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Cargo Movement Update #210[1]

Date: 3 November 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 (TEUs[4])	38 089	39 233	**77 322**	34 218	40 618	**74 836**	↑3%
Air Cargo (tons)	4 317	3 127	**7 444**	4 050	3 526	**7 576**	↓2%

Monthly Snapshot

Figure 1 – Cyclical[5] cargo volume, year on year (% growth)

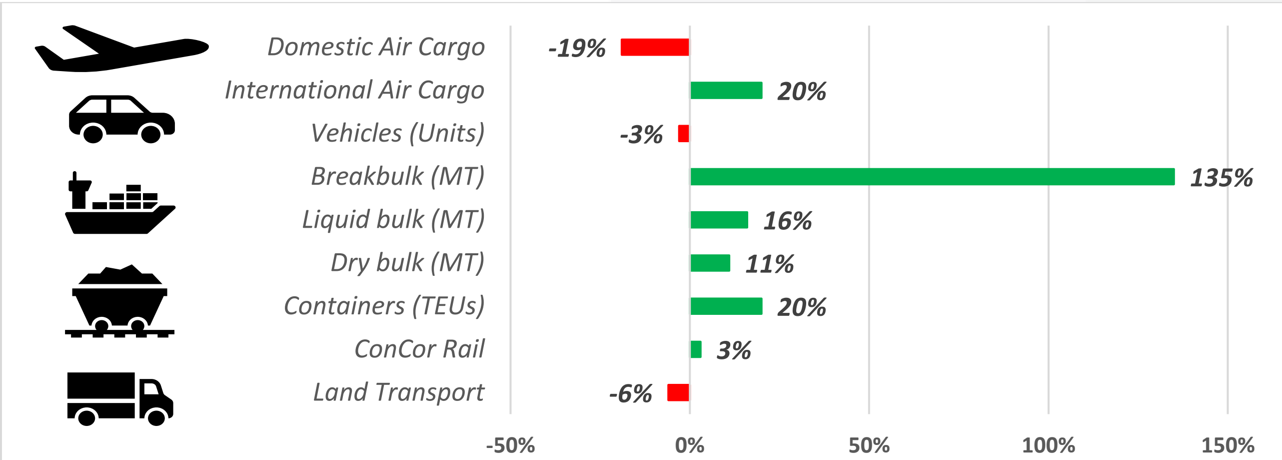
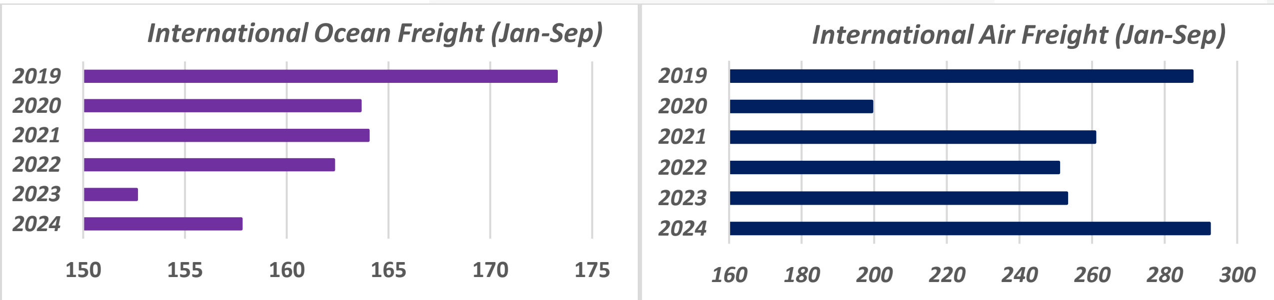


Figure 2 – Year-to-date flows 2019-2024[6]: ocean, y/y (million metric tonnes) & air freight, y/y (kg millions)



Key Notes

- An average of **~11 046 TEUs** was handled per day, with **~11 302 TEUs** projected for next week.
- Rail cargo handled out of Durban was reported at **2 818** containers, down ↓**21%** from last week.
- Cross-border queue: ↑**0,6 hrs**; transit: ↑**0,5 hrs**; SA borders: **14,1 hrs** (↑**4%**); SADC: **4,5 hrs** (↑**13%**).
- SARS September trade stats – exports: ↑**3,5%** (m/m); imports ↓**1,3%**; YTD trade surplus: **R100,4 billion**.
- After 15 weeks of increases, GRIs have pushed container rates up by ↑**3,8%** (or **$118**) to **$3 213/40-ft.**
- Global air cargo rates increased by ↑**5%**, as October's figures indicate a ↑**7%** (y/y) increase in tonnage.

