

PRE-SEASON

COORDINATING MEETING LITCHI, AVOCADO and MANGO EXPORTS

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PPECB



INSPECTION SERVICES & COLD CHAIN SERVICES

- PRODUCTS EXPORT STATISTICS
- SEASONAL OVERVIEW (COLD CHAIN)
- PPECB CONTACTS



Region ▲	Total Volumes	Volume Passed	Volume Rejected
	40,382	40,382	0
Africa	8,359	8,359	0
Europe Other	37,741	37,741	0
European Union	1,250,766	1,234,152	16,614
Indian Ocean Islands	14,002	14,002	0
Middle East	20,220	20,220	0
North-America	328,669	315,787	12,882
Russian Federation	74,088	70,056	4,032
United Kingdom	140,243	138,227	2,016
Total	1,914,470	1,878,926	35,544

Top 5 Rejection reasons

- **Fruit Fly**
- **Under mass cartons**
- **Minimum Diameter too small**
- **FCM & Litchi moth**
- **Marking requirement**

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Target Market Name ▲	Total Volumes	Volume Passed	Volume Rejected
	71,708	71,408	300
Africa	28,639	28,599	40
European Union ●	15,143,904	15,004,536	139,368
Indian Ocean Islands	18,897	18,482	415
Middle East	293,212	288,438	4,774
Russian Federation	1,166,269	1,148,983	17,286
South East Asia	6,810	2,330	4,480
United Kingdom	601,541	591,689	9,852
Total	17,330,980	17,154,465	176,515

Top 5 Rejection reasons

- **Collective Deviations**
- **Under mass cartons**
- **Lenticel damage**
- **Visible spray residue**
- **Blemishes**



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Region ▲	Total Volumes	Volume Passed	Volume Rejected
	1,357	901	456
Africa	81,731	81,731	0
Asia	41,368	41,368	0
European Union	5,830	5,830	0
Indian Ocean Islands	1,767	1,747	20
Middle East	2,253,165	2,234,359	18,806
North-America	1	1	0
Russian Federation	5,040	5,040	0
United Kingdom	106,596	105,840	756
Total	2,496,855	2,476,817	20,038

Top 5 Rejection reasons

- **Mass range**
- **Visible Spray residue**
- **Injuries**
- **Marking requirements**
- **Dirty fruits**

