

Cargo Movement Update #203¹

Date: 13 September 2024

Weekly Snapshot

Table 1 – Port volumes and air cargo flows, week on week

Flows	Current ²			Previous ³			Growth
	Import	Export	Total	Import	Export	Total	
Port Volumes (containers)	20 414	35 169	55 583	27 261	30 462	57 724	↓4%
Air Cargo (tons)	3 923	2 781	6 704	3 528	2 637	6 165	↑9%

Monthly Snapshot

Figure 1 – Cyclical⁴ cargo volume, year on year (% growth)

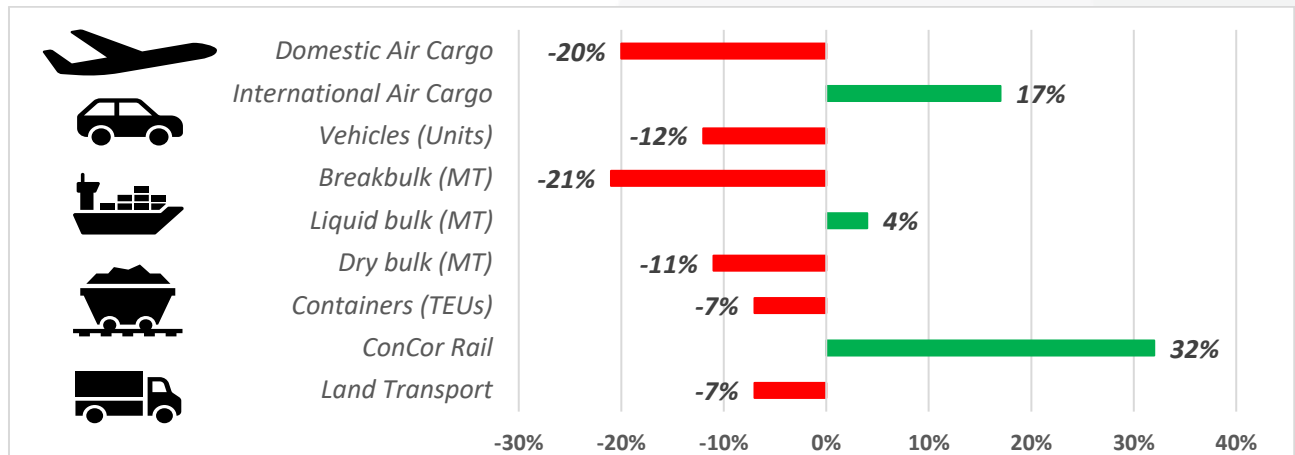
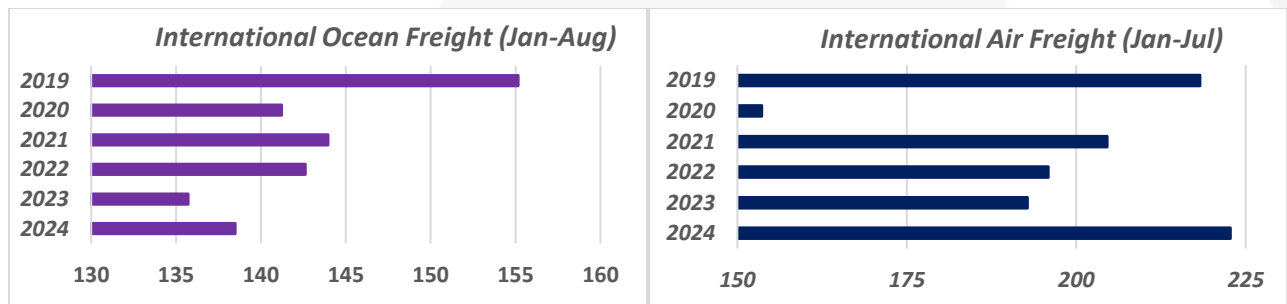


Figure 2 – Year-to-date flows 2019-2024⁵: ocean, y/y (million metric tonnes) & air freight, y/y (kg millions)



Key Notes

- An average of **~7 940 containers** was handled per day, with **~8 061 containers** projected for next week.
- TNPA stats for August: containers are up by **↑14%** (m/m) but by **↓7%** (y/y) and **↓14%** versus 2019. Bulk: similar to July (up by **↑0,2%**), but down yearly (dry bulk - **↓11%**), liquid bulk (**↑4%**) and vehicles (**↓12%**)
- Rail cargo handled out of Durban was reported at **2 154 containers**, up **↑3%** from last week.
- Cross-border queue: **↑0,6 hrs**; transit: **↓1,2 hrs**; SA borders: **11,1 hrs (↓18%)**; SADC: **5,1 hrs (↓30%)**.
- Container rates dropped by **↓7,5%** (or **\$607**), trading at **\$4 168/40ft** – down by **\$1 260** in the last month.
- Global tonnages air cargo tonnages dropped slightly this week (**↓1%**). Rates are at **\$2,48 per kilogram**.

¹ This update contains an overview of air, sea, and road freight to and from South Africa in the last week. This report is the 203rd update.

² 'Current' means the last seven days (a week's) of available data.

³ 'Previous' means the preceding 8-14 days (a week) of available data.

⁴ 'Monthly' means the last months' worth of available data compared to the same month in the previous year. All metrics: Aug vs Aug.

⁵ Total YTD; ocean = bulk cargo in a million metric tonnes, as reported by TNPA; air = cargo to and from all airports in a million kilograms.

Executive Summary

This update contains a consolidated overview of the South African logistics network and the current state of international trade. Operationally, an average of **7 940 containers** was handled per day, down from **8 246 containers** last week. Adverse weather, network outages, and equipment breakdowns constrained operations at our national ports. In Cape Town, port operations were mainly constrained by strong winds and the berthed distress vessel, while adverse weather and equipment challenges ensured operational delays in Durban this week. Strong winds and high swells were the most prominent delays experienced in the Eastern Cape region, as adverse weather conditions and landside congestion disrupted port operations in Richards Bay. Additionally, upon completion of the annual shutdown of the ConCor, the rail network was met with extensive cable theft and a derailment on the line. Finally, the latest reports suggest that the distressed vessel, which berthed at berth 601 at CTCT on 2 September, is anticipated to vacate the berth around 16 September.

Globally, MSC and the Premier Alliance have partnered for nine new Asia-Europe services starting in February 2025, intensifying competition with the Gemini Cooperation and OCEAN Alliance. Global port congestion remains high, with **2,5 million TEU (8,2% of the global fleet)** stuck in ports, the highest level this year. Durban, South Africa, also faces worsening congestion, with **41 000 TEU** waiting offshore and a queue-to-berth ratio of **1,29**. Cancelled sailings have risen to **13%** to maintain high rates. Container rates continue to fall as charter rates stay stable, but the industry's rate volatility continues post-pandemic. Despite potential disruptions from a planned US East Coast port strike, rates are dropping, benefiting shippers and forwarders, though shipping lines saw higher profits in Q2 2024, with EBIT margins exceeding **20%**. Import trends have shifted to "just-in-case" over "just-in-time" logistics. Other developments included **(1)** DSV and Deutsche Bahn agreeing on a **€14,3 billion sale of DB Schenker** and **(2)** FMC approving Gemini Cooperation despite anti-competitive 'concerns'.

The daily average of air cargo handled at ORTIA in the previous week amounted to **560 458 kg** inbound (**↑11%**, w/w) and **397 277 kg** outbound (**↑5%**), resulting in an average of **957 735 kg**. This week's substantial increase again sees the comparative figures significantly up versus prior years, as the industry is around **↑20%** versus September 2023 and still up again versus pre-pandemic levels (**↑6%** versus August 2019), which is a very positive sign. Worldwide average air cargo spot rates rose to a new 2024 high in the first full week of September, boosted by a surge in tonnages and spot rates from Asia Pacific origins, particularly to North America and Europe. Worldwide tonnages edged downwards by **↓1%** in week 36, due largely to a **↓12%** decrease from North American origins linked to the Labour Day holidays on 2 September in the USA and Canada.

In the regional cross-border road freight trade, the average queue times were increased by around **half an hour** from last week, as the transit times decreased by more than **two hours** from last week. The median border crossing times at South African borders decreased by around **two and a half hours**, averaging **11,1 hrs (↓18%**, w/w) for the week. In contrast, the greater SADC region (excluding South African controlled) decreased by almost the same time – by around **two hours** and averaged **~5,1 hrs (↓30%**, w/w). On average, three SADC border posts last week took around a day to cross – Beitbridge, Chirundu OSBP, and Kasumbalesa (the worst affected, taking **around two days** to cross). Other developments included **(1)** South African road infrastructure upgrades set at R307 billion, **(2)** SARS adding invoice details to EDI messaging, and **(3)** trucks entering Zimbabwe must have a choke block to avoid fines. Lastly, monthly figures for August indicate that HGVs through Beitbridge were up by **↑1%** (m/m), Skilpadshek was up by **↑6%**, Kopfontein was unchanged, and Ramatlabama was down by **↓15%** — the need for leadership reforms and improved project monitoring to address the challenges.

In the past couple of years, while cargo volumes have continued declining, we have successfully managed to stabilise operations, effectively arresting the downward trend. This is a critical step in ensuring the logistics chain remains functional amidst ongoing challenges. However, substantial reforms are needed to drive further improvements in the bulk cargo sectors. Critical areas for focus include optimising the modal split by increasing the share of rail freight, securing critical infrastructure against vandalism, and improving port efficiency to remain competitive with growing regional hubs like Maputo and Walvis Bay. These reforms are essential to address inefficiencies and unlock growth. Crucially, none of these objectives can be achieved without robust collaboration across all stakeholders. Transparent, non-competitive, and non-confidential data-sharing initiatives are fundamental to enabling better asset utilisation, identifying bottlenecks, and enhancing decision-making. Through such collaboration, we can only achieve the necessary operational efficiency and position South Africa's logistics network for long-term success.

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1. Ports Update

This section provides an overview of the flow of containerised cargo through our commercial ports.

a. Container flow overview

The following tables indicate the container flows reported for the last seven days and projections for the next seven days.