[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 *210th* 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] Container volumes are now reported in TEUs to align with TPT. Furthermore, we will change the period of reporting to Monday-Sunday, as per TPT.
[5] '*Monthly*' means the last months' worth of available data compared to the same month in the previous year—all metrics: Sep vs Sep.
[6] 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. In our container terminals, an average of **11 046 TEUs** was handled per day, up compared to the **10 691 TEUs** last week. Port operations were mainly constrained by poor weather conditions, congestion, and equipment breakdowns and shortages. Approximately 40 operational hours were lost in Cape Town this week due to adverse weather, while continuous equipment breakdowns and shortages, accompanied by adverse weather, ensured operational disruptions in Durban. Several vessel movements were delayed at the Port of Richards Bay due to bad weather, while poor weather conditions prevented optimal operational performance at our Eastern Cape Ports. Due to the adverse weather experienced at the Port of PE over the most recent fortnight, the Santa Rita/244S and ONE Resilience/244S will call Cape Town southbound to discharge Cape Town imports before calling Port Elizabeth (Coega). Furthermore, minimal reports were received from TFR this week.

In August 2024, global container throughput grew by **↑1,0%** (m/m) and **↑6,6%** (y/y), with Drewry's index reaching **118,3 points**. Greater China and North America showed strong growth, especially at Shenzhen, Ningbo, and West Coast ports. Conversely, the Middle East and South Asia had mixed results and were affected by Red Sea disruptions. Although African imports and West/Central Asia remain steady, global demand remains weak. Shipping lines, anticipating a 2025 alliance reshuffle, are investing in LNG and dual-fuel vessels. Schedule reliability fell to **51,4%** in September, while container freight rates rose, reflecting short-term rate increases amidst low demand. Other developments included **(1)** container industry emissions remaining a concern and **(2)** Canada West Coast port strike update.

The daily average of air cargo handled at ORTIA in the previous week amounted to **616 701 kg** inbound (**↑7%**, w/w) and a substantial **446 656 kg** outbound (**↓2%**). Despite the slight decrease in international air cargo volumes, the average cargo handled remains significantly above the figures registered last year (**↑13%** versus October 2023) and also above pre-pandemic (**↑12%** versus October 2019). International air cargo remains robust; however, despite recent highs, the industry remains below the peaks reached in November 2017 (and nearly matched last November). Internationally, in the last week of October, global air cargo spot rates rose by **↑5%**, reaching **$2,93 per kilogram**, driven by increases from Asia Pacific, Europe, and Central and South America. While global tonnage remained stable, October showed a **↑7%** year-on-year increase, albeit below the previous double-digit growth. Asia Pacific routes grew strongly, contrasting declines from China to the USA. In other developments, **(1)** e-commerce growth shifts industry focus to speed and efficiency, and **(2)** capacity shortages may persist due to regulatory challenges.

In the regional cross-border road freight trade, the average queue times increased by around **half an hour** from last week, as the transit times also increased by around **the same magnitude** (**↑0,5 hours**). The median border crossing times at South African borders increased by **half an hour**, averaging **14,1 hrs** (**↑4%**, w/w) for the week. In contrast, the greater SADC region (excluding South African controlled) also increased by around **half an hour** and averaged **~4,5 hrs** (**↑13%**, w/w). On average, four SADC border posts took more than a day to cross – Chirundu OSBP, Groblersbrug, Kasumbalesa (the worst affected, taking **more than two days** to cross), and Santa Clara. Other developments included **(1)** Skilpadshek border delays – transporters are encouraged to use Nakop, and **(2)** Mozambique's elections influencing transport flows.

