

28 February 2023

Good afternoon,

We are well into the deciduous season and weeks away from grapes concluding we can reflect on the unprecedented wind delays in February has far exceeded that of the previous two years. Unusual wind patterns can in part be attributed to the move from El Nino to El Nina. Below port landside hour lost to wind and fog.

Hours	20/21	21/22	22/23
DEC	162	143	160
JAN	172	135	190
FEB	150	139	*205
TTL	485	417	555

*FEB still in progress

Berg winds or Katabatic winds



When the wind gathers speed flowing down the mountain, it increases wind speed in the port by an average factor of 2 and the reason why most wind forecasts will not correspond with the meter readings in the port. It is not only the wind speed that affects the operation but more so the gusting that will swing containers on wires and have the potential to topple landside equipment. As the wind picks up the RTG's will start to slow or to creep as the port describes it at 72.5km/h and finally a failsafe mechanism that will cut out around 80km/h.

The port uses up to 3 forecast sources, Windy, Windguru and the SA Weather service.

Katabatic wind <https://g.co/kgs/jAE4x3>

Transport Forum - Transnet looking back at the past year and a glimpse into the future.

A highlight of the presentations certainly the new RTG's for the port of Cape Town and Pier 1 and as a member reminded me, to make sure the new equipment can withstand higher wind levels!

Due to the size of the presentations, we added the **wetransfer** link: <https://we.tl/t-qpp2liHtql>
Event recording on **Youtube**: [22 February 2023 - TPT Looking back on the past year and a glimpse into the future - YouTube](#)

Temperature spikes in the port

Reports of units left off power when the port goes wind bound has surfaced and we received a few examples and if you are in a position to share, please do so. A project is planned for this year by the various fruit groups to investigate solutions and cost comparisons.

Western Corridor workgroup

Building on the interface agreement that Agbiz signed with Transnet to facilitate strategic engagements we are looking forward to the first meeting on the 6th of March in person after which we will provide feedback to members. The purpose summarized below;

- To create an industry-wide platform where Transnet can engage with key stakeholders in the Agri supply chain with the aim of improving logistics performance and country competitiveness.
- develop an Agri supply chain strategic plan aligned to the Agri Sector Master Plan
- identify rail and port operational efficiency improvement opportunities.
- identify areas for co-investment in the Agri supply chain with the aim of improving logistics performance and sector competitiveness...;
- manage potential conflicts of interest where strategic investments are facilitated."

Railways and ports exempted from power cuts under state of disaster – message from AGBIZ.

You may have seen this morning the issuing of the Regulations related to the recently announced State of Disaster. See attached. It can be noted with appreciation that rail and ports infrastructure, as well as food production and storage facilities have been designated as essential services.

From a Desk interpretation it can be noted that:

- exemptions from load shedding or the granting of recued load shedding schedules to essential services must be technically feasible, in line with the requirements of the system operator, and will only be given to the extent that they do not result in higher stages of load shedding.
- the Regulations allow for accelerated decision making and approvals for energy infrastructure. This may allow for faster procurement, construction and establishment of additional generating capacity in Ports and Terminals.
- the Regulations seek to maintain the availability and supply of goods and services. Rail, Ports and Road are key to the supply of goods and services.

- farms and the related fresh produce cold chain would appear to be covered by the terms “food production and storage” and “supply of goods”. The phrase “food production and storage facilities” is however qualified again through the use of the words: “where feasible”;
- Depending on the duration of the State of Disaster, it may facilitate and accelerate investments under the PPPs workstream of the Interface Agreement, given the designations noted above.



Agbiz Legal Intelligence will issue a statement on the Regulations. The implications of the Regulations will be discussed within the DALLRD Ministerial Working Group, but it would appear that the proposed FSA energy discussion with TNPA has been given an excellent foundation and

Best regards
Antoinette