Table 2 – Container Ports – Weekly flow reported for 7 to 13 September⁶

7-day flow reported (07/08/2024 – 13/09/2024)			
TERMINAL	NO. OF CONTAINERS ⁷ TO DISCHARGE (IMPORT)	NO. OF CONTAINERS TO LOAD (EXPORT)	CHANGE (w/w %)
DURBAN CONTAINER TERMINAL PIER 1:	3 899	6 138	↓3%
DURBAN CONTAINER TERMINAL PIER 2:	9 781	12 263	↓1%
CAPE TOWN CONTAINER TERMINAL:	3 171	5 038	↓25%
NGQURA CONTAINER TERMINAL:	3 193	9 357	↑17%
GQEBERHA CONTAINER TERMINAL:	370	2 373	↓20%
TOTAL:	20 414	35 169	↓4%

Source: Transnet, 2024. Updated 13/09/2024.

Table 3 – Container Ports – Weekly flow forecasted for 14 to 20 September

7-day flow forecast (14/08/2024 – 20/09/2024)			
TERMINAL	NO. OF CONTAINERS TO DISCHARGE (IMPORT)	NO. OF CONTAINERS TO LOAD (EXPORT)	FORECAST VS ACTUAL (w/w %)
DURBAN CONTAINER TERMINAL PIER 1:	4 449	6 025	↑4%
DURBAN CONTAINER TERMINAL PIER 2:	11 884	11 914	↑8%
CAPE TOWN CONTAINER TERMINAL:	3 400	4 867	↑1%
NGQURA CONTAINER TERMINAL:	4 280	6 173	↓17%
GQEBERHA CONTAINER TERMINAL:	1 615	1 820	↑25%
TOTAL:	25 628	30 799	↑2%

Source: Transnet, 2024. Updated 13/09/2024.

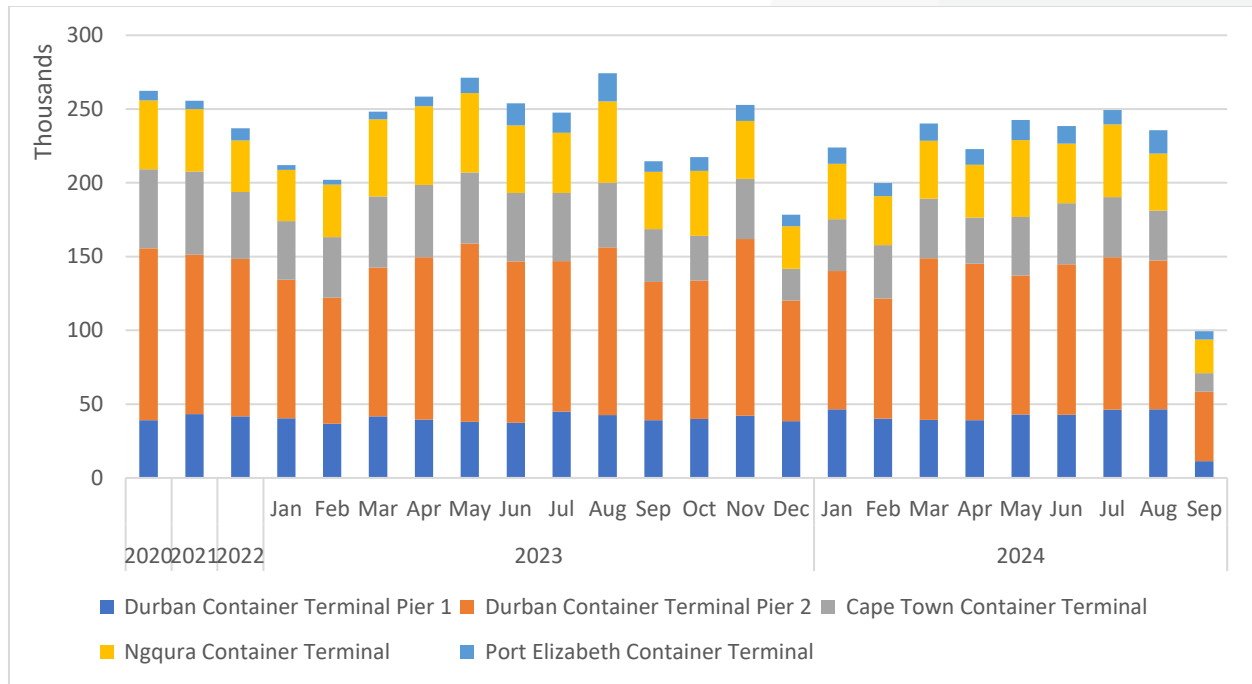
A decreased average of **~7 940 containers (↓4%)** was handled per day for the last week (7 to 13 September, Table 2), compared to the projected average of **~8 448 containers (↓6% actual versus projected)** noted in last week's report. For the coming week, a slightly increased average of **~8 061 containers (↑2%)** is predicted to be handled (14 to 20 September, Table 3) in a best-case scenario. Adverse weather, network outages, and equipment breakdowns constrained operations at our national ports.

The following figure illustrates the rolling *monthly* average flow of aggregate containerised cargo passing through our commercial ports since our reporting began during the nationwide lockdown.

⁶ It remains important to note that a large percentage (approximately 35% according to the latest year-to-date TNPA figures) of containers is neither imported nor exported but rather consists of empties and transshipments.

⁷ As mentioned before, the measurement is noted as containers (20' and 40'). Incidentally, Transnet works on a ratio of approximately 1,4 TEUs per container, and this figure will probably increase as the shift towards more 40' containers continues. Elsewhere, the US uses 1,5 to 1,8, depending on the port. The privately operated FPT terminal in Cape Town works on 1,6.

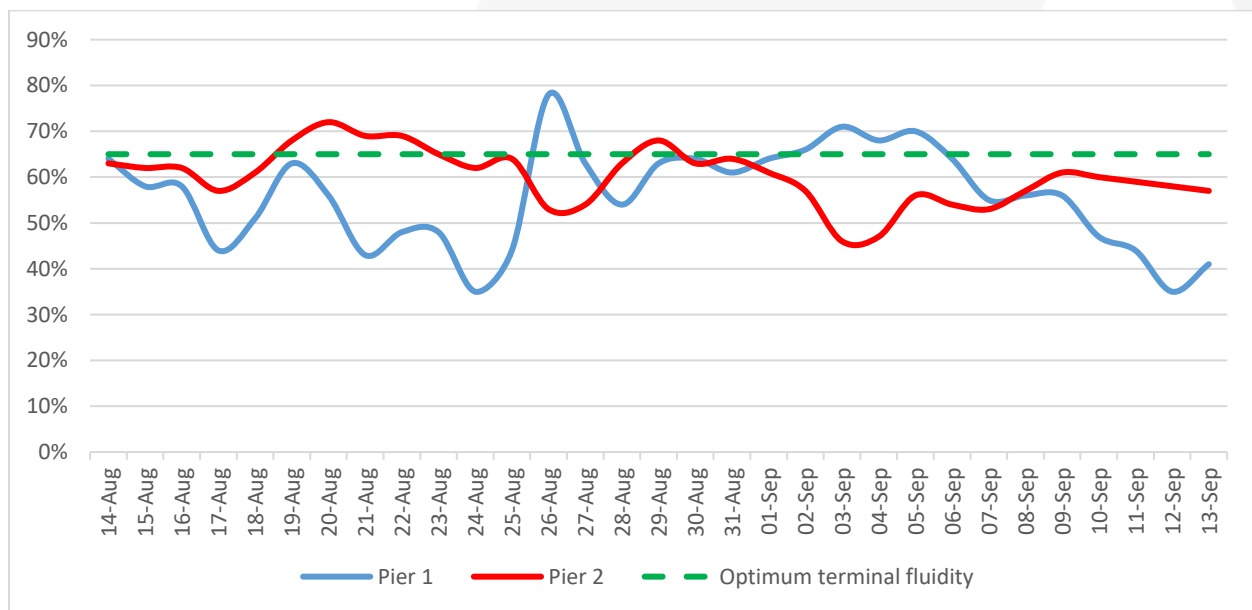
Figure 3 – Monthly flow reported for total container movement (containers April 2020 to present, m/m)



Source: Calculated using data from Transnet, 2024, and updated 13/09/2024.

The following figure shows daily stack occupancy in both Durban terminals over the last five weeks.

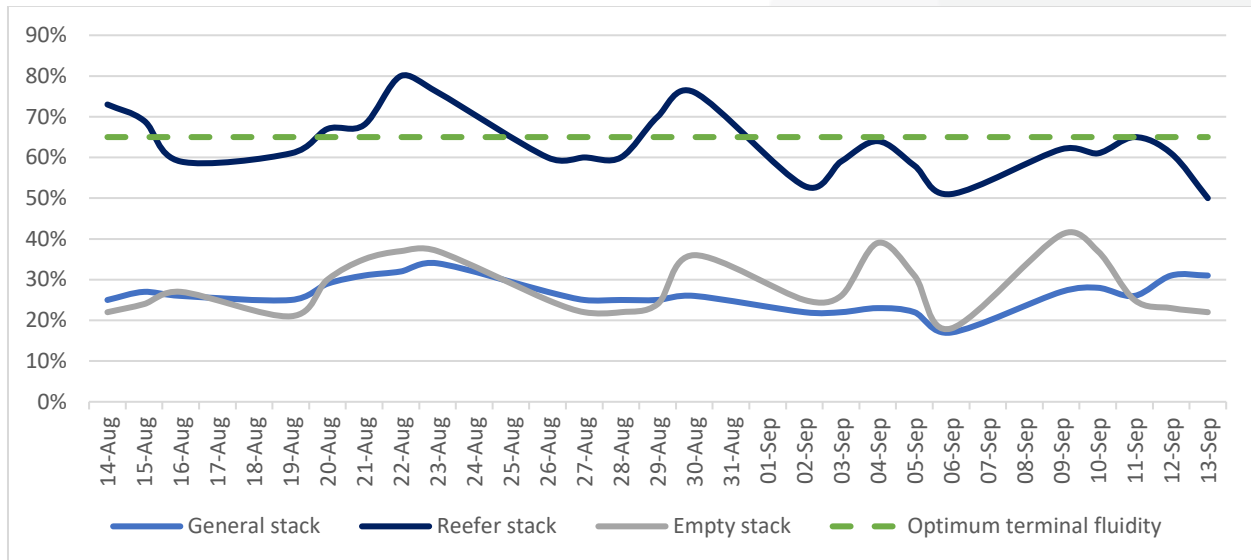
Figure 4 – Stack occupancy in DCT, general-purpose containers (14 August to present; a day on the day)



Source: Calculated using data from Transnet, 2024, and updated 13/09/2024.