In conclusion, we again turn our attention to Private Sector Participation (PSP), which is a significant point of discussion in public discourse again this week. Several critical factors must be addressed to ensure the PSP program's success in South Africa's logistics. First, as emphasised by recent judicial outcomes, transparency in concession processes is essential to build trust and avoid future legal entanglements. The

Department of Transport's PSP office should play a central role in ensuring that partnerships are fair, competitive, and efficiently managed. Financial stability for Transnet is another priority, as the absence of private-sector investment will likely delay crucial infrastructure upgrades, particularly at strategic points like Durban Container Terminal Pier 2. Additionally, operational efficiencies, from reduced truck turnaround times to enhanced crane performance, are vital to meet growing demand and international standards. Aligning PSP with broader port and rail reforms can also foster a competitive environment across terminals, creating ripple effects that enhance the entire logistics network's performance. With these components in place, PSP can stimulate both economic growth and South Africa's standing in global trade.

Contents

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. As mentioned last week, we have changed the reporting unit to TEUs and the week showing Mondays to Sundays to align with TPT.

Table 2 – Container Ports – Weekly flow reported for 28 October to 3 November (measured in TEUs)

7-day flow reported (28/10/2024 – 03/11/2024)			
Terminal	**Daily average**	**Weekly total**	**% (w/w)**
Durban Container Terminal (Pier 2)	4 668	32 679	↑27%
New Pier (Pier 1)	1 818	12 728	↓15%
Cape Town Container Terminal	1 482	10 373	↓27%
Ngqura Container Terminal	1 538	10 767	↑23%
Port Elizabeth Container Terminal	325	2 273	↓37%
Other	1 215	8 502	↑14%
Total	**11 046**	**77 322**	↑3%

Source: Calculated from TPT, 2024. Updated 03/11/2024.

An increased average of **~11 046 TEUs** (↑3%) was handled per day for the last week (*28 October to 3 November*, *Table 2*), compared to the projected average of **~11 302 TEUs** (↓2% actual versus projected) noted in last week's report.

For the coming week, an increased average of **~11 302 TEUs** (↑2%) is predicted to be handled (*4 to 10 November, Table 3*). Port operations were mainly constrained by adverse weather, congestion, equipment breakdowns, and shortages.

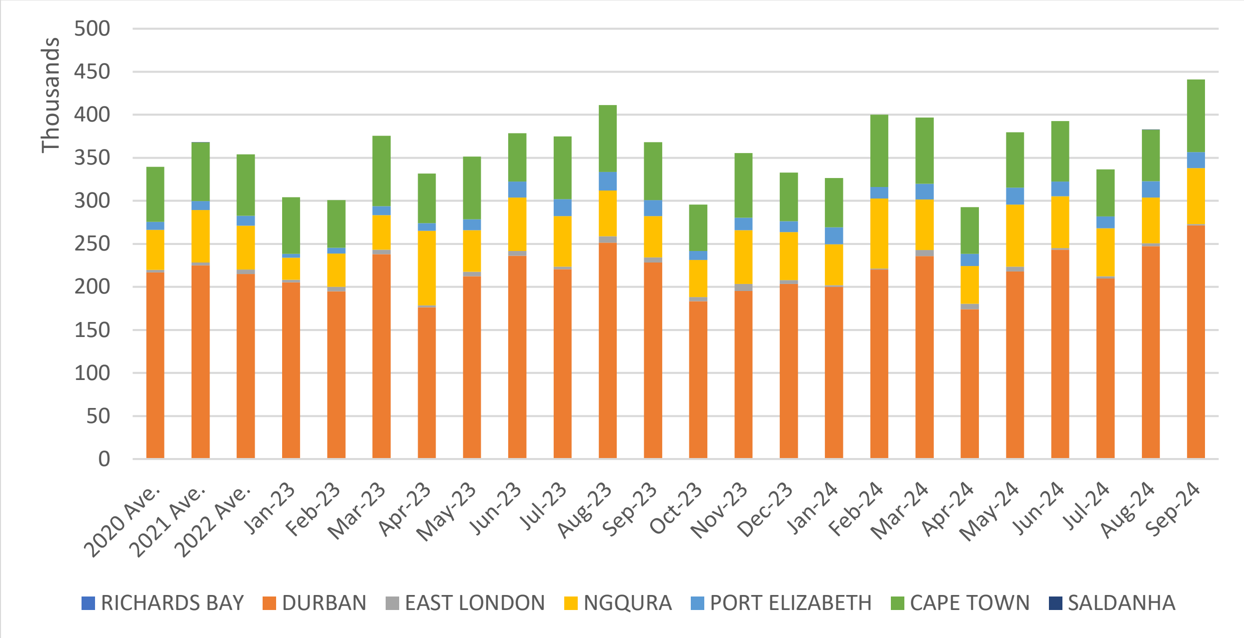
Table 3 – Container Ports – Weekly flow projected for 4 to 10 November (measured in TEUs)

