

CFR FREIGHT – WEEKLY TRADE SUMMARY **WEEK 36**

GENERAL

Cargo Lead Times and Transit Times

The global situation on all trades remains unchanged and we continue to experience volatile freight rates, carrier capacity constraints, extended transit times, transshipment hub delays and carrier scheduling amendments.

Please be advised that carrier schedules are very erratic at this time, with blanked sailings being announced by shipping lines. Carriers are amending schedules mid-voyage, vessels are being phased into and out of services and we are seeing cases of unscheduled container transshipments as a result of vessel schedule amendments. This is impacting all trades.

Export capacity out of South Africa is constrained, as carriers work to move backlogged cargo and global equipment shortages are impacting SA exports.

Published transit times are indicative only and lead time buffers are recommended.

Container Shipping – Onshore Disruption Leading To Record Delays and Profits

Source: Hellenic Shipping News – 09/09/2021

As ports and hinterland transport struggle to keep up, delays at ports are soaking up capacity leading to frustration on the shippers' side and leaving carriers struggling to keep up all the while making record profits.

The container shipping market has frequently appeared in the headlines over the summer as freight rates and port congestion levels continue to reach record highs. Port closures caused by COVID-19 outbreaks on the export side as well as capacity problems on the import side are all contributing to ships getting stuck in record-breaking queues and missing planned port calls by weeks.

At the end of August, over 40 container ships were waiting to berth outside the ports of Los Angeles and Long Beach alone, with 90% of those arriving at a port having to wait at anchorage before a berth became available. COVID-19 disruption at major Chinese and Vietnamese ports have also resulted in long queues of ships waiting in this part of the world. In other cases, liners actively avoid certain ports in their schedules.

The delays mean that more ships are needed to maintain scheduled sailings. Alphaliner has estimated that the number of ships on the two main east-west trades (Far East to Europe and Far East to North America) rose to 10.12m TEU on 1 July 2021, representing 41.4% of total fleet capacity and up from 34.6% a year earlier.

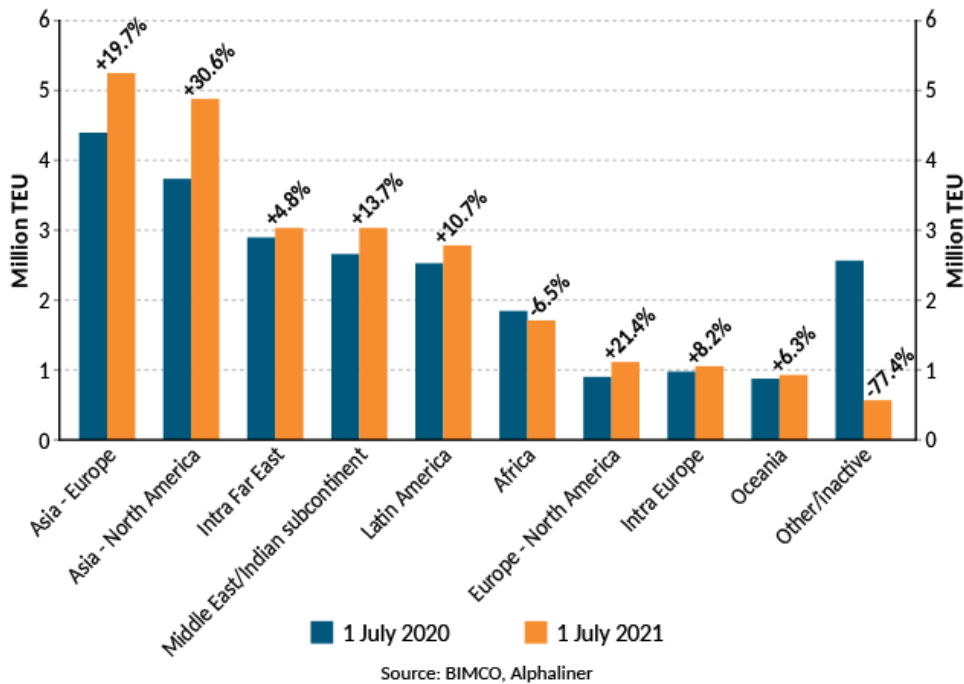
Capacity on the Far East to Europe trade has risen 19.7% over the past year to 5.25 million TEU, while capacity on the Far East to North America trade has risen 30.6%.

Even with these extra ships, carriers are struggling to meet their scheduled departures, which leads to cancellations of sailings or port calls because the supply is not there rather than due to a lack in demand.

