CITRUS

Packalympics©

The Citrus Academy is launching Citrus Packalympics© this year – an exciting initiative that aims to acknowledge and showcase the essential skills of packhouse workers in the citrus industry of SA. By **Sive Silo**

The Citrus Packalympics© competition aims to showcase the essential skills of packhouse workers in the citrus industry of SA, a reminder that their skills can improve through dedication and perseverance.

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Seasonal packhouse workers' contribution to the citrus industry is often overlooked, and their skill sets taken for granted. Consequently, most seasonal workers do not recognise or appreciate their own valuable contribution towards the industry's overall success. Packalympics© aims to create awareness around citrus packhouse workers, and to nurture in them a sense of pride that will hopefully enable them to see the essential role they play within the citrus value chain.

The Packalympics© competition will consist of two rounds, namely regionals, which will be held in September and October, and nationals in November. There will be numerous events that workers can take part in, both individually and in teams, including packing, sorting, palletising and forklift-driving.

Packhouses are encouraged to enter their workers into the competition, and to keep an eye on the Citrus Academy website (citrusacademy.org.za) and social media platforms for more information and updates.

Citrus Growers' Association of Southern Africa – Grower levies working for you!

citrus academy

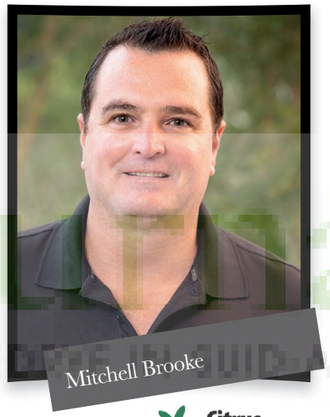
packalympics

Calling all citrus industry HR representatives

Please register with the Citrus Academy to receive regular updates and information directly: citrusacademy.org.za/citrus-academy-hr-reps-registration/

REQUIRED CONTAINER VOLUME THROUGHPUT

And productivity for the Cape Town Container Terminal



Citrus Growers' Association of Southern Africa – Grower levies working for you!

The Cape Town port has come under the spotlight in recent months due to ongoing delays around container vessels calling the port. By **Mitchell Brooke**

There are two main factors that are mostly contributing to the persistent delays at the port:

1. Machinery and equipment: Cape Town Container Terminal (CTCT) is battling with machinery and equipment that is failing due to lack of maintenance, refurbishment and replacement. Ship to shore (STS) cranes – amongst the most important equipment – are failing constantly as a result. Of the eight cranes that are positioned at the terminal, only six cranes have been operational since the end of 2021; the remaining two cranes have been out of service

Table 1: Cape Town port container vessels at anchor during the month of March 2022

Date	At anchor	Arriving	Berthing	Departing	Balance	Wind forecast
01-Mar	5	1	0	0	6	FOG
02-Mar	6	2	2	2	6	FOG
03-Mar	6	0	2	1	4	UNION
04-Mar	4	2	1	1	5	WIND
05-Mar	5	0	0	0	5	WIND
06-Mar	5	1	2	3	4	WIND
07-Mar	4	2	1	0	5	WIND
08-Mar	5	1	0	0	6	NIL
09-Mar	6	0	0	1	6	WIND
10-Mar	6	0	1	1	5	WIND
11-Mar	4	1	0	0	5	SYSTEM
12-Mar	5	2	2	1	5	NIL
13-Mar	5	0	0	1	5	POWER
14-Mar	5	0	1	1	4	NIL
15-Mar	5	1	0	0	6	WIND
16-Mar	6	1	0	0	7	WIND
17-Mar	7	1	0	0	8	
18-Mar	8	0	1	1	7	WIND
19-Mar	7	0	1	1	6	WIND
20-Mar	6	0	1	1	5	
21-Mar	5	0	0	0	5	WIND
22-Mar	5	1	1	1	5	WIND
23-Mar	5	0	0	1	5	WIND
24-Mar	5	0	1	0	4	WIND
25-Mar	4	0	0	0	4	WIND
26-Mar	4	3	1	1	6	
27-Mar	6	0	1	1	5	
28-Mar	5	1	1	1	5	FOG
29-Mar	5	0	0	0	5	RANGING
30-Mar	5	0	0	2	5	RANGING
31-Mar	5	2	1	0	6	WIND

due to mechanical failure. Rubber Tyre Gantry (RTG) cranes have also been the subject of malfunction due to a lack of maintenance, refurbishment or replacement. There are roughly 30 RTGs at the terminal, of which only 22 are operational. Of these 22, an average of only about 16 - 18 have been available per shift (source: Transnet weekly reports). And it is a known fact that Transnet has been subjected to state capture, whereby millions of rands have been embezzled from this state company. Transnet does not seem to have the required capital to invest in replacing redundant fleet or augmenting the existing fleet to meet the terminal's throughput demands. So in essence, the throughput productivity is not deemed to be at a level to meet the immediate demands.