7-day flow reported (04/11/2024 – 10/11/2024)			
Terminal	**Daily average**	**Weekly total**	**% (w/w)**
Durban Container Terminal (Pier 2)	4 507	31 548	↓3%
New Pier (Pier 1)	1 645	11 518	↓10%
Cape Town Container Terminal	2 317	16 216	↑56%
Ngqura Container Terminal	1 913	13 388	↑24%
Port Elizabeth Container Terminal	281	1 965	↓14%
Other	640	4 477	↓123%
Total	**11 302**	**79 111**	↑2%

Source: Calculated from TPT, 2024. Updated 03/11/2024.

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.

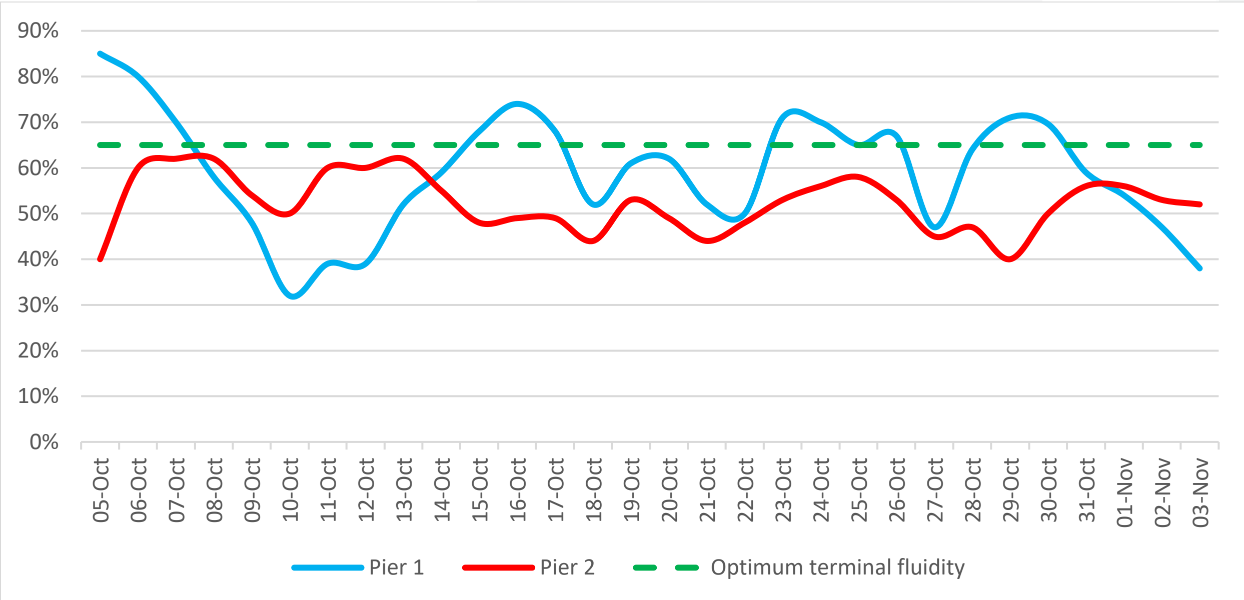
Figure 3 – Monthly flow reported for total container movement (TEUs 2020 to present, m/m)



Source: Calculated using data from TNPA, 2024, and updated 03/11/2024.