However, adding capacity on already congested trade lanes does little to solve the fundamental problems. The limiting factor is not capacity on board ships, but rather how many containers the ports and hinterland connections can manage, as well as storage space in temporary container yards and final destinations. Adding more ships means more revenue for carriers, but also longer waiting times outside ports and increasing capacity issues on

the smaller trades where the added ships are taken from. **This is clear in Africa, where capacity has fallen by 6.5% year-on-year.** The large year-on-year increases in capacity can also be contributed to the sharp reduction in the idle fleet compared to July 2020.

Container ship capacity deployed on major trades



[Container Shipping – Onshore Disruption Leading To Record Delays And Profits | Hellenic Shipping News Worldwide](#)

SA PORTS

Strong winds, high traffic volumes and congestion have been experienced in SA ports. Significant berthing delays are being experienced in Durban, negatively impacting vessel schedules and resultant delays are expected in all ports in SA.

DURBAN

Booking slot delays continue to be problematic and coupled with high volumes and vessel delays, significant congestion is being experienced in the Durban terminals. There were reports of some protest action and disturbances in Durban during the week, but no official confirmation or notices have been received.

The vessel berthing waiting times have increased significantly in the Durban terminals and are indicated as follows: Pier 1 at 4 days; Pier 2 at 7 days; Durban Point at 10 days. High winds expected to impact operations on 10th to 12th September.

CAPE TOWN

High traffic and cargo volumes, as well as vessel delays in Durban are impacting port operations and vessel schedules. Reports received that CPT terminal gates were closed on Tuesday due to a shortage of man power; again no official notices have been received.

Cape Town terminal berthing times indicated: CTC at 2-3 days; MPT at 3days.

High winds are expected on 10th & 11th of September

COEGA / PORT ELIZABETH

No significant changes to the operations in Port Elizabeth, aside from weather restrictions. Vessels are delayed into Port Elizabeth region, impacting berthing waiting periods. The two ports – PECT and NCT are sharing one of the tugs, which may cause some delay in berthing operations.

Berthing times in Port Elizabeth are indicated: Coega at 2 days; Port Elizabeth at 2 days.

NORAM

Amex (MSC & Maersk)

There has been no improvement or change in the USA as port congestion, chassis shortages and vessel delays continue. Rail congestion and chassis shortages, extended wait times with the terminals and piers continue to negatively impact the movement of cargo and containers within the US; this is particularly severe for cargo bookings in the Chicago area.

The US west coast congestion continues to worsen.

Record Number of Ships at Southern California Ports

Source: gCaptain.com – 10/09/2021

Southern California ports set new records Friday for the number of vessels in port as the pandemic-driven import boom that continues to pressure ports from coast to coast.

The Marine Exchange of Southern California on Friday reported a new record of 134 ships in port, including 74 total ships at anchor and 60 at berth. This sets a new all-time record for the number of ships in port. Among them, 86 are containerhips and 55 are at anchor, both of which are also new records. Thirty-one containerhips were at berth Friday.

The Marine Exchange reports that all anchorages are full and a number of ships (15 by our count) are drifting.

“Through it all, your Marine Transportation System remains safe, secure, reliable, environmentally sound, and as efficient as can be during these unique, uncertain, and unsettled COVID-19 times because of the collaborative and cooperative work of all port partner,” the Marine Exchange said in a Facebook post.

The ports of Los Angeles and Long Beach, the nation’s top two ports by TEU volume, respectively, have been setting monthly cargo records as of late and expect to see high volumes last continuing through the end of the year, at least, as we are now into peak shipping season.

The Port of Long Beach reported moving 807,704 TEU in August, a new monthly record. The port has now broken monthly cargo records in 13 of the last 14 months amid a historic surge that started in July 2020.

The Port of Los Angeles, the top container port in the nation, has not yet reported August cargo numbers.

On the SA export services, carriers have advised that the service is currently at capacity, with a high number of bookings being received.

- **Maersk Vilnius 129S** – vessel omitted Durban and DBN cargo discharged in Coega. As per notice from MSC dated 06/09/2021 – DBN cargo is planned for the MSC Capri ZA135A, but subject to change.

LATAM

Hapag Lloyd, MSC

Carrier schedules remain erratic; with high cargo volumes and limited capacity for all cargo movement ex LATAM. Freight rates increases continue for all regions.

UK & NWC

SAECS (ONE, DAL, Maersk) & MSC

Erratic schedules, vessel delays, amended port rotations, high volumes, carrier capacity constraints as well as congestion continue for this region.