2. Weather delays: Cape Town being a windy city where wind levels can reach upwards of 80 km/h for long periods of time. In recent years, the wind levels and frequency have increased, causing excessive delays to vessel operations. The STS cranes and RTGs can only operate safely within wind speeds of less than 80 km/h. High sea waves can cause vessels to range and surge dangerously whilst berthed alongside each other. Though this occurs infrequently, there have been instances when vessels have been incapacitated for up to seven days. Furthermore, fog delay has also interfered with efficiencies. **Table 1** highlights the number of weather related delays that affected the ability to work ships and the number of container ships at anchor daily during the month of March 2022.

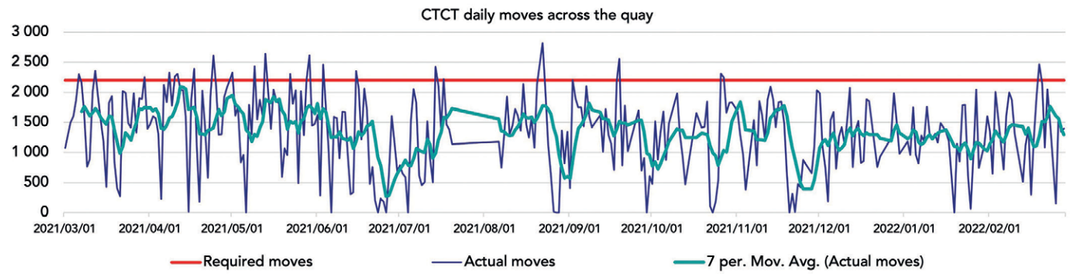
Table 2: Required average moves per day at the Cape Town Container Terminal

Cape Town Container Terminal container throughput demand		
Service name	**Description**	**Container volume**
MSCEM SB	Transhipment to ME/FE via Durban	1 000
MSCEM NB	Europe, Med, UK, Russia	2 000
SAECS SB	Transhipment to ME/FE via Durban	1 000
SAECS NB	Europe, Med, UK, Russia	2 000
MESA E	Middle East	1 000
ASAF/FEW6 E	Far East	2 000
ASAF/FEW6 W	West Africa	1 800
AMEX	North America	1 000
ASA	Far East	1 800
MSCAS	West Africa	600
AIME	Middle East/India - transship Colombo	1 000
Total required container moves per seven days		**15 200**
Total required average daily moves		**2 171**

Productivity should be the main focus of the CTCT, particularly in order to ensure all the container services that are planned to call on the port can be serviced within a seven-day cycle. Delays around freight ships will recur as long as significant lags in vessel productivity and weather delays persist, leaving little hope that this issue will be resolved soon. The most practical method to recover from weather delays is to increase productivity to such a level that enables the terminal to recover and regain the lost operating hours and hence, container moves.

Table 2 highlights the container services that are planned to call at Cape Town port each week and the required volume of containers to be handled. In order to service all the planned vessels within a seven-day cycle, the terminal is required to achieve a weekly volume of 15 000 container moves and an average of 2 200 container moves within a seven-day cycle.

Graph 1 highlights the daily productivity



Graph 1: Overview of current Cape Town Container Terminal moves across the quay

Table 3: Overview of container moves across the quay

Description	6 Cranes low GCH	6 Cranes high GCH	8 Cranes low GCH	8 Cranes high GCH	10 Cranes low GCH	10 Cranes high GCH
Required GCH	15	20	15	20	15	20
Crane hours per day	20	20	20	20	20	20
Daily moves per crane	300	400	300	400	300	400
No of cranes	6	6	8	8	10	10
Container movements per day	**1 800**	**2 400**	**2 400**	**3 200**	**3 000**	**4 000**
Container movements per week	**12 600**	**16 800**	**16 800**	**22 400**	**21 000**	**28 000**

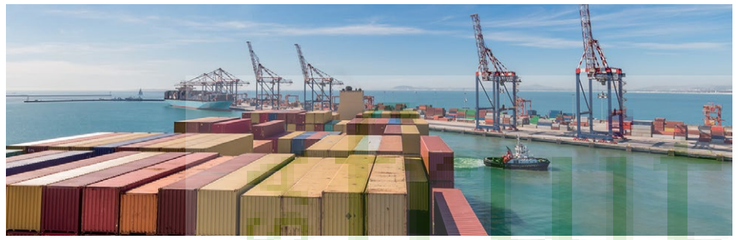
of the CTCT from March 2021 to February 2022. It can easily be identified that terminal productivity is well below what is required to firstly meet the container volume throughput demands, as well as to position the terminal to recover from weather delays.