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

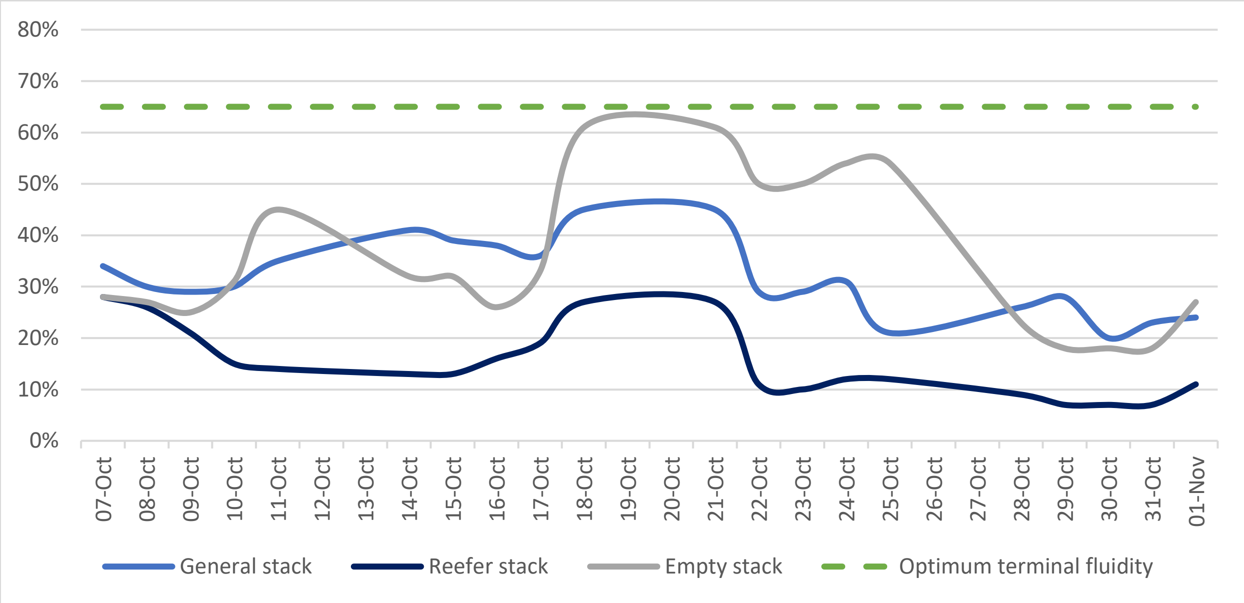
Figure 4 – Stack occupancy in DCT, general-purpose containers (5 October to present; a day on the day)



Source: Calculated using data from Transnet, 2024, and updated 03/11/2024.

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 (7 October to present, day on day)



Source: Calculated using data from Transnet, 2024, and updated 03/11/2024.

b. Summary of port operations

i. Weather and other delays

- Approximately 40 operational hours were lost in Cape Town this week due to inclement weather.
- Continuous equipment breakdowns and shortages, accompanied by adverse weather, ensured operational disruptions in Durban.
- Several vessel movements were delayed at the Port of Richards Bay due to bad weather.
- Poor weather conditions prevented optimal operational performance at our Eastern Cape Ports.

ii. Cape Town

On Thursday, CTCT recorded three vessels at berth and one at anchor, as inclement weather conditions prevented optimal performance at the terminal this week. Between Monday and Wednesday, on the landside, the terminal managed to service 1 837 trucks while handling approximately 106 rail units. On the waterside, the terminal executed approximately 2 902 container moves across the quay during the same period. Stack occupancy for **GP containers** was recorded at **23%**, **reefers** at **7%**, and **empties** at **18%**. Due to inclement weather, approximately 40 operational hours were conceded at the terminal this week. Additionally, the terminal operated with **eight STS cranes**, **23 RTGs**, and **54 hauliers** towards the end of the week.