The following figure shows daily stack occupancy in Cape Town over a similar period.

Figure 5 – Stack occupancy in CTCT, GP, reefer, and empty stack (14 August to present, day on day)



Source: Calculated using data from Transnet, 2024, and updated 13/09/2024.

b. TNPA: August update

TNPA has released consolidated port statistics for August⁸, with a better return for the respective sub-sectors after the low throughput numbers in July. Containers increased by a substantial **↑14%** (m/m), with strong increases from Durban (**↑14%**) – in some part due to the strong citrus exports, East London (**↑33%**), and Port Elizabeth (**↑38%**). The increases are almost exclusively due to exports (**↑29%**). At the same time, dry bulk cargo was essentially similar to June (up by **↑0,2%**) with the following table showing the respective changes versus July:

Table 4 – TNPA – Monthly volume and growth: August 2024

	Jul	Aug	Movement	Change (%)
Containers (TEUs)	336 599	382 704	46 105	14%
Landed	181 349	181 671	322	0%
Shipped	155 250	201 033	45 783	29%
Dry bulk (MT)	13 172 087	13 198 226	26 139	0%
Liquid bulk (MT)	2 912 531	3 182 431	269 900	9%
Breakbulk (MT)	520 731	445 670	-75 061	-14%
Vehicles (Units)	69 997	77 278	7 281	10%
Total cargo (excl. Vehicles)	16 605 349	16 826 327	220 978	1%

Source: [TNPA](#), updated 13/09/2024.

Transnet Port Terminals handled **16,8 million metric tonnes** of bulk cargo during August, up by **221 thousand tonnes** from last month and around **↓8%** below the average handled monthly since the start of 2019. The following table shows the comparative overview for July versus last year, including the view versus the same month in the pre-pandemic year of 2019:

⁸ Transnet. 2024. [Port statistics](#).

Table 5 – TNPA – Cyclical volume and growth: August 2019, 2023, and 2024

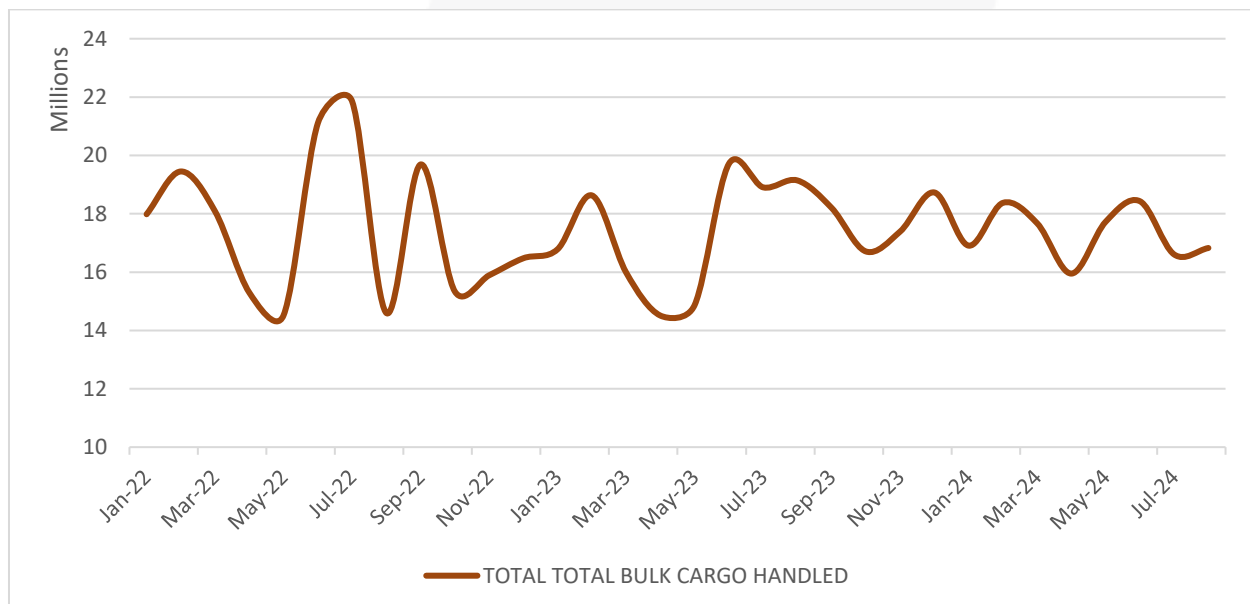
	2019	2023	2024	Growth: '19-'24	Growth: '23-'24
Containers (TEUs)	447 072	411 327	382 704	-14%	-7%
Landed	228 134	201 783	181 671	-20%	-10%
Shipped	218 938	209 544	201 033	-8%	-4%
Dry bulk (MT)	14 766 987	14 867 949	13 198 226	-11%	-11%
Liquid bulk (MT)	3 431 284	3 049 996	3 182 431	-7%	4%
Breakbulk (MT)	439 036	566 605	445 670	2%	-21%
Vehicles (Units)	78 742	88 147	77 278	-2%	-12%
Total cargo (excl. Vehicles)	18 637 307	18 484 550	16 826 327	-10%	-9%

Source: [TNPA](#), updated 13/09/2024.

Cyclically, August is typically a strong month for Transnet and puts the monthly increases in perspective, as container throughput is down by **↓7%** (y/y) and **↓14%** compared to pre-pandemic 2019. For the bulk industries, dry bulk is down by the same magnitude annually versus pre-pandemic times (**↓11%**), and liquid bulk is above last year’s level (**↑4%**) but also down pre-pandemic (**↓7%**). Breakbulk is down versus last year (**↓21%**) but up versus 2019 (**↑2%**), whereas vehicle trade is down by **↓12%** and slightly down versus 2019 (**↓2%**).

As mentioned last week, Transnet’s financial results and missed budgeted targets across the board (rail at **↓1,7%**, containers at **↓1,8%**, petroleum at **↓3,7%**, and vehicles at **↓5,1%**) highlight the absolute need to generate revenue from increased operations in the future. Looking back to the start of 2022, there has been a stabilisation of around **17,5 million metric tonnes** of bulk cargo handled monthly. This figure is around **↓8%** below the average handled during 2016, the highest demonstrated throughput that our ports have ever handled:

Figure 6 – Total bulk cargo handled – (millions of tonnes, 2022-present)



Source: Calculated using data from Transnet, 2024.

Transnet must focus on several critical areas outlined in the public space and engagements with the NLCC to increase throughput in the bulk cargo sectors. First, Transnet should address the inefficient modal split by ensuring rail-friendly freight moves by rail, reducing the pressure on road infrastructure. Investment in rail infrastructure is essential, particularly in rolling stock and feeder/short lines, alongside open access to the freight rail network. Vandalism and infrastructure security must be tackled urgently to improve reliability. Additionally, improving the efficiency of wet and dry ports is crucial. Engaging the private sector through strategic partnerships and joint ventures can drive innovation and investment in critical logistics areas. Finally, Transnet must enhance sustainability by developing new energy vehicle solutions and modernising operational frameworks, including adopting real-time performance metrics to track improvements. The last aspect is crucial since achieving the necessary reforms, sharing non-competitive and non-confidential data transparently across all stakeholders is essential, as it enables collective problem-solving, enhances operational efficiency, and fosters collaboration necessary for improving throughput in critical sectors like rail and ports.

c. Summary of port operations

i. Weather and other delays

- In Cape Town, port operations were mainly constrained by strong winds and the berthed distressed vessel.
- Adverse weather and equipment challenges ensured operational delays in Durban this week.
- Strong winds and high swells were the most prominent delays experienced in the Eastern Cape.
- Adverse weather conditions and landside congestion disrupted port operations in Richards Bay.

ii. Cape Town

On Friday, CTCT recorded three vessels at berth, of which one is a distressed vessel and three at anchor, as network challenges and strong winds prevented optimal performance at the terminal this week. Between Monday and Friday, on the landside, the terminal managed to service **3 844** trucks while handling **187** rail units throughout the week. On the waterside, the terminal executed approximately **5 662** container moves across the quay during the same period. Stack occupancy for GP containers was recorded at **31%**, reefers at **50%**, and empties at **22%**. Additionally, the terminal operated with **eight** STS cranes, **24** RTGs, and **55** hauliers towards the end of the week. Crane LC3 remains out of commission but is expected to return to service around 15 September.

