



## Directive and Action Plan – CLF 13<sup>th</sup> March 2012

### Directives

1. Packaging and Palletizing:
  - 1.1. Use of guidelines for securing of cartons on pallets.
  - 1.2. Pallet bases should be of sound quality.
  - 1.3. Port monitoring and feedback to suppliers.
  - 1.4. Port facilities to look in stricter quality control.
2. Transportation:
  - 2.1. Check the suitability of loading method on road trucks with 1 or 2 single rows behind the trailer headboard.
  - 2.2. Load securing should be checked at packhouse level.
  - 2.3. Suggested to load containers at packhouse level as much as is practical.
  - 2.4. Induction on RTMS system which accredits complying transporters.
  - 2.5. Suggested to organize citrus transporters in regional groups. Refer to Road Freight Association for guidance.
  - 2.6. Continue to lobby the case of citrus rail with Transnet.
  - 2.7. Investigate viability of railing break-bulk citrus into Maputo.
  - 2.8. Enquire the outcome of the citrus container rail tender process.
3. Cold store and citrus terminal operations:
  - 3.1. Motivation issued to investigate citrus industry managed truck stop in Durban.
  - 3.2. Truck booking system is crucial to success of truck throughput to Durban. Appeal to Durban Cold Stores to issue a mandate to develop a common user booking portal.
4. General Port Operations:
  - 4.1. Direct cargo flows for Russia in Durban directly to terminal rather than to external cold stores. Better for greater operational flow and are standard height pallets.
  - 4.2. Cold store operators to investigate increasing high cube capacity.
  - 4.3. Appeal to greater industry to operate 24 hour shifts to increase flows.
  - 4.4. Appeal to pre-stage containers and deliver to DCT when stacks firm – consider SAECS.
  - 4.5. Lobby for Maputo cost chain to be reassessed.
5. Container Terminal Operations:
  - 5.1. Durban Container Terminal Pier 2 likely to provide constraints due to berth reconstruction.
  - 5.2. Shipping lines (CLOF) to assess the staggering of main string vessel stack dates to decrease the demands at packing stations. Considers SAECS, MESA and MSC Pendulum services from all the ports and in particular at DCT.
  - 5.3. Ngqura to assess increasing stack times to 7 days for reefer units.
  - 5.4. Keep an ear on the ground regarding port strikes.
  - 5.5. Increase the effectiveness of the VSA (NYKCool and Seatrade) service to EU & UK from Maputo – ambient loading to reduce cost chain.
6. Cold Chain:
  - 6.1. Cold stores and terminals to consider implementing cold chain management structures similar to OSH act structures.

- 6.2. Increase the trials on ambient loading to permit cost chain benefits. Industry appeal to do this responsibly so as not to pose a risk on fruit or future developments.
- 6.3. PPECB appeal to be included in all ambient trials.
7. DAFF Phytosanitary inspections and documentation:
  - 7.1. Liaise with DAFF wrt inspection personnel at port level. Considered based on higher flows to phyto inspection markets for 2012.
8. PPECB General:
  - 8.1. Appeal to PPECB to ensure staff are reporting to loading zones at the required time to allow containers to flow unobstructed.

### Action Plans

1. **Audit product at port level and feedback to industry – CRI / Exporters / Agents**
2. **Create regional transport work groups – CGA / RFA**
3. **Draft induction to RTMS – CGA**
4. **Industry truck stop in Durban – CGA / Durban cold stores**
5. **Implement truck booking system for Durban – CGA / Durban cold stores**
6. **Lobby for reduction of Maputo port costs, formulate Maputo working group - CLF**
7. **Lobby with DAFF wrt phyto inspectors - CGA**

