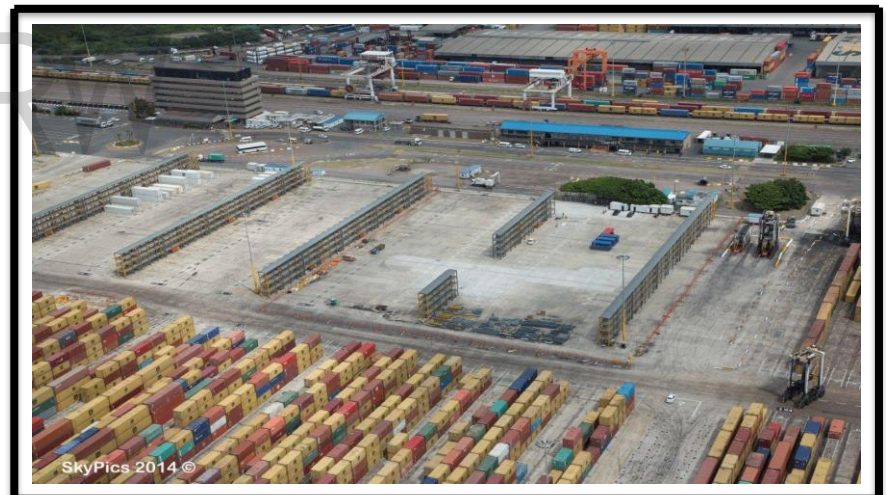


Reefer Capacity-DCT Pier 2

- 1760 FEU Fixed Plugs

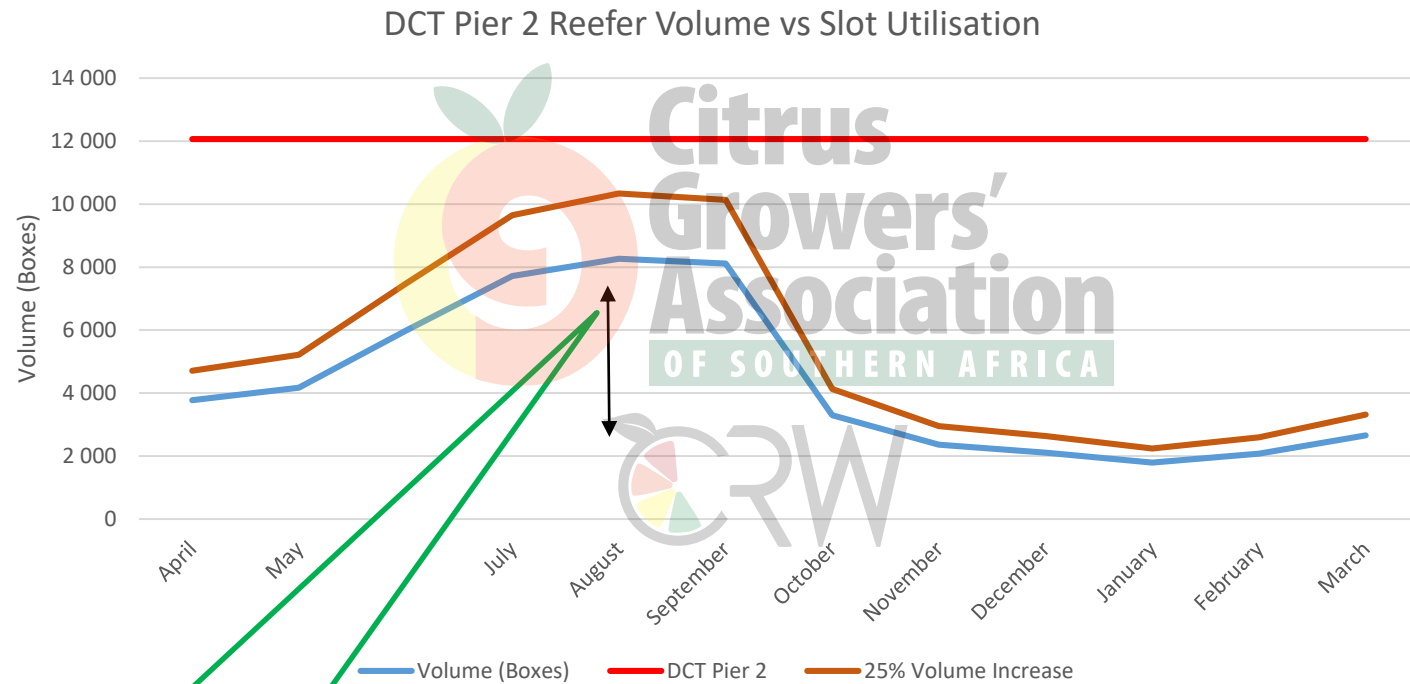
- Maximum 4 high stack density
- Straddle operated multi tier reefer yard
- Dedicated lane at staging area for reefer traffic