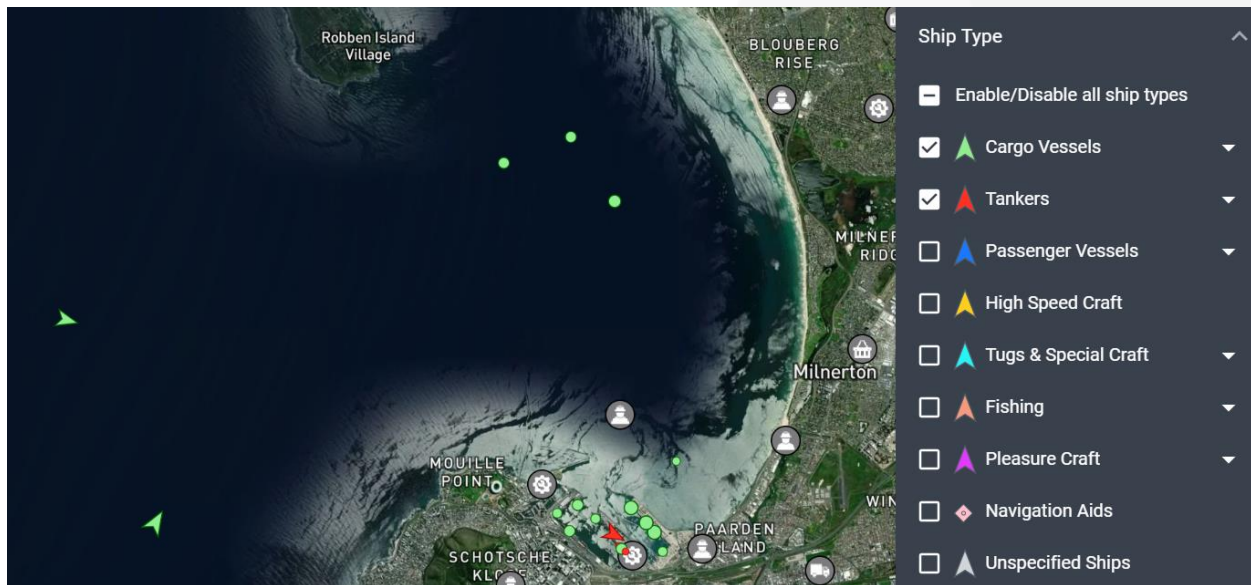
The latest reports suggest that the distressed vessel, which berthed at berth 601 at CTCT on 2 September, is anticipated to vacate the berth around 16 September, which could see some normality return to port operations.

On Friday, CTMPT recorded one berthed vessel and none at anchor. Between Monday and Friday, the terminal managed to move **18 750** tons of bulk cargo and **1 440** TEUs across the quay. On the landside, **744** trucks were processed during the same period. Towards the end of the week, stack occupancy was recorded at 33% for general cargo, **8%** for reefers, and **8%** for empties. The terminal also had **two** cranes, **two** straddles, and **one** empty handler in service, as crane 550 remains out of commission.

The FPT terminal serviced ten vessels from 2 to 8 September 2024: three multi-purpose two containers, one breakbulk, one layby, and three dry bulk vessels. Berth occupancy during this period was recorded at 62%. FPT planned to handle nine vessels between 9 and 15 September, with another six scheduled between 16 and 22 September. Adverse weather, accompanied by the late arrival of cargo and transporters, accounted for most delays at the terminal this week.

At midday on Friday, there were **three container** vessels at inner anchorage in Cape Town, with the following snapshot of the port and vessels waiting to berth:

Figure 7 – Cape Town vessel view (per vessel group)



Source: Marine Traffic. Updated 13/09/2024 at 14:00.

iii. Durban

On Friday, Pier 1 recorded two vessels on berth, operated by four gangs, with three at anchor. Stack occupancy was **41%** for GP containers and **40%** for reefers. Between Monday and Friday, the terminal executed **5 252** gate moves on the landside with an average staging time of **~28 minutes** throughout the week. Additionally, the terminal moved approximately **6 915** TEUs across the quay on the waterside during the same period. The terminal had **four** STS cranes and **12** RTGs in service towards the end of the week.

Pier 2 had four vessels on berth and three at anchorage on Friday, as adverse weather and equipment breakdowns prohibited optimal operational performance this week. Stack occupancy was recorded at **57%** for GP containers and **61%** for reefers. The terminal operated with ten gangs and moved approximately **15 170** containers across the quay between Monday and Friday on the waterside. During the same period, there were approximately **14 493** gate moves on the landside, with an average TTT of **97 minutes** (**↑13%**, w/w) and a staging time of **~112 minutes** (**↑27%**, w/w) throughout the week. Additionally, approximately **1 126 units** were moved by rail during the same period. The number of available straddle carriers fluctuated between **47** and **55** out of a fleet complement of 88 this week. Thus, the availability figure sat roughly at **58%** during this period.

Durban's MPT terminal recorded three vessels at berth on Tuesday and two at outer anchorage. Stack occupancy for containers was 56%, with the breakbulk stack at 75%. In the preceding 24 hours, the terminal managed to handle 261 containers and 1 281 tons of breakbulk on the waterside. On the landside, 211 container trucks and 65 breakbulk RMTs were serviced. During this period, three cranes, ten reach stackers, ten forklifts, and 14 ERFs were in operation. The latest reports suggest that the ETR of crane 03 has been revised to the end of January 2025, as structural work on the boom needs to be done in Germany before the crane can return to service.

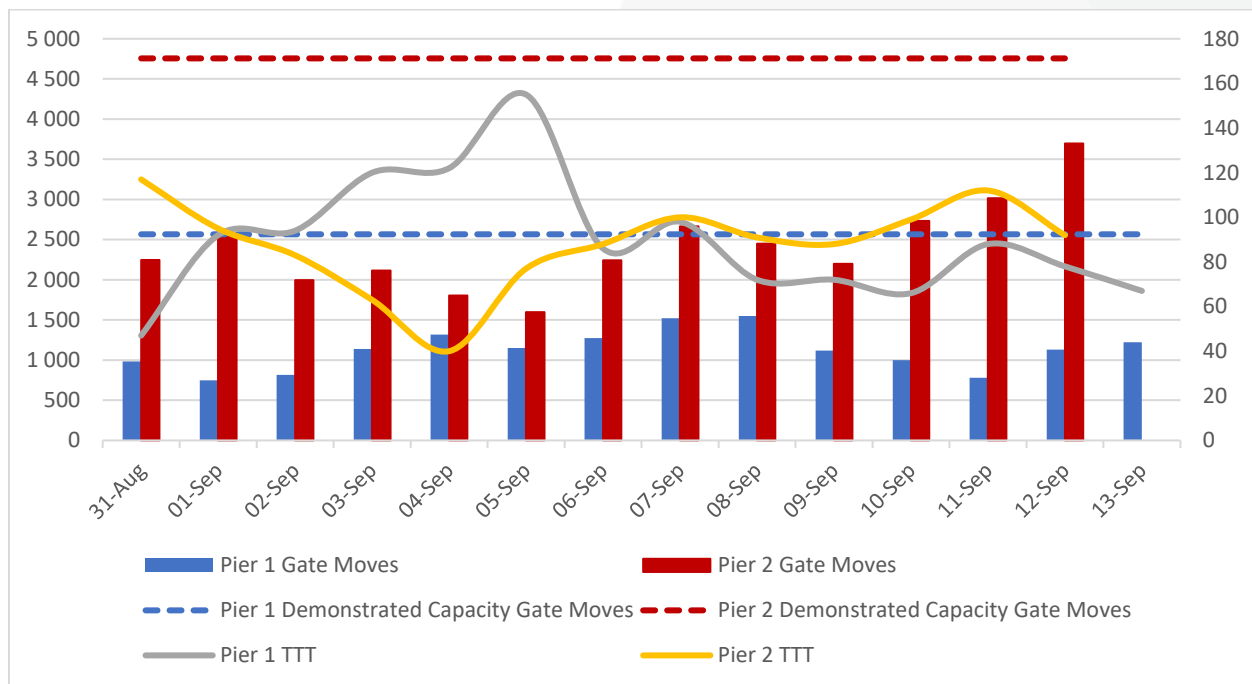
On Tuesday, Maydon Wharf MPT recorded zero vessels at berth and zero at anchor. In the preceding 24 hours, the terminal managed to handle 91 containers on the waterside. On the landside, the terminal

managed to service 36 RMTs, conveying approximately 1 252 tons. No volumes were handled at the Agri-bulk facility this week, as the next vessel is anticipated to arrive around the end of September.

On Thursday, the Ro-Ro terminal in Durban recorded one vessel on the berth, with none at anchorage. In the prior 24 hours, the terminal handled 1 800 road units and 75 rail units on the landside while handling 336 units on the waterside. Overall stack occupancy was 41% (Exports: 27%, Imports: 70%, Transshipments: 3%), 50% at Q&R, and 40% at G-berth. During this period, the terminal had 187 high-and-heavy (abnormal loads) on hand and managed to handle 155. The next vehicle carrier is only expected to arrive on Wednesday, 18 September.

The following figure summarises the performance of Durban's container terminals for the last two weeks, focusing on gate moves and time spent in the terminals.

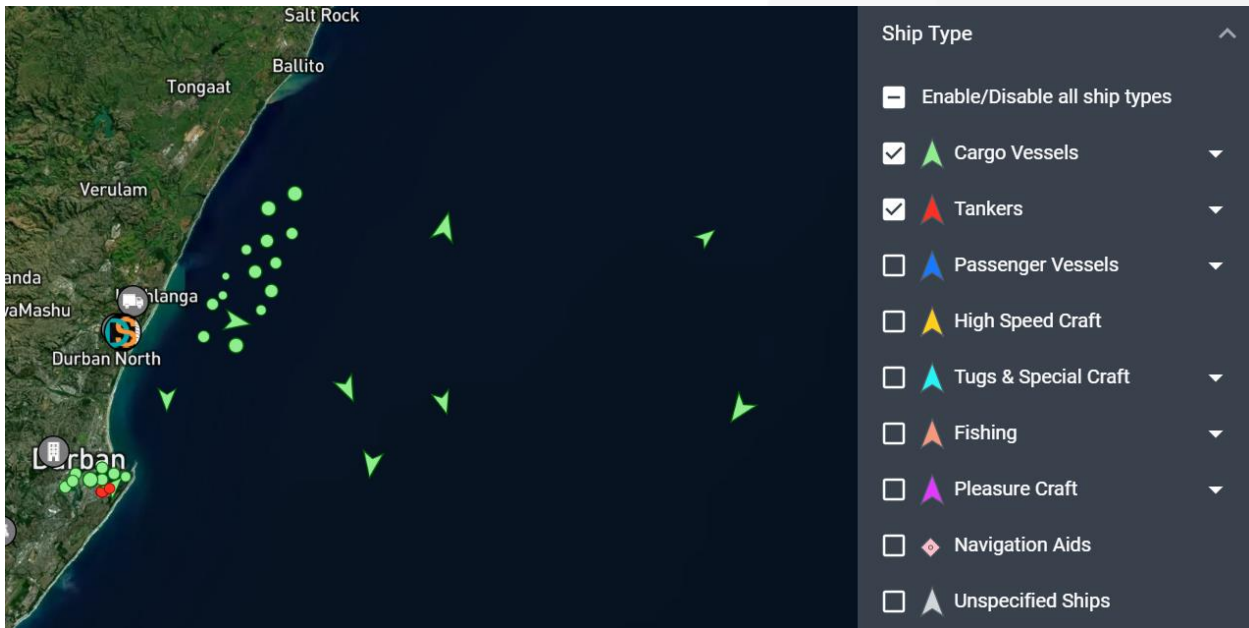
Figure 8 – Gate moves (left axis) and time spent in the terminal (in minutes, right axis)



Source: Calculated using data from Transnet, 2024, and updated 13/09/2024.

