



KEEPING IT FRESH



News from the FPEF – 13 March 2024

Dear FPEF Members,

It is again time to bring you our newsletter in which you can find mostly summarised information on pertinent matters which we communicated with you during the past two weeks. Sometimes we include information on current events and on some that will take place within the next few days.



13 March 2024
Cavalli Estate
Somerset West
Cape Town

An event taking place today where the FPEF's "flag will be flown" is the **IFPA (International Fresh Produce Association): Fresh Solutions Conference** in Stellenbosch.

Our Logistical Affairs Manager, **Antoinette van Heerden** is a speaker at this prestigious event.



Mike Walwyn
Director, South African Freight Forwarders (SAFFE)



Antoinette van Heerden
Logistical Affairs Manager, FPEF
(Sponsored by Capespan)



Tanel du Plooy
Vice Registrar, APAC

SPEAKERS

As was communicated earlier, the **Fresh Produce India**, show will take place in **Mumbai** next week on **21 and 22 March**. We are again participating in this show under the Fruit SA banner as a Platinum sponsor. This should ensure increased visibility of South African fresh fruit. In addition, the FPEF CEO will also be a panellist/speaker.



Usually, we combine participating in events in countries where our market access applications are on the table, with meetings with the relevant officials (jointly with representatives of the South African DALRRD and/or Embassy). In the case of this event in Mumbai, we will also meet with the officials in Delhi to address the **avocado protocol**, the **application for litchis** and the **land based cold treatment protocol for citrus**.



Market Access
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An important development was the appointment of **Michelle Phillips** as **CEO of the Transnet Group**. As was mentioned in our communication about this, we have a very good working relationship with her, and we already see changes in operating the ports, especially the Container Terminals in the Port of Cape Town. More details about this can be found in the following paragraphs of this newsletter.



Our Marketing Manager, **Marletta Kellerman**, requested information from you regarding the business conducted at **Fruit Logistica Berlin** to establish if the R3m spent on the event delivered a return-on-investment. We would like to thank the 18 members who supplied us with their information. The total value of sales for these companies is R7 219 500 000.

Marletta is already busy with arrangements for **Asia Fruit Logistica** in Hong Kong in September and **Fruit Attraction** in Madrid in October. The dtic had not signed the contract for Asia Fruit Logistica by the deadline of 29 February and we have therefore entered into a contract with the organisers and paid the deposit to ensure our participation. At this stage it seems that we will have to fund it.

We will also fund our participation in Fruit Attraction. There will only be a stand with a communal area as there was very little interest in private booths at cost price.

MEMBERSHIP MATTERS

We would like to welcome **Good Hope Marketing**, our latest Exporter member to the FPEF and trust that our mutual association will be a long and rewarding one.



REMINDER: FINANCIAL MATTERS – OUTSTANDING MEMBERSHIP FEES 2024



Most of our members have paid their membership fees which were due on 31 January 2024. **However, there are still a few members who have not paid.** Reminders were sent to those members, and we trust that they will settle their accounts by the end of this week.

Thanks once again to all our members who diligently pay their fees every year.

TRANSFORMATION – AGRIBEE SECTOR CODES

Last year, the **Transformation Committee** of the **Fruit Industry Value Chain Round Table**, of which the FPEF is a member, identified the need to lobby the **AgriBEE Charter Council** for changes to the AgriBEE Codes. Around the same time, Agbiz identified the same need. As a result, Fruit SA and Agbiz jointly contracted a service provider to draft a document outlining the rationale for the desired changes and to formulate the amendments that would be needed. A meeting was held in February, to which all FPEF members were invited, for the service provider to present the proposals and to elicit input from interested parties in the industry.

The proposals included both minor changes to improve the technical correctness and alignment to the latest generic dtic B-BBEE Codes in terms of concepts, definitions and methodologies and minor changes for the sake of clarity and ease of implementation and then more substantive changes. The substantive changes include changes to the recognition levels, priority elements, turnover thresholds, NPAT norms, Skills Development, Preferential Procurement and Enterprise and Supplier Development.

The substantive changes will only be incorporated into the draft AgriBEE Codes once there is agreement from the AgriBEE Council and the dtic. The substantive issues raised are based on the feedback from agri-businesses and various BEE practitioners. They will be presented for debate to the AgriBEE Council and the dtic with the goal of improving the overall AgriBEE framework and achieving greater participation and inclusiveness.

LOGISTICS & OPERATIONS

Ports

As the **Cape Town Container Terminal** enters its third week of working 12-hour shifts, a change from the previous 8-hour shifts, the 125 new staff members are gaining experience. Terminal management continues to integrate the new staff with experienced staff and will over the next few weeks even out the experience level per shift. Currently we see variances in performance per shift but with the staff integration plans we can expect to see more consistent performance. Recruitment has begun for an 8th gang which can be deployed either on the 8th STS (ship to shore) crane or at the rail yard which will not only assist productivity but also recovery after delays.

Transnet Eastern Cape region presented season readiness plans with insights into equipment availability and expected lifespan of each type of equipment. The highlight was the STS (ship to shore) crane on order for PECT with an expected delivery date of February 2025 and six straddle carriers expected August 2025. In previous years PECT did not have a technical structure but shared resources with the auto terminal but as of this year PECT will have a dedicated technical team to support equipment past its designed life. NCT terminal shared that they start reefer planning in November and that they are on track to have the three STS cranes and third berth back in service by the 1st of April. The terminal identified the need for a seventh gang to aid in recovery and have midlife refurbishment planned for 11 RTG's whereas the remaining 15 RTG's have five years left.

The planning department raised contingency plans and FPEF requested from National planning an overview of what we can expect and should consider in our planning. Vis mentioned that they are busy with CTOC negotiations and will share strategy with the broader platforms. We also requested to duplicate the war room concept currently used in Cape Town to other terminal locations.

Port of Algeciras visit to the FPEF office

The anticipated increase in citrus volume will present our industry with a market access challenge, especially in Europe. Given that the majority of citrus is exported to Europe, access and utilization of multiple European ports will be crucial for ensuring the effective movement of these large quantities of citrus from the farm to the point of consumption in Europe.

Significant dialogues took place regarding the **Port of Algeciras**. There was a noticeable willingness to acknowledge the difficulties that Algeciras Port faced in 2023. Additionally, a readiness to identify solutions to these obstacles, including the implementation of additional loading bays; a doubling of inspection capacity; and the establishment of an after-hours work shift (including a weekend shift). A more comprehensive understanding was achieved with respect to operational procedures within the terminal setting, the diverse stakeholders involved in the port and their interrelationships, as well as the existing and prospective growth of port capacity.

For the 2024 citrus season, the Port of Algeciras is prepared to handle South African citrus more efficiently. Prior to the peak citrus season, industry is currently organizing a verification visit to determine the degree of implementation of the specified solutions.

Citrus One-Pager Guidelines

The citrus **phytosanitary work procedures and requirements** documents have been shared with all members. Please take note that these documents serve only as a guideline and do not replace any other official documentation. Still outstanding is the document for Thailand which will soon undergo some changes in the work procedures and requirements for the 2024 citrus season.

Best regards
Anton Kruger



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