Reefer Capacity-DCT Pier 2





DCT Pier 2 – Volume vs Reefer Slot Utilisation



High Peak Season Requirements of slot availability approx. 2x the average



PIER 2 BERTH DEEPENING IMPACT

- Phase 1 : September 2018 to October 2020
 - 144 Reefer slots lost
 - No slots will be lost during Phase 2 and 3 of the project
- Maximize new reefer yard during hauler operation from May 2018
- Hire Gensets to convert dry stacks into reefer stack
- KGX Buffer stacks is ready to be used
- GIR for Empty Reefers
- Pier 1 100 staging area to stack empty reefers if necessary



WHAT WILL WE DO DIFFERENTLY?

KZN

- Pier 2: Reefers will be processed directly at the new Reefer yard
- Protocol Reefers will have a dedicated area, RR1
- RR3 to RR12 will be allocated to all other Reefers
- Additional ITZ at the 300 area during peak traffic periods to avoid congestion
- Dedicated Reefer Project Managers will be appointed at both facilities during the peak Reefer season
- Testers will be allocated to all Reefer yards to ensure continuous power
- Electrical technicians will be on duty/standby 24 hrs during peak season
- Maintain all Reefer areas for access including improving lighting
- Database updated for Reefer Technician contacts
- Reefers coming in via rail will be checked before being called into DCT

Eastern Cape:

- Reefer carriers to be diverted at TNPA Plaza entrance
- Dedicated reefer lane (lane 6) depending on revitalizing of pedestal
- Alternatively lane 7, with manual transactions done at help desk
- Additional staff at Help Desk i.t.o. lane 7 option to facilitate manual transactions
- Additional Port Workers to be deployed when necessary (during peak hours)
- Dedicated RTG's in the reefer blocks (number deployed to be aligned with peak hours)
- Diversion of GP trucks to alternative entrance to mitigate congestion at the Main Entrance to the terminal
- Reefer stacks will be prioritized based on berthing prospects
- Limiting of Early arrivals
- Prioritising of COT containers (ensure COT containers clearly marked)

Western Cape

- 11 Straddle Carriers to be refurbished May 18-Jun 19
- Technical appointments made



WHAT CAN INDUSTRY DO DIFFERENTLY?

- Make use of off-peak periods to stack reefers.
- Check daily forecasts of available slots sent by sms and plan accordingly
- Do not unplug/replug reefers – report to Reefer Supervisor
- Prevent cable theft: Do not leave cables in the cradle
- Full export reefers must have a cable
- Check that cables are present when opening/securing twist locks
- Stack protocol reefers and water cooled reefers on 1st day of stack
- Reefers must be pre-advised for the reefer Train
- Trucks doing dual transactions(1 transaction only)
- Depots closing early on weekends causing congestion on roads
- Transporters must adhere to 72hrs stack times.
- Import evacuation of full laden reefers not evacuated timeously causing bottlenecks and space constraints in the terminal.
- COT reefers must be pre booked for quick entry to the terminal
- COT reefers must be easily identifiable and placed on the back and front of reefer

Thank you