A queue of container vessels waiting outside Durban has built up and remains. At midday on Friday, **three** vessels were waiting for Pier 2, **two** for Pier 1, and **four** for Point terminal, with a current estimation of **at least ten additional days added to the schedules**. The following is a snapshot of the port and vessels waiting to berth:

Figure 9 – Durban vessel view (per vessel group)



Source: Marine Traffic. Updated 13/09/2024 at 14:00.

iv. Richards Bay

On Friday, Richards Bay recorded seven vessels at anchor and 11 on the berth. Two tugs, one pilot boat, and one helicopter operated for marine resources in the 24 hours before. During the same period, the coal terminal had two vessels at berth and three at anchor while handling 199 960 tons on the waterside. The average for the week was around 160 000 tons. On the landside, 27 trains were serviced, against the target of 22. Earlier this week, adverse weather conditions and landside congestion caused operational constraints at the port.

v. Eastern Cape ports

On Friday, NCT recorded three vessels on berth and three at anchor, with another three vessels drifting. Marine resources of two tugs, one pilot boat, two pilots, and one berthing gang were in operation in the previous 24 hours. Stack occupancy figures were recorded at 41% for reefers, 55% for reefer ground slots, and 36% for the general stack. Despite conceding some operational hours to adverse weather and network outages this week, the terminal handled 7 449 TEUs on the waterside between Monday and Thursday. On the landside, 1 402 trucks were processed at an average truck turnaround time of ~34 minutes during the same period. One train was also serviced between Thursday and Friday at a rail turnaround time of ~70 minutes. Towards the end of the week, the terminal had six STS cranes and 22 RTGs in service.

On Friday, GCT recorded one vessel at berth and two at outer anchorage. Marine resources of two tugs, a pilot boat, two pilots, and one berthing gang were in operation in the preceding 24 hours. On the waterside, 369 TEUs and 305 reefers were handled across the quay, while 80 trucks were processed at a truck turnaround time of ~17 minutes. Stack occupancy figures were recorded at 59% for reefers, 68% for reefer ground slots, and 28% for the general stack. Towards the end of the week, the terminal had one crane, one mobile harbour crane, and nine straddles in service.

The Ro-Ro terminal recorded one berthed vessel on Friday, with zero vessels at anchor. In the 24 hours between Thursday and Friday, the terminal managed to handle 1 680 units on the waterside, leading to a stack occupancy figure of 35%.

vi. Saldanha Bay

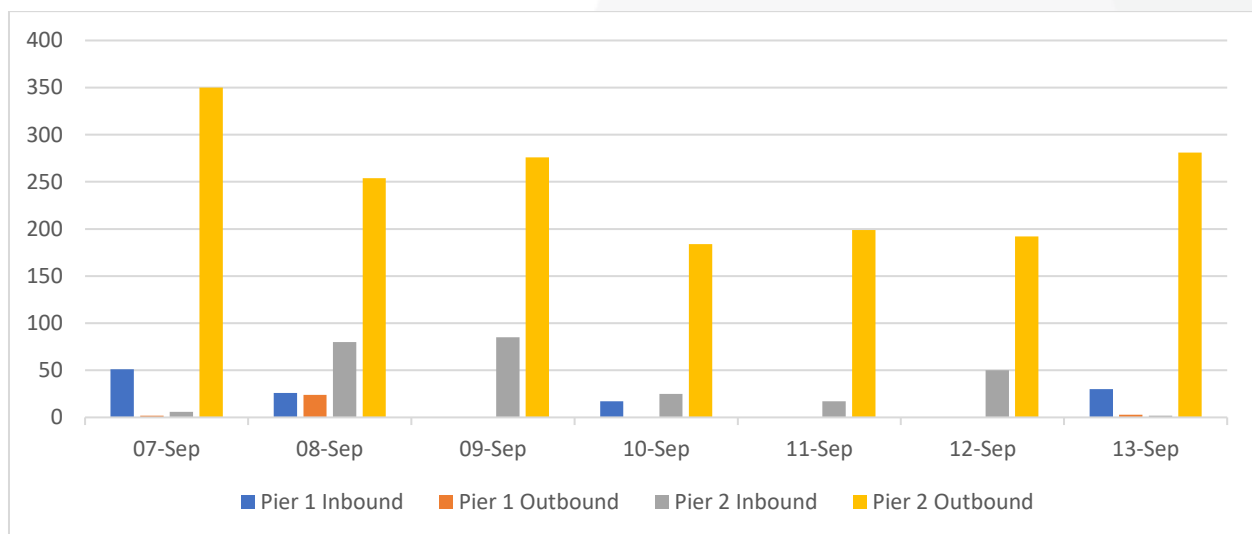
On Friday, the iron ore terminal had zero vessels at anchorage and three on the berth, while the multi-purpose terminal had one vessel at anchor and three at berth.

vii. Transnet Freight Rail (TFR)

The annual shutdown of the ConCor ended on 05 September, with the lines reopening in the morning of 6 September. However, the rail network was met with extensive cable theft on 05 and 06 September, followed by a derailment between Durban and Cato Ridge. Rail operations were subsequently delayed significantly during this period. Additionally, towards the end of this week, DCT Pier 2 had 212 ConCor units on hand with a dwell time of 144 hours and 88 over-border units with a dwell time of 16 days. Rail containers on hand in Durban were reported as follows: Point: 10, Pier 1: 18, Pier 2: 305.

The following figures show the number of containers handled on the Container Corridor this week:

Figure 10 – TFR: Rail handled (Pier 1 and Pier 2)



Source: Calculated using data from Transnet, 2024. Updated 13/09/2024.

In the last week (7 to 13 September), rail cargo handled out of Durban was reported at **2 154** containers, up by **↑3%** from the previous week's **2 093** containers.

2. Air Update

a. International air cargo

The following table shows the inbound and outbound air cargo flows to and from ORTIA for the week beginning 2 September. For comparative purposes, the average air freight cargo (inbound and outbound) handled at ORTIA in *September 2023* averaged **~783 212 kg** per day.

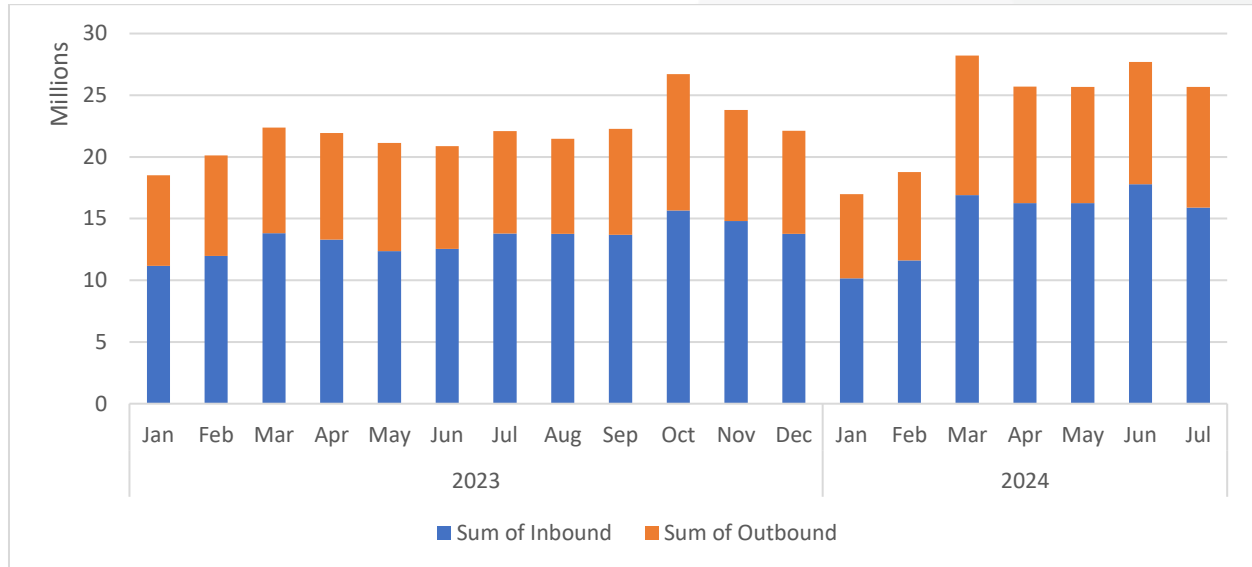
Table 6 – International inbound and outbound cargo from OR Tambo

Flows	02-Sep	03-Sep	04-Sep	05-Sep	06-Sep	07-Sep	08-Sep	Week
Volume inbound	475 485	207 517	432 847	199 957	312 030	312 191	1 983 180	3 923 207
Volume outbound	187 678	196 996	243 782	185 591	201 095	284 538	1 481 260	2 780 940
Total	663 163	404 513	676 629	385 548	513 125	596 729	3 464 440	6 704 147

Courtesy of ACOC. Updated: 11/09/2024.