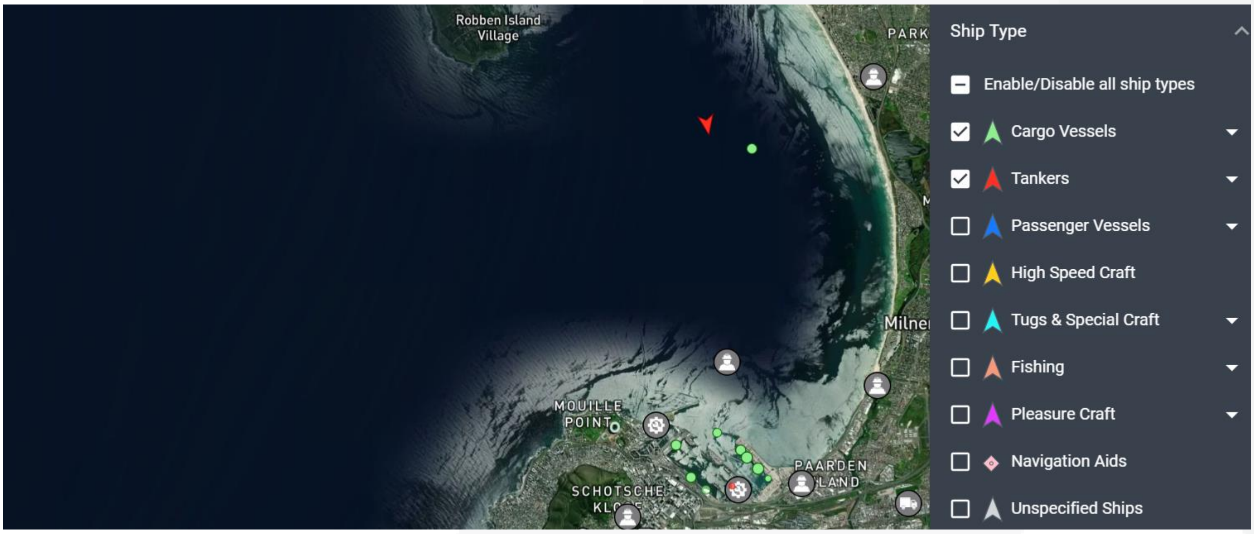
Due to the adverse weather experienced at the Port of PE over the last fortnight, the Santa Rita/244S and ONE Resilience/244S will call Cape Town southbound to discharge Cape Town imports before calling Port Elizabeth (Coega). With the vessel lineup significantly delayed, Maersk anticipates both vessels will be on time for their delayed Port Elizabeth (Coega) berthing slot.

On Thursday, CTMPT recorded two berthed vessels and two vessels at anchor. In the preceding 24 hours, the terminal handled around 311 TEUs and 3 592 tons across the quay. On the landside, 51 trucks were processed during the same period. Towards the end of the week, stack occupancy was recorded at 67% for general cargo, 23% for reefers, and 1% for empties. The latest reports suggest that all three cranes were operational towards the end of the week.

The FPT terminal serviced five vessels during the week of 21-27 October: one dry bulk, two breakbulk, and two layby vessels. Berth occupancy during this period was 51%. FPT planned to handle seven vessels between 28 October and 03 November, with another four scheduled between 4 and 10 November. Rainy weather and the late arrival of transporters ensured operational delays at the terminal this week.

At midday on Friday, there was **one container** vessel at inner anchorage in Cape Town, with the following snapshot of the port and surrounds:

Figure 6 – Cape Town vessel view (per vessel group)



Source: Marine Traffic. Updated 03/11/2024 at 14:00.

iii. Durban

On Thursday, Pier 1 recorded two vessels on berth, operated by five gangs, with another three vessels at anchor. Stack occupancy was **59% for GP containers**. Between Monday and Thursday, the terminal executed approximately 5 273 gate moves on the landside, with an average **TTT of ~93 minutes** (**↓26%**, w/w) and an average **staging time of ~58 minutes** (**↓49%**). Additionally, the terminal moved approximately 4 197 TEUs across the quay on the waterside between Monday and Wednesday. The terminal operated with **five STS** cranes for most of the week and had **14 RTGs** in service towards the end of the week. Strong winds impacted waterside operations at the terminal this week, while transporters doing dual transactions caused some operational delays on the landside.