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SEASONAL OVERVIEW LITCHI'S



LITCHI CONTAINERS EXPORTED for the LAST THREE SEASON 2023/2024, 2024/2025, 2025/2026

Container Quantity

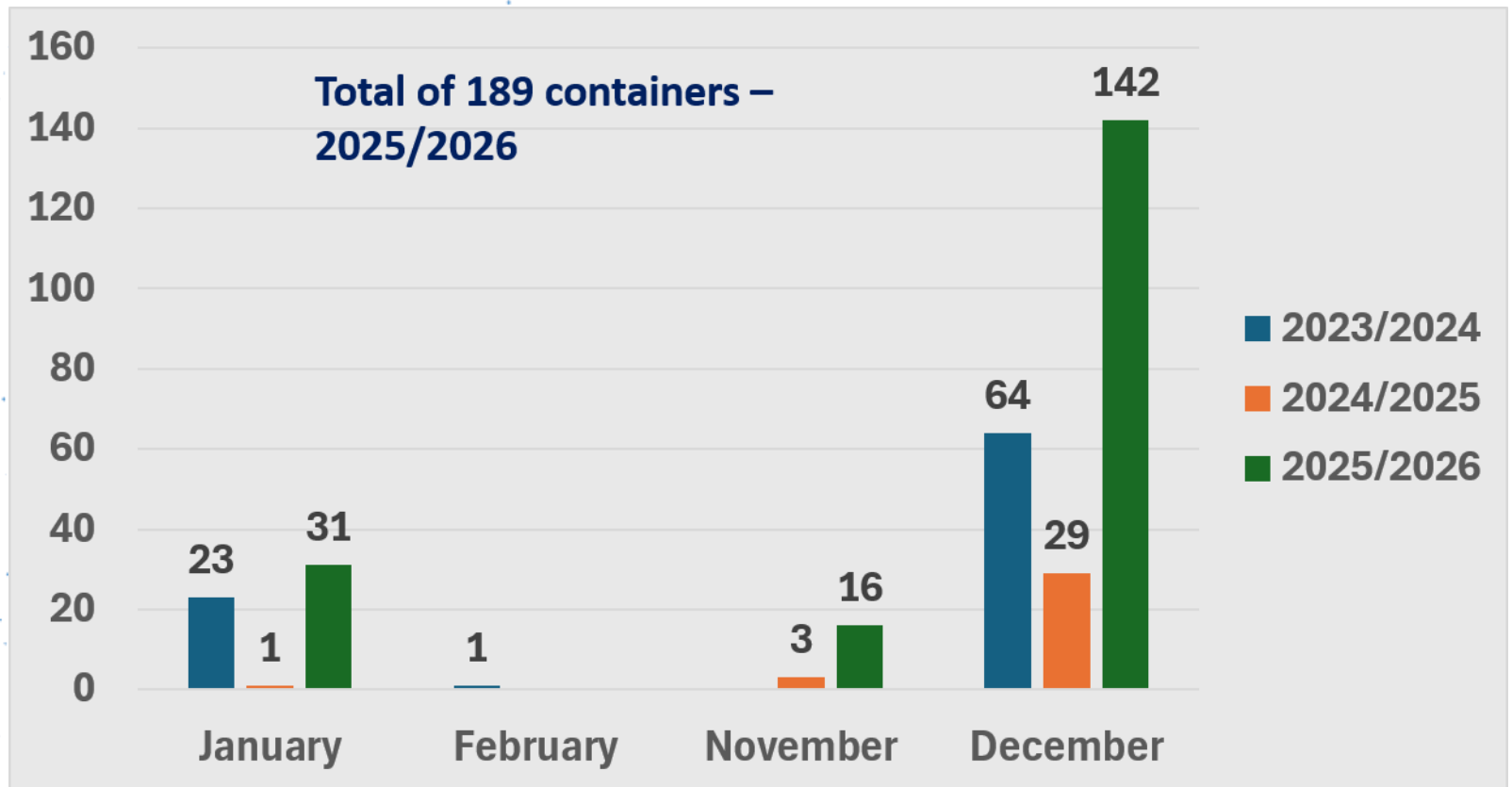
A total of 310 containers were recorded across the three-year review period. The highest container quantity was recorded in 2025/2026 with 189 containers, followed by 2023/2024 with 88 containers and 2024/2025 with 33 containers.



STATISTICS



LITCHI CONTAINERS EXPORTED for the LAST THREE SEASON



SEASONAL OVERVIEW LITCHI'S



Key Market Destinations

Container movement was mainly concentrated in December and January.

The leading destination countries for litchi exports were the Netherlands and the United States of America, with volumes of 134 containers (2,680 pallets) and 122 containers (2,318 pallets), respectively.

The United Kingdom was the third-largest destination, receiving 42 containers (840 pallets).