The daily average of air cargo handled at ORTIA in the previous week amounted to **560 458 kg** inbound (**↑11%**, w/w) and **397 277 kg** outbound (**↑5%**), resulting in an average of **957 735 kg**. This week’s substantial increase again sees the comparative figures significantly up versus prior years, as the industry is around **↑20%** versus September 2023 and still up again versus pre-pandemic levels (**↑6%** versus August 2019), which is a very positive sign.

Figure 11 – International cargo from OR Tambo – volumes per month (kg millions)

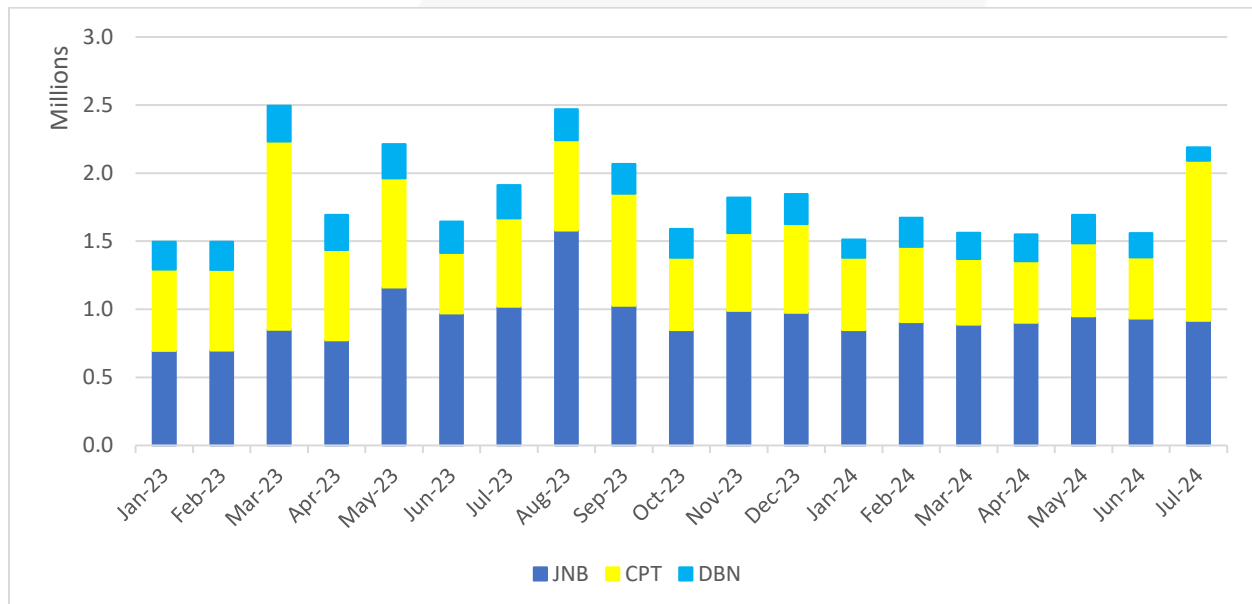


Courtesy of ACOC. Updated: 14/08/2024.

b. Domestic air cargo

The following figure shows the movement since 2023:

Figure 12 – Domestic inbound and outbound cargo (thousands)



Courtesy of ACOC. Updated: 13/09/2024.

3. Road and Regional Update

a. Cross-border and road freight delays

Monthly cross-border road figures for August at crucial border posts show the following changes, which are measured in the number of heavy goods vehicles (HGVs) crossing the respective border posts:

Table 7 – August cross-border road freight movements – South African borders (HGVs)

Border Post	Northbound	(%, m/m)	Southbound	(%, m/m)	Total	(%, m/m)
Beitbridge	14 032	-2%	13 570	5%	27 602	1%
Skilpadshek	7 932	8%	1 785	-3%	9 717	6%
Ramatlhabama	5 362	-6%	1 733	18%	7 095	-1%
Kopfontein	7 606	10%	855	-11%	8 461	0%

Source: TLC, FESARTA, & Crickmay

This week, the following points should be noted regarding challenges and delays on roads in South Africa and the surrounding SADC region.

- The median border crossing times at South African borders decreased by around **two and a half hours**, averaging **11,1 hrs (↓18%, w/w)** for the week.
- In contrast, the greater SADC region (excluding South African controlled) decreased by almost the same time – by around **two hours** and averaged **~5,1 hrs (↓30%, w/w)**.
- **South African road infrastructure upgrades set at R307 billion:**
 - South Africa needs R307 billion to repair and upgrade its deteriorating national road network, which is critical for transporting approximately **80% of domestic goods**.⁹
 - The South African National Roads Agency (SANRAL) oversees just **4%** of the country's road network. Still, that portion carries **70% of long-distance freight**, with delays caused by contractor failures and organised crime.
 - Transport Minister Barbara Creecy highlighted the need for leadership reforms and improved project monitoring to address the challenges.
- **SARS adds invoice details to EDI messaging:**
 - SARS put out a notice earlier saying that as of Friday, 13 September, invoice details will be added to all EDI Customs Declaration Messages.
 - The change is not mandatory at this stage.
- **Trucks entering Zimbabwe must have a choke block to avoid fines:**
 - On Tuesday, the industry was notified that with immediate effect, all trucks entering Zimbabwe must have a choke block to avoid receiving spot fines.
- Transporters, traders, and cargo owners are encouraged to use the non-tariff barrier (NTB) [online tool](#) UNCTAD and the AfCFTA Secretariat developed. However, given that platform's questionable effectiveness, transporters are encouraged to contact FESARTA and join their TRANSIST Bureau, arguably providing better and more reliable information.

⁹ Freight News. 10/09/2024. [South Africa has a R307bn road infrastructure headache.](#)

The following table shows the changes in bidirectional flows through South African borders, with the subsequent table showing the consolidated corridor movements:

Table 8 – Delays¹⁰ summary – South African borders (both directions)

Border Post	Direction	HGV ¹¹ Arrivals per day	Queue Time (hours)	Border Time – Best 5% (hours)	Border Time – Median (hours)	Est. HGV Tonnage per day	Weekly HGV Arrivals
Beitbridge	SA-Zimbabwe	446	3,4	6,0	26,0	13 380	3 122
Beitbridge	Zimbabwe-SA	434	4,1	2,4	13,2	13 020	3 038
Groblersbrug	SA-Botswana	249	0,6	1,3	20,1	7 470	1 743
Martins Drift	Botswana-SA	206	1,1	0,3	2,0	6 180	1 442
Kopfontein	SA-Botswana	244	0,6	1,1	10,4	7 320	1 708
Tlokweng	Botswana-SA	26	0,4	0,2	0,4	780	182
Vioolsdrift	SA-Namibia	30	1,4	1,2	3,4	900	210
Noordoewer	Namibia-SA	20	0,2	0,4	1,3	600	140
Nakop	SA-Namibia	30	3,0	1,2	3,1	900	210
Ariamsvlei	Namibia-SA	20	0,3	0,4	1,1	600	140
Skilpadshek	SA-Botswana	230	0,6	2,2	10,5	6 900	1 610
Pioneer Gate	Botswana-SA	61	1,1	1,1	1,5	1 830	427
Lebombo	SA-Mozambique	1 446	4,3	1,0	4,3	43 380	10 122
Ressano Garcia	Mozambique-SA	125	4,0	0,3	1,4	3 750	875
Sum/Average		3 567	1,8	1,4	7,0	107 010	24 969

Source: TLC, FESARTA, & Crickmay, week ending 08/09/2024.

Table 9 – Delays summary – Corridor perspective

Corridor	HGV Arrivals per day	Queue Time	Border Time – Best 5%	Border Time – Median	Est. HGV Tonnage per day	Weekly HGV Arrivals
Beira Corridor	320	11,1	2,8	15,8	9 600	2 240
Central Corridor	798	0,0	0,0	1,2	23 940	5 586
Dar Es Salaam Corridor	1 819	43,8	1,0	12,6	54 570	12 733
Maputo Corridor	1 571	4,2	0,7	2,9	47 130	10 997
Nacala Corridor	127	0,0	0,0	0,0	3 810	889
North/South Corridor	3 677	16,4	1,3	11,1	110 310	25 739
Northern Corridor	2 817	0,0	0,1	1,4	92 520	21 588
Trans Caprivi Corridor	116	0,0	2,6	10,2	3 480	812
Trans Cunene Corridor	100	0,0	0,0	0,0	3 000	700
Trans Kalahari Corridor	321	1,1	1,0	4,2	9 630	2 247
Trans Oranje Corridor	100	1,2	0,8	2,2	3 000	700
Sum/Average	11 766	8,8	0,7	5,7	360 990	84 231

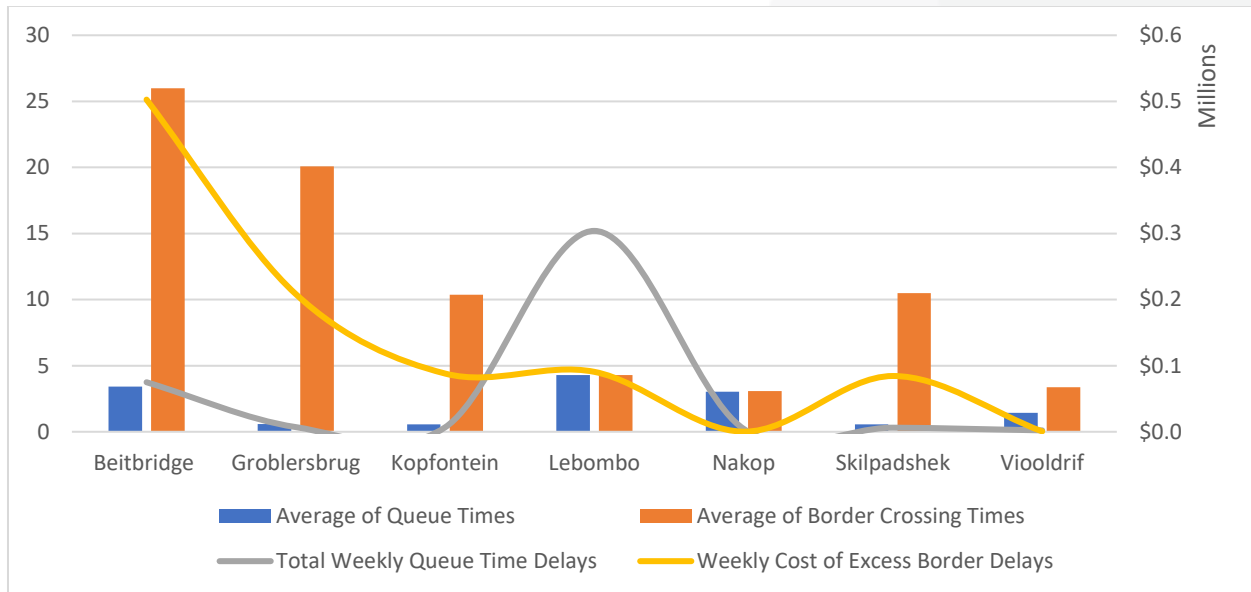
Source: TLC, FESARTA, & Crickmay, week ending 08/09/2024.