Pier 2 had four vessels on berth and four at anchorage on Thursday, as adverse weather, congestion, and equipment breakdowns prevented optimal operational performance this week. Stack occupancy was recorded at **56% for GP containers**. The terminal operated with **ten gangs** and moved approximately 7 169 containers across the quay between Monday and Wednesday on the waterside. Between Monday and Thursday, there were approximately 9 501 gate moves on the landside, with an average **TTT of ~111 minutes** (**↓3%**, w/w) and a **staging time of ~151 minutes** (**↓29%**) for the week. Approximately 1 582 units were moved by rail between Monday and Thursday. The number of available straddle carriers fluctuated between **48** and **51** out of a fleet complement of 88 this week. Thus, the availability figure sat roughly at **57%** during this period.

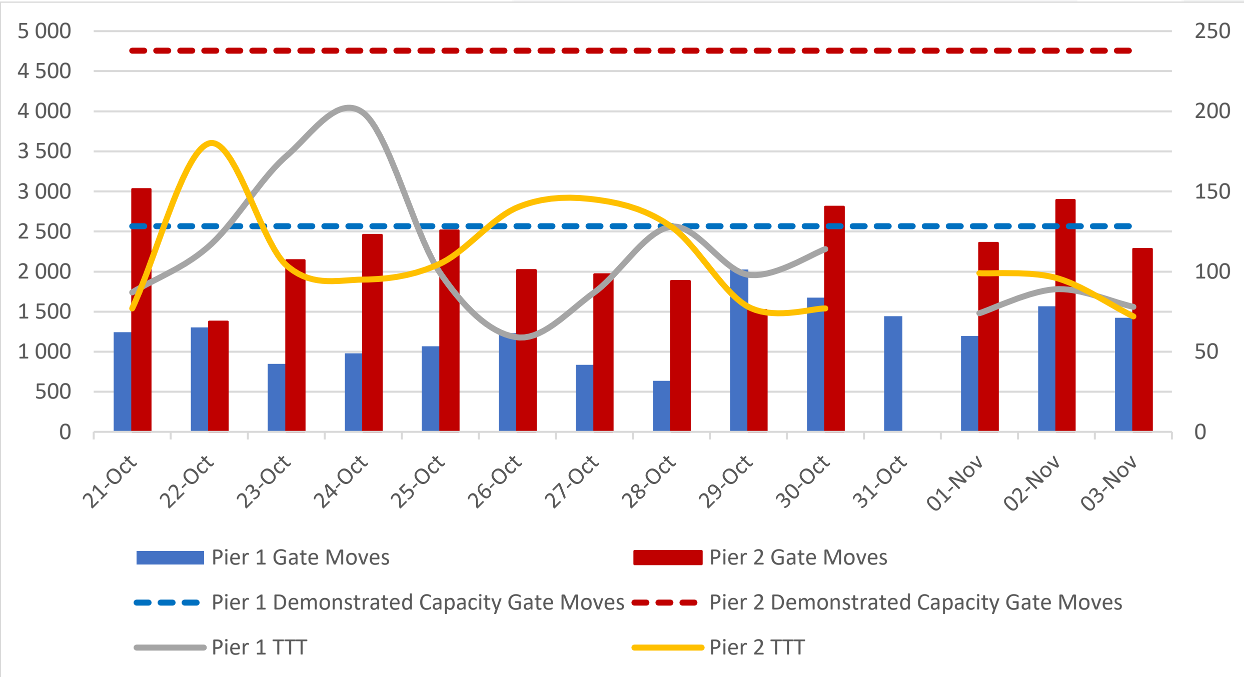
Durban's MPT terminal recorded two container vessels on a berth on Thursday and zero vessels at the outer anchorage. Stack occupancy for containers was 55%, with the breakbulk stack at 70%. In the preceding 24 hours, the terminal managed to handle 499 containers but zero tons of breakbulk on the waterside. On the landside, 423 container trucks and 167 breakbulk RMTs were serviced. During this period, three cranes, nine reach stackers, seven forklifts, and 19 ERFs were in operation.