We continue to see schedule changes by the shipping lines, port omissions, port rotation amendments and vessel service amendments, which affects both inbound and outbound services.

Our partners will load between the two services into SA, namely the MSC NWC service or the SAECS service.

Please ensure to monitor carrier notifications and Transnet berthing schedules; as vessel port calls and schedule amendments are subject to change.

Northbound capacity is limited, with carriers advising that vessels are over-committed. Export stacks remain erratic and subject to last minute changes.

Below please find vessel schedule information, as advised by the shipping lines as at mid week 36. This information is subject to change and is updated as per information received from the shipping lines.

- **Cape Tainaro** – vessel will omit Hamburg. Hamburg import cargo to be landed in Las Palmas for t/s on the MSC Vita. Vessel will also omit CPT southbound call and proceed from Las Palmas directly to Coega – ETA 13.09.2021.
- **Akadimos** - vessel will omit CPT southbound call and all containers will remain on board for discharge on the northbound call. ETA 16.09.2021.
The vessel will also omit the Durban call and all DBN containers will discharge in PECT.
- **Santa Clara** – vessel will omit CPT southbound call and all containers will remain on board for discharge on the northbound call. ETA 23.09.2021.
- **Santa Clara** – vessel will omit Coega southbound call. Call destined cargo will be loaded on Maira XL.
- **Maira XL** – vessel will omit CPT southbound call and all containers will remain on board for discharge on the northbound call. ETA 30.09.2021.
- **Dal Kalahari** – vessel will omit CPT southbound call and all containers will remain on board for discharge on the northbound call. ETA 07.10.2021.
- **MSC Aznu** – vessel to phase out of the NWC service and will omit Durban. All Durban containers to discharge in Walvis Bay and planned to connect onto the MSC Jessina R ex Walvis Bay to DBN – ETA 14.09.2021.
- ~~**MSC Sariska** – vessel will phase onto the NWC service in Antwerp ETD 02.09.2021. Vessel will omit London, Rotterdam and Le Havre – exports scheduled to load onto the MSC Vita.~~
- **MSC Sariska** – correction to previous notice. Vessel is delayed in Hamburg due to technical issues and will not be deployed to South Africa. There is no replacement vessel and therefore no sailing ex NWC on the week of this vessels deployment. Containers planned for this vessel ex Hamburg now scheduled for the MSC Vita; which may now face stability issues. NZ134A will now be a blanked sailing to South Africa ex NWC.
- ~~**MSC Vita** – vessel will cascade by one week due to phase in of the MSC Sariska. Will omit Rotterdam and exports scheduled to load on the MSC Sariska.~~
- **MSC Vita** – correction to previous notice. Vessel will cover voyage NZ135A in LGP – 05.09.2021; please note stability concerns due to MSC Sariska not being deployed.
- ~~**MSC Melissa** – vessel will phase into the NWC service as replacement for the MSC Sasha (phase out – see below). Vessel will phase in at Hamburg but will omit London. All London export containers will connect with Levante express service to RTM for connection onto the MSC Melissa.~~
- **MSC Letizia** – correction to previous notice. Vessel is now scheduled to phase onto the NWC service replacing MSC Melissa (originally planned to replace MSC Sasha which is being phased out of the service). MSC Letizia is due to phase into the service covering voyage NZ136A in ROT – 17.09.2021, ETA in CPT is 08.10.2021.
- **MSC Arica** – vessel is phasing into the NWC service (replacing the MSC Athens which is phasing out). Vessel will cover voyage NZ137A in ROT 22.09.2021, with ETA into CPT 15.10.2021.
- **MSC Branka** – vessel originally planned to phase out of the NWC service; however will now remain on the service covering voyage NZ138A in LGP – 25.09.2021. This vessel is scheduled to depart Cape Town on the northbound voyage on 13.09.2021.

- **MSC Brittany** – due to MSC Branka amendment, the MSC Brittany will now slide by one week, covering voyage NZ139A in LGP – 02.10.2021
- **MSC Chloe** – due to the MSC Branka amendment, the MSC Chloe will now slide by one week, covering voyage NZ140A in LGP – 09.10.2021.
- **MV Cape Tainaro** – vessel will follow MSC Chloe, covering NZ141A in LGP – 16.10.2021.
- **Dal Kalahari** – due to no berthing window, the vessel will omit Algeciras southbound call. This will impact all transshipment cargo ex Italy and Spain scheduled for this vessel. Containers originally planned for this vessel are being transferred to the Santa Isabel, ETA Algeciras 15.09.2021.
- **Santa Isabel** – due to delays experienced on previous voyage, the vessel will omit Cape Town southbound call and sail directly to Coega. CPT cargo will remain on board for discharge on the northbound call – ETA 14.10.2021.
- **Santa Ursula** – due to delays experienced on previous voyage, the vessel will omit Cape Town southbound call and sail directly to Coega. CPT cargo will remain on board for discharge on the northbound call – ETA 21.10.2021.