The following graph shows the weekly change in cross-border times and associated estimated costs:

¹⁰ It should be noted that the root cause of the reported delays is uncertain and variable at this point. Moreover, the delays may be multiple and widely distributed. Therefore, they cannot be exclusively attributed to a specific common cross-border problem since we do not have a transparent view of the entire border process in granular detail. The causes of these bottlenecks typically include poor infrastructure, road congestion, and a lack of coordination between neighbouring countries and Customs (or OGA) stops, among other trade obstacles—data provided by the LMS (Logistics Monitoring System), which Crickmay produces in collaboration with SAAFF.

¹¹ Heavy Goods Vehicles. Note: These statistics are rolling averages; therefore, they would not typically change weekly but rather monthly.

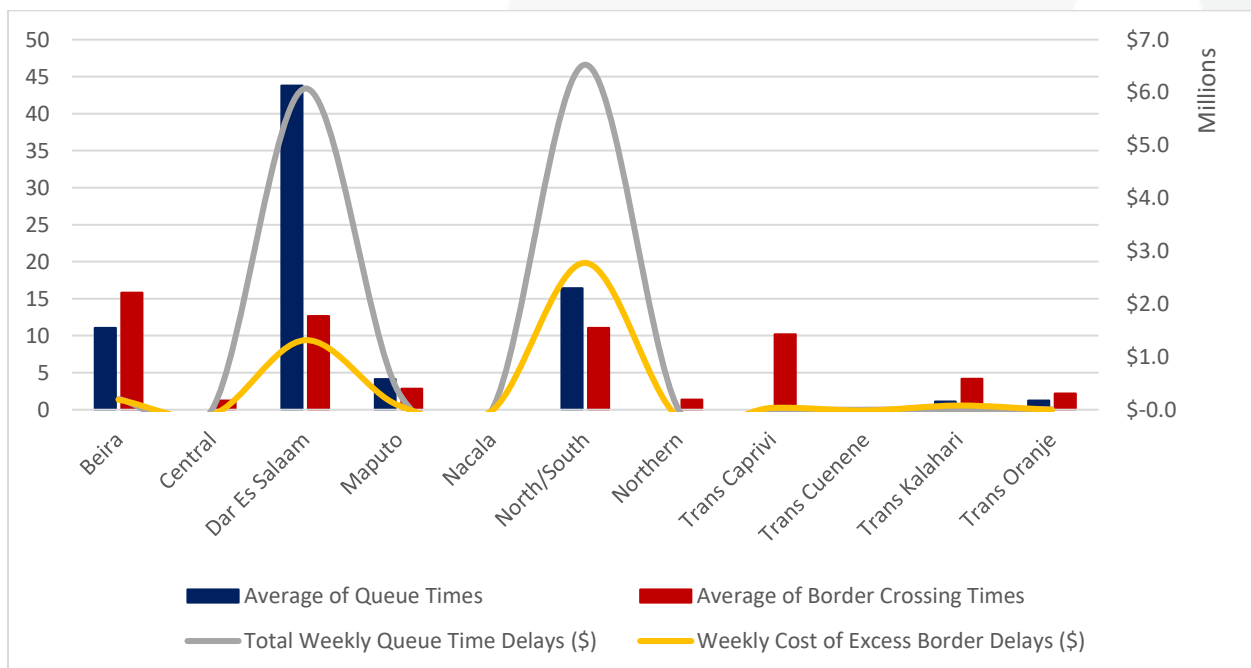
Figure 13 – Weekly cross-border delays & est. Cost from an SA border perspective (hours & \$ millions)



Source: TLC, FESARTA, & Crickmay, week ending 08/09/2024.

The following figure echoes those above, this time from a corridor perspective.

Figure 14 – Weekly cross-border delays & est. Cost from a corridor perspective (hours & \$ millions)



Source: TLC, FESARTA, & Crickmay, week ending 08/09/2024.

In summary, cross-border queue time averaged **~8,8 hours** (up by **~0,6 hours** from the previous week's **~8,1 hours**), indirectly costing the transport industry an estimated **\$13,1 million (R233 million)**. Furthermore, the week's average cross-border transit times hovered around **~5,7 hours** (down by **~2,2 hours** from the **~7,9 hours** recorded in the previous report), at an indirect cost to the transport industry of **\$4,2 million (R74 million)**. As a result, the total indirect cost for the week amounts to an estimated **~\$17,3 million (R308 million)**, down by **~R18 million** or **↓1,1%** from **~R326 million** in the previous report).

4. International Update

The following section provides some context around the global economy and its impact on trade, mainly an update on (a) the global shipping industry and (b) the global aviation industry.

a. Global shipping industry

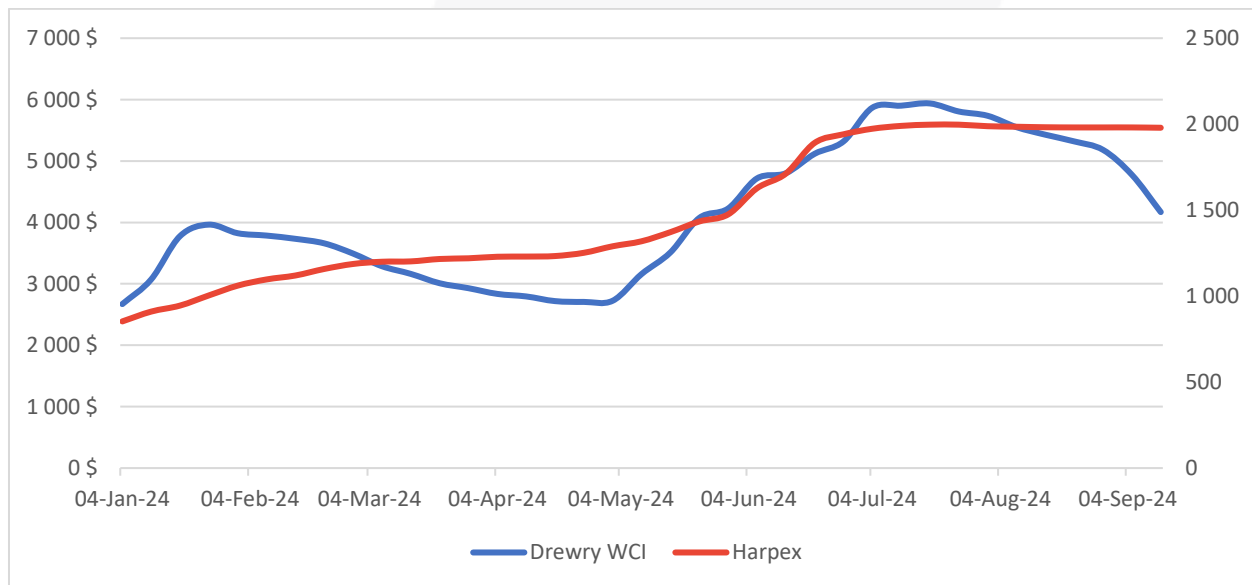
i. Global container industry summary

MSC and the Premier Alliance have announced a new partnership covering nine Asia-Europe services commencing in February 2025, which will set the stage for a fresh alliance competition next year with the newly formed Gemini Cooperation and the existing OCEAN Alliance.¹² Elsewhere, port congestion remains high and hovers around the **2,5 million TEU mark**, accounting for **8,2% of the global fleet** (the highest level this year).¹³ In South Africa, port congestion at the Port of Durban has again deteriorated this week, as significant capacity waiting to be off-loaded is currently outside at anchorage (some **41 000 TEU**). As such, the queue-to-berth ratio at Durban was **1,29**¹⁴ – another deterioration occurred last week, which was the year's best reading. Lastly, almost no capacity is sitting idle (only **~0,3%** of the total fleet), as the “*Cancelled Sailings Tracker*” increased this week (and is standing at **13%**) with several trades being blanked in an attempt to keep rates high.¹⁵

ii. Global container freight rates and shipping line profits

Drewry's "World Container Index" recorded another significant drop this week. The composite index is down by **↓7,5%** (or **\$607**), trading at **\$4 168** per 40-ft container.¹⁶ The index has dropped by more than **\$1 260** in the last four weeks. Meanwhile, charter rates have remained stable as the *Harper Petersen Index* (Harpex) traded around **1 981 points** on Friday. The following combined illustration shows their interplay since the start of the year, as charter rates are set to fall in the next couple of weeks based on the relationship since the beginning of the year:

Figure 15 – World Container Index and Charter rates (\$ per 40ft, index)



Source: Calculated from [Drewry](#) and [Harpex](#)

¹² Van Marle, G. 09/09/2024. [New strings attached - shipping shapes up for 2025 with Premier Alliance launch.](#)

¹³ Linerlytica. 09/09/2024. [Market Pulse – Week 37.](#)

¹⁴ Linerlytica. 14/09/2024. [Port Congestion Watch.](#)