Table 3 highlights different productivity levels based on different scenarios in order to assess the required gang deployment and level of productivity. The first scenario is what is presently at play, mostly six gangs deployed with an average gross crane productivity of 15 moves per hour. The result is an average container throughput of roughly 1 800 moves per day or 12 600 moves per week. This productivity level is not sufficient to allow a recovery in productivity because of persistent weather delays. Even a scenario where the terminal deploys six gangs and achieves an average of 20 gross crane moves per hour is not deemed sufficient. It is clear that the terminal requires a minimum of eight gangs to be deployed to achieve a

Delays around freight ships will recur as long as significant lags in vessel productivity and weather delays persist.

minimum average of 20 gross crane moves per hour. This is to meet the terminal's throughput demand, as well as ensure surplus productivity to recover from weather delays. If the terminal productivity is not able to maintain 20 gross crane moves per hour, then it is probable that the terminal will be required to deploy 10 gangs.

Table 4 highlights the Cape Town port container vessel throughput for the month of March 2022. It is abundantly clear that an evaluation of the terminal's gang deployment relative to performance is required to ensure vessels are adequately serviced, minimising delays and thus also preventing vessels withdrawing, omitting or bypassing the port because of extensive and persistent delays. The time it takes for containers of citrus packed in Durban to reach Europe is a greater cause of concern when it comes to the vessel delays in Cape Town. For example, containers of citrus were packed around 18 February 2022 for the vessel Santa Rita, which then spent 21 days in Cape Town and only discharging in Rotterdam on 3 April 2022 – some 45 days after the containers were packed. The Southern African fruit export industry is a significant contributor to the economy and therefore, every effort must be made to ensure the current impasse is rectified as soon as possible. If not, the ramifications will be devastating.



Container ship in the Ben Schoeman dock, leaving the port of Cape Town.

Table 4: Cape Town port container vessel throughput for the month of March 2022

Vessel name	Service	ETA/ ATA	ETB/ ATB	ETD/ ATD	TTT (days)	CTCT TTL moves	CTCT 7-day ave. Daily moves RQ
MSC LILOU	AMEX	20-Feb	26-Feb	02-Mar	10	MPT	
MSC CARMEN	MSCEM NB	26-Feb	27-Feb	02-Mar	4	1 700	
DAL KALAHARI	SAECS NB	16-Feb	27-Feb	03-Mar	15	2 500	
MSC CAPRI	MSCAS	18-Feb	02-Mar	04-Mar	14	1 000	
MSC KOREA	AMEX	28-Feb	02-Mar	06-Mar	6	MPT	
CMA CGM MAUPASSANT	ASAFE	20-Feb	03-Mar	06-Mar	14	2 000	
COSCO AQABA	ASA	23-Feb	04-Mar	06-Mar	11	1 500	
BERMUDA	MESAE	04-Mar	06-Mar	09-Mar	5	1 300	686
RED CEDAR	AIMW	02-Mar	03-Mar	10-Mar	8	MPT	
MAERSK VILNIUS	AMEX	07-Mar	07-Mar	12-Mar	5	MPT	
MSC ALESSIA	MSCEM NB	04-Mar	06-Mar	13-Mar	9	3 500	
MAERSK SOFIA	FEW6 W	02-Mar	10-Mar	14-Mar	12	2 700	1 500
NYK FUJI	ASA	01-Mar	14-Mar	18-Mar	17	1 800	
SANTA RITA	SAECS NB	26-Feb	12-Mar	19-Mar	21	4 500	
EVER DEVOTE	ASA	08-Mar	18-Mar	20-Mar	12	1 500	
MSC ACAPULCO	MSCAS	07-Mar	12-Mar	22-Mar	15	MPT	657
MOL PRESENCE	SAECS NB	06-Mar	19-Mar	23-Mar	17	3 400	
MSC POSITANO	MSCAS	12-Mar	22-Mar	26-Mar	14	MPT	
APL CHARLESTON	AFAFE	11-Mar	24-Mar	27-Mar	16	1 200	
PARIS II	MSCEM NB	16-Mar	20-Mar	28-Mar	12	3 600	1 057
NORTHERN DEFENDER	AMEX	22-Mar	26-Mar	30-Mar	8	MPT	
CMA CGM ALMAVIVA	ASAFE	17-Mar	27-Mar	30-Mar	13	2 200	
KOTA LEKAS	ASA	15-Mar	28-Mar	03-Apr	19	1 600