MEDITERRANEAN

SAECS (ONE, DAL, Maersk) & MSC

These services are subject to container transshipment in either Las Palmas, Algeciras or Sines ports. Transshipment hubs are congested, but no extraordinary delays have been reported. However, vessel scheduling changes may result in the transshipment ports being omitted, which will negatively impact transshipping containers.

Feeder vessels from the main ports into transshipment hubs are experiencing delays, as well as capacity constraints. Hazardous bookings may be delayed, due to last minute schedule changes by the carriers.

Turkey continues to experience equipment shortages and capacity constraints, with high cargo demand.

Spain is also being affected by the global equipment imbalances. There have been delays with the feeder vessels out of Spain. This may result in bookings being rolled over, but priority loading is in place for all containers.

Portugal – strike action that was advised last week has been called off.

Italy is being affected by the global equipment imbalances, container shortages, port delays and volatile vessel schedules. Delays and shortage of feeder vessels, as well as feeder scheduling problems out of Italy into transshipment hubs may have an impact on container loading. Congestion in the terminals in Italy may affect transshipment cargo as cargo moves from import to transshipment handling for loading.

Please take note of the vessel scheduling changes under NWC, as this will affect inbound cargo, which transships onto the South African NWC / SAECS service vessels.

MIDDLE EAST

CMA-CGM, Hagag Lloyd, MSC

Vessel capacity constraints and equipment shortages are having a negative impact on the services out of Jebel Ali. Vessel capacity for both inbound service from Jebel Ali and outbound service to Jebel Ali is severely constrained, with carriers advising that vessels are full.

Load planning is scheduled for first available vessel and carriers may change from week to week subject to availability.

Hazardous cargo acceptance and handling both into and out of Jebel Ali is constrained at this time. There may be delays in obtaining carrier handling acceptance. Bookings cannot be confirmed until such time as carrier and agent acceptance has been received.

INDIAN OCEAN ISLANDS (MAURITIUS)

MSC

Capacity remains constrained on inbound services and schedule integrity is erratic. We continue to load as carrier schedules allow and we are maintaining our loading integrity.

Export schedules are volatile and amendments to stack dates are prevalent. Our operations team will endeavour to maintain loading integrity as carrier schedules allow.

Our Mauritius office, CAFS, have advised severe capacity constraints for services out of Port Louis into the islands – Reunion, Seychelles and Madagascar, and well as inbound from the islands into Port Louis. Delays are anticipated for all inbound and outbound transshipment cargo.

SUB-CONTINENT

One Line, MSC, Maersk, CMA, GSL

Services out of India and the region as a whole remain severely constrained. Carriers have advised that capacity for the balance of September and into October remains constrained.

Our LCL service planning will remain fluid, with cargo loadings scheduled with a view to prioritising all cargo movement into SA. Routings may differ to published services as both CFR and our partners endeavour to accommodate all bookings on first available loadings.

APAC (including OCEANA)

ONE Line, MSC, Maersk, CMA, Evergreen, GSL, Cosco

China Ports Brace For Super Typhoon Chanthu

Source: gCaptain.com – 10/09/2021

Two of China's main ports are preparing for the arrival of Super Typhoon Chanthu, which was dumping heavy rain on the north of the Philippines Friday as it headed toward Taiwan and the Chinese coast.

China's Maritime Safety Administration has issued a warning for Fujian province, where Xiamen Port is located, asking ships to adjust navigation plans and leave typhoon-affected waters. The Ningbo Maritime Safety Administration, which covers Ningbo-Zhoushan Port, said Thursday it had started a level-four emergency response.

Taiwan's weather bureau issued a sea warning Friday for the area south of the island. However the port of Kaohsiung port is operating normally, a port spokesman said Friday afternoon when contacted by phone.

Ports in Asia have emerged as one of the bottlenecks for global trade, as European and U.S. demand for goods overwhelms the capacity of docks and ships. Covid has also affected the ability of shipping companies to operate smoothly, with crews being stricken and China closing two separate ports in recent months after outbreaks among dock workers.