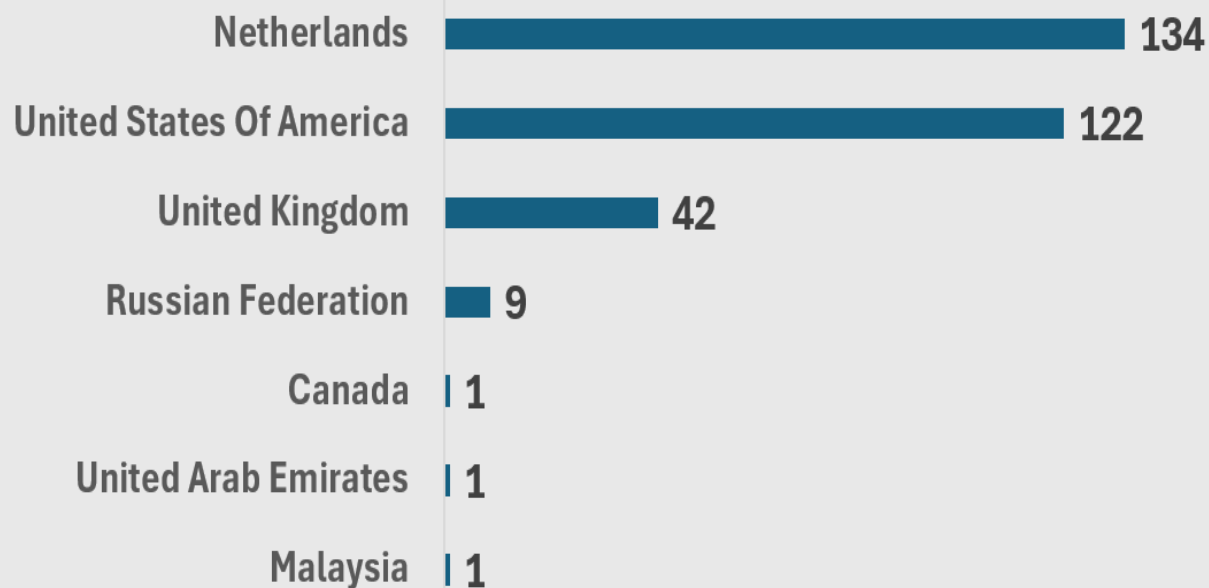
Other destinations such as the Russian Federation, Canada and Malaysia recorded relatively smaller volumes.



STATISTICS



LITCHI CONTAINERS EXPORTED per COUNTRY for the 2025/2026 SEASON



SEASONAL OVERVIEW LITCHI'S



Regime Code Performance

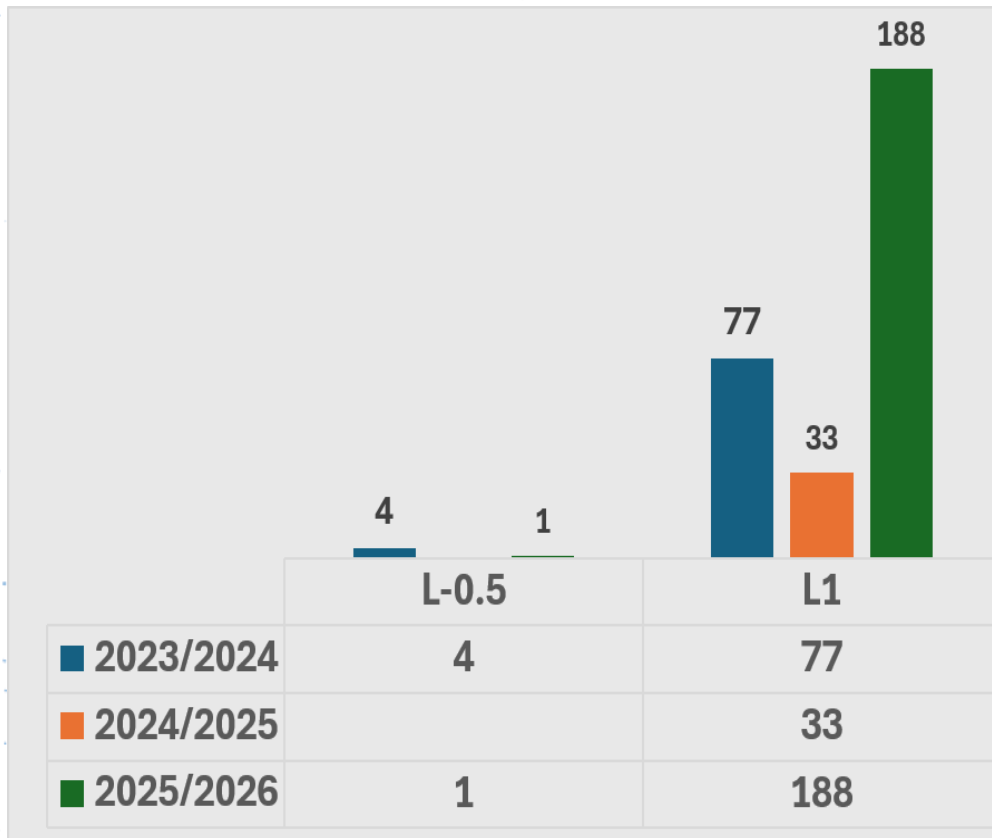
The dominant regime code was L1 (1.0°C), accounting for 5,820 pallets across the review period. This was significantly higher than L-0.5 (-0.5°C), which recorded 100 pallets.