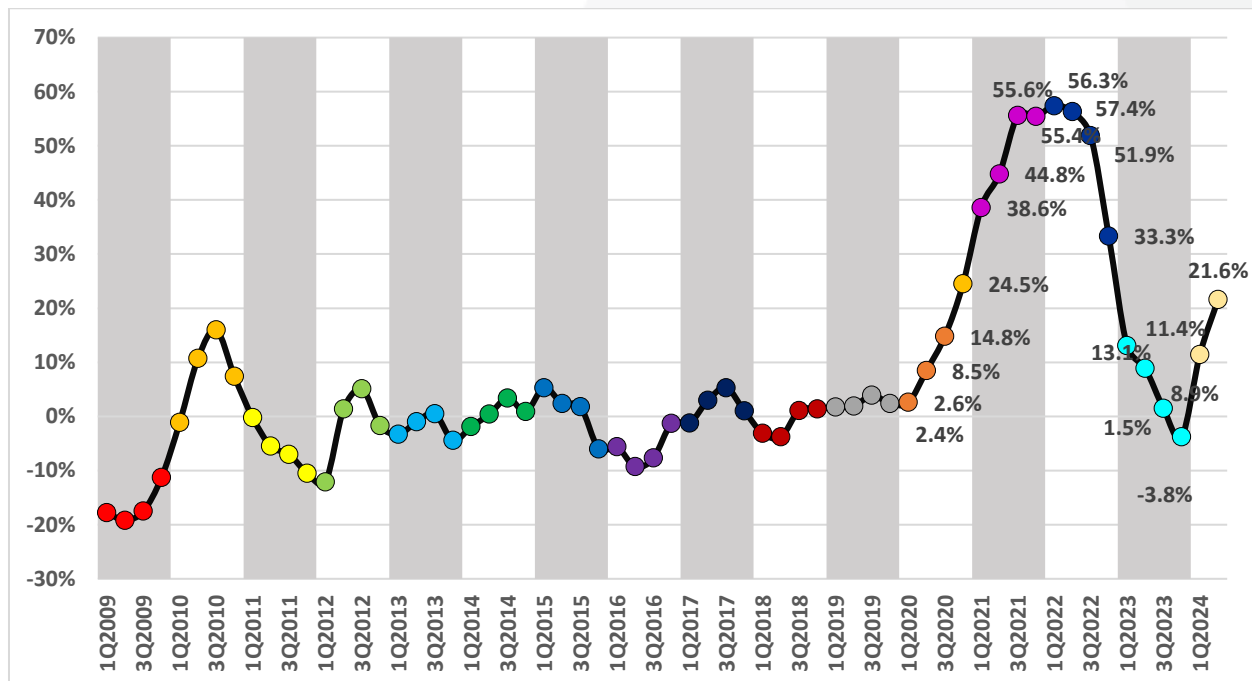
¹⁵ Drewry. 30/08/2024. [Cancelled Sailings Tracker.](#)

¹⁶ Drewry. 12/09/2024. [World Container Index.](#)

The latest spot-rate composite index is **↓60%** below the pandemic peak (**\$10 377**) but still nearly doubled (**↑193%**) compared to this time last year, which is more than the 2019 average (**\$1 420**). The precipitous fall in rates further hallmarks the volatility of rates since the pandemic, which the industry has become used to. This week, Asia-North Europe and Asia-USEC are seeing the sharpest drops. Even the imminent strike planned at US East Coast ports starting on 1 October provided little impetus for the market as carrier aborted their plans to hike freight rates in mid-September, with cargo demand insufficient to support any increase ahead of the October holidays in China. Rates to the US East Coast have dropped sharply, with demand shifting to the West Coast ahead of the ILA strike.¹⁷

Shippers and forwarders have welcomed the reduction in rates and are set to reduce the exorbitant profits made by shipping lines in the last few years; however, not just yet. For Q2 2024, the average return for the carriers rose from **↑11,4%** in January-March to **↑21,6%**, with carriers profiting from three full months of higher rates as shippers frontloaded purchases to avoid potential delivery problems later in the year. Imports have become 'just-in-case' rather than 'just-in-time':

Figure 16 – Main carriers¹⁸: Average core EBIT margin by quarter



Source: Calculated from [Alphaliner](#)

Average operating margins for the leading container carriers (the nine largest companies reporting Earnings before Interest and Tax or EBIT) breached **20%** in the second quarter of 2024, a figure only previously recorded during the COVID pandemic.

iii. Further developments of note

Apart from the overview provided above, there were some additional noteworthy developments this week:

¹⁷ Linerlytica. 09/09/2024. [Market Pulse – Week 37](#).

¹⁸ Average of CMA CGM until 2022 (including APL to 2Q2016), COSCO (since 1Q2016), CSCL (to 1Q2016), EMC, Hanjin (to 3Q2016), Hapag-Lloyd (including CSAV to 2014), HMM, Maersk, ONE Line

1. DSV and Deutsche Bahn agree €14,3 billion sale of DB Schenker:

- a. Deutsche Bahn (DB) and DSV have reached a deal for the sale of DB Schenker, valuing the company at **€14,3 billion**, with total proceeds reaching **€14,8 billion**.¹⁹
- b. DSV has committed to investing **€1 billion** over the next three to five years. To foster long-term growth and create sustainable employment, it plans to maintain jobs in Germany for at least two years after the transaction.
- c. The sale is subject to final approval from DB’s supervisory board, the German government, and other regulatory bodies. It is expected to close next year.

2. FMC approves Gemini Cooperation despite anti-competitive 'concerns':

- a. The Federal Maritime Commission (FMC) expressed concerns about the potential anti-competitive effects of the Maersk and Hapag-Lloyd Gemini Cooperation despite allowing the agreement to take effect due to time constraints.²⁰
- b. FMC Chairman Daniel Maffei emphasised ongoing monitoring of the agreement to prevent illegal impacts on U.S. stakeholders. Undeterred, Maersk and Hapag-Lloyd outlined plans for two network routes, focusing on reliability and sustainability, with reduced port calls to enhance service predictability.

b. Global air cargo industry

In early September 2024, global air cargo spot rates hit a new high, driven by rising tonnages and rates from Asia Pacific to North America and Europe. Average spot rates increased by **↑6%** to **\$2,85 per kilogram**, up **↑30%** year-on-year, with notable growth from Asia Pacific (**↑6%**) and Middle East & South Asia (MESA) (**↑7%**), making rates **↑41%** and **↑101%** higher, respectively. Worldwide contract rates also grew by **↑3%** to **\$2,48/kg**. Combined, spot and contract rates averaged **\$2,59/kg**, a **↑3%** (w/w) and **↑16%** (y/y) rise.

Figure 17 – Capacity, weight, and rates by region (last five weeks)

Origin Regions
last 2 to 5 weeks

Origin Region	Capacity ¹			Chargeable weight ¹			Rate ¹		
	Last 5 wks	2Wo2W	YoY	Last 5 wks	2Wo2W	YoY	Last 5 wks	2Wo2W	YoY
Africa		+0%	+1%		+2%	+6%		+0%	+1%
Asia Pacific		+0%	+6%		+6%	+13%		+2%	+24%
C. & S. America		-1%	+18%		+0%	+5%		+1%	-3%
Europe		-1%	+2%		+1%	+3%		-0%	-8%
M. East & S. Asia		-1%	+2%		+0%	+9%		-0%	+58%
North America		-5%	+1%		-5%	+8%		+2%	-7%
Worldwide		-2%	+3%		+2%	+9%		+2%	+15%

Source: [World ACD](#)

Global tonnages dropped slightly (**↓1%**) due to a **↓12%** decline from North America, tied to Labour Day. However, combining the previous two weeks, worldwide tonnages and rates rose **↑2%**, led by Asia Pacific. Intra-Asia Pacific tonnages surged **↑11%**, rebounding from recent typhoon disruptions. China-Europe spot rates saw an **↑18%** (w/w) increase, reaching **\$4,39/kg**, **↑46%** above last year’s rate. Thailand-Europe rates also surged **↑14%** (w/w), nearly doubling (**↑86%**) compared to last year. Global air cargo rates remain volatile, with Asia Pacific origins driving significant increases in both tonnage and pricing. These

¹⁹ Lennane, A. 13/09/2024. [DSV and Deutsche Bahn agree €14.3bn sale of DB Schenker](#).

²⁰ Lennane, A. 10/09/2024. [FMC approves Gemini Cooperation despite anti-competitive 'concerns'](#).

developments are not surprising, given that Central Asia leads the growth in traffic in Asia, according to IATA “Chart of the Week” two weeks ago.²¹

ENDS²²

²¹ IATA. 30/08/2024. [Central Asia leads the growth in traffic in Asia.](#)

²² **ACKNOWLEDGEMENT:**

*This initiative – **The Cargo Movement Update** – was developed collectively by the Private Sector at large to provide visibility of the movement of goods during the COVID-19 pandemic. The report is authored by the Southern African Association of Freight Forwards (SAAFF) and distributed by Business Unity South Africa (BUSA). SAAFF acknowledges the input of several key business partners in compiling these reports, which have become a weekly industry staple. This edition is proudly sponsored by [Turners Shipping](#).*

FERI CERTIFICATES FOR IMPORTED AND TRANSITED GOODS TO OR THROUGH THE DRC



Procedure

Turners Shipping has been designated as an official Freight Certification sub-Agent for the Democratic Republic of Congo (DRC), mandated to issue the FERI (Fiche Electronique de Renseignement à l'Importation) Certificates.

1

Submit the required documents by email or online.

2

Complete the application form and provide supporting documentation.

3

You will receive an invoice with attached draft, typically within 24 hours of all documents/information received.

4

When payment reflects, the draft approved and a copy of the final bill of lading received; the validation will be requested.

5

To avoid fines, the FERI must be validated before the vessel arrives at the destination.

Introduction

The FERI Certificate is an essential requirement for all cargo entering the Democratic Republic of Congo (DRC). It is designed to streamline customs processes and ensure compliance with the DRC's import regulations.

Turners Shipping plays a pivotal role in facilitating smoother trade flows and enhancing the efficiency of cargo movement into one of Africa's most significant economies.

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