Any shutdown due to weather, even a temporary one, would likely further slow supply chains which are already stretched as exporters attempt to ship more ahead of the holiday season.

While it's no longer classed as a super typhoon, Chanthu remains formidable and is the equivalent of a category 4 hurricane, Accuweather said Thursday. It was north of the main Philippine island of Luzon and moving northwestward, according to the Philippine government weather bureau, with maximum winds of 130 knots (240 kilometers per hour) and gusts up to 160 knots, the U.S. Joint Typhoon Warning Center said.

While Chanthu didn't hit land, the heavy rains increase the risk of flooding and landslides in some areas in the extreme north of Luzon island, and destructive winds will prevail in Cagayan province and the Babuyan Islands which are under the third-highest storm signal in a five-step gauge, the weather bureau said.

The situation from Asia remains challenging, with available space / booking capacity with the carriers and soaring freight rates continuing to deteriorate from the region to all areas globally. Vessels are over-committed and carriers are only releasing limited bookings and equipment; with contracted space allocation being disregarded at this time, in favour of "spot" bookings with priority freight rates being applied. Blank sailings continue from all regions in Asia, or alternatively vessels are delayed by significant periods.

Poor weather conditions and increasing COVID cases in Asia are adding to the current congestion challenges seen in major Asian ports, further disrupting vessel scheduling and increasing delays. Vessel schedules are

becoming increasingly erratic in all major ports and our partners will endeavour to maintain a loading integrity where possible.

CFR and our Asian partners will endeavour to prioritise loading of all cargo on first available vessel, as equipment releases allow. Due to the blank sailings, cascading schedules and ever decreasing booking releases by the carriers; alternative routings may be sourced in a bid to load cargo. This may necessitate the need for cargo to be moved via alternate discharge ports in South Africa; to avoid further delays and backlogs of bookings at our origin hubs. We fully appreciate the urgency of all bookings and the need to “get cargo on the water” and we will continue to prioritise loadings. Scheduling changes are unavoidable at this time, as are amended port rotations and carrier bookings.

Shenzhen CFS unable to handle IMDG cargo. Any IMDG cargo from this region will need to be shipped FOB Hong Kong and subject to carrier acceptance; this includes lithium batteries classified as DG cargo. There are substantial delays for hazardous acceptance from all carriers at this time; worsened by the erratic schedules and vessel changes – if vessel schedule is amended, hazardous application must start from the beginning for the new vessel and cannot be transferred from the previous acceptance. Our partners have advised that the time frames for acceptance from the carriers has increased exponentially; they continue to endeavour to provide hazardous acceptance as soon as possible, however our partners are reliant on the carriers.

SA Exports

Our export loadings to Far East (Singapore) are being subjected to erratic carrier schedules and changing stack dates. However, Singapore port and our Singapore CFS remain heavily congested and this, together with equipment shortages may delay transshipments from Singapore.

Vessel schedule integrity and export stack dates remain volatile at present, due to vessels being delayed in inbound voyages, as well as along SA coastline.

Mid-Autumn Festival will be celebrated in China, Hong Kong and Taiwan between the 20th and 23rd September and our partner offices will be closed during the following periods:

- China (excl Shanghai) – 20th to 21st September – resuming work on 22nd September
- Shanghai – 21st to 22nd September – resuming work on 23rd September
- Hong Kong – 22nd September – resuming work on 23rd September
- Taiwan – 20th to 21st September – resuming work on 22nd September.

Golden Week will be celebrated in China from 1st to 7th October 2021. Our partners have advised that offices and CFS will be closed during the national holidays.

- China – 1st to 7th October – resuming work on 8th October.
- Hong Kong – 1st to 3rd October – resuming work on 4th October.

AFRICA EXPORT SERVICES

MSC, ONE Line, Hapag Lloyd

Vessel schedules remain erratic, with volatile SA port stack dates. Capacity for Africa exports from South Africa is constrained, with carriers advising that vessels calling SA ports, mainly from the Far East are at capacity and therefore export bookings from South Africa are not being released, as the vessels are over-committed. Our operations teams continue to liaise with carriers and will endeavour to maintain loading integrity where possible. Destination ports continue to experience port congestion and resultant vessel berthing delays. Transport problems and container transfer delays continue to impact on these services.

Thank you for your continued support and should you require any further information, please do not hesitate to contact us.

**CFR FREIGHT
TRADE TEAM**