For the 2025/2026 season specifically, L1 accounted for 3,641 pallets.



STATISTICS

LITCHI CONTAINERS EXPORTED per Regime Code for the LAST THREE SEASON



SEASONAL OVERVIEW LITCHI'S



LITCHI CARTONS EXPORTED FOR THE 2025/2026 SEASON

- **90 575** cartons of Litchis were inspected for Airfreight



SEASONAL OVERVIEW AVOCADO'S



China:
Fumigation

Japan:
Cold Treatment: 2.0°C for 19 days

India:
Fumigation
Cold Treatment: 2.0°C for 19 days



STATISTICS



AVOCADO SEAFREIGHT EXPORTED for 2024/2025

Regime Code	Destination Country Name	Container Quantity	Volume
SC1	Japan	1	20
AV2	China	1	20
AVQ	India	1	20
AVN	India	2	40
AV2	China	1	20
AV3	China	2	40
AVF	India	1	20

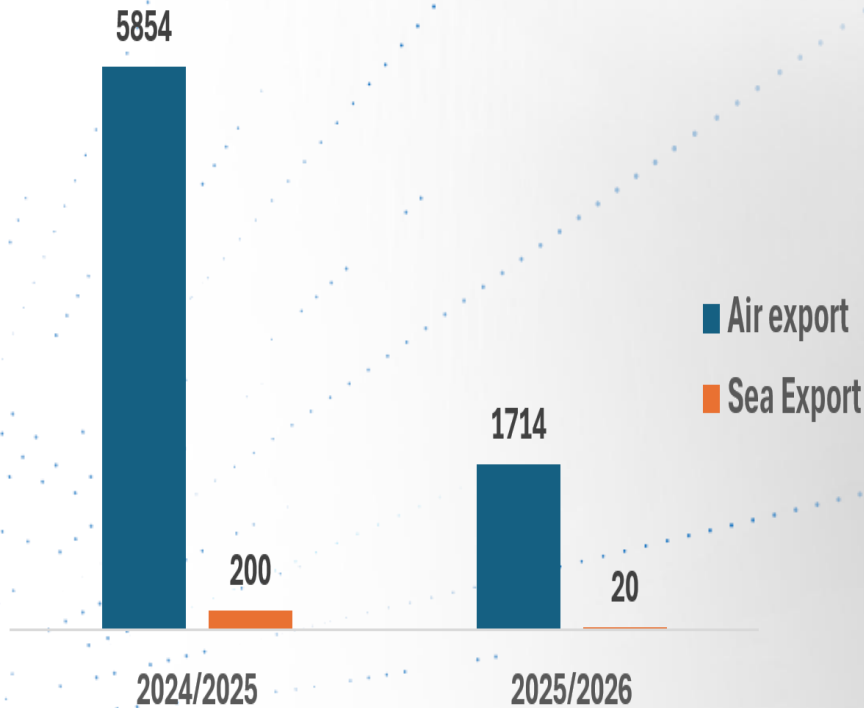
AVOCADO SEAFREIGHT EXPORTED for 2025/2026

Regime Code	Destination Country Name	Container Quantity	Volume
AV3	China	1	20



STATISTICS

AVOCADO AIRFREIGHT and CONTAINERS EXPORTED for the last two years



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CONTACT PERSON for COLD CHAIN and APS RELATED MATTERS

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Thank you

May you assist in ensuring that RSA delivers a good quality product via the different modes of transport.



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