On Thursday, the Maydon Wharf MPT had one berthed vessel with one vessel at anchor. During the 24 hours between Wednesday and Thursday, the terminal managed to handle 6 430 tons on the waterside while handling 15 RMTs on the landside. During the same period, the agri-bulk terminal recorded zero vessels on berth with none at outer anchorage. No operations occurred at the terminal, with the next vessel anticipated to arrive around 24 November.

On Wednesday, the Ro-Ro terminal in Durban recorded zero vessels on the berth, with none at anchorage. In the 24 hours leading to Thursday, the terminal handled 936 road and 267 rail units on the landside while handling zero units on the waterside. Overall stack occupancy was 43% (Exports: 83%, Imports: 15%, Transshipments: 2%), 5% at Q&R, and 40% at G-berth. During this period, the terminal had 136 high-and heavies (abnormal loads) on hand and managed to handle 26.

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



Source: Calculated using data from Transnet, 2024, and updated 03/11/2024.

The queue of container vessels waiting outside Durban has decreased somewhat in the last few weeks. At midday on Friday, **three** vessels were waiting for Pier 2, **three** for Pier 1, and **none** for Point terminal, with a current estimation of **at least four additional days added to the schedules** (another slight reduction from last week). The following is a snapshot of the port and vessels waiting to berth:

Figure 8 – Durban vessel view (per vessel group)

Source: Marine Traffic. Updated 03/11/2024 at 14:00.

Lastly, the Port of Durban experienced severe weather conditions commencing on 4 November. Heavy rain accompanied wind gusts reaching 30 knots, which impacted various operations, with weather-sensitive bulk cargo, break bulk, and automotive all impacted to varying degrees – which the numbers next week will show. DCT again experienced equipment breakdowns due to water ingress, an ongoing concern impacting the already depleted straddle availability at Pier 2. Wet, slippery conditions on the yard surface at Pier 2 also slow down the operations of straddle carriers. The weather forecast for the port area indicates conditions will improve marginally by mid-week.

iv. Richards Bay

On Thursday, Richards Bay recorded ten vessels at anchor and 13 on the berth, translating to four vessels at DBT, five at MPT, two at RBCT, and two at the liquid bulk terminal. Two tugs, one pilot boat, and one helicopter operated for marine resources in the 24 hours before. The pilot boat was out of commission between Tuesday and Wednesday due to the craft not being fully manned. On Thursday, the coal terminal had two vessels at berth and one at anchor while handling 137 783 tons on the waterside. The daily average for the week was quite low – at around **110 961 tons** (**↓34%**, w/w). However, on the landside, 20 trains were serviced, slightly below the target of 22.

v. Eastern Cape ports

On Thursday, NCT recorded three vessels on berth and two at anchor, with one vessel drifting. Marine resources of two tugs, one pilot boat, two pilots, and one berthing gang were in operation 24 hours before. Stack occupancy figures were recorded at 13% for reefers, 24% for reefer ground slots, and 27% for the general stack. Despite conceding around three operational hours to adverse weather during this period, the terminal handled approximately 1 700 TEUs and 22 reefers on the waterside. Approximately 504 trucks were processed on the landside at an average TTT of ~39 minutes. Towards the end of the week, the terminal had six STS cranes, 24 RTGs, and 49 hauliers in operation.

On Thursday, GCT recorded one vessel at berth and zero 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. Despite experiencing some weather challenges, 87 trucks were processed at a TTT of ~30 minutes on the landside, while 736 TEUs were handled across the quay on the waterside. Stack occupancy was recorded at 38% for the general stack, 1% for reefers, and 41% for reefer ground slots. Additionally, towards the end of the week, the terminal had two STS cranes, one mobile harbour crane, and nine straddles available.

On Wednesday, the Ro-Ro terminal had one vessel on berth and zero vessels at outer anchorage. In the 24 hours leading to Thursday, the terminal handled 426 units on the waterside, leading to a stack occupancy figure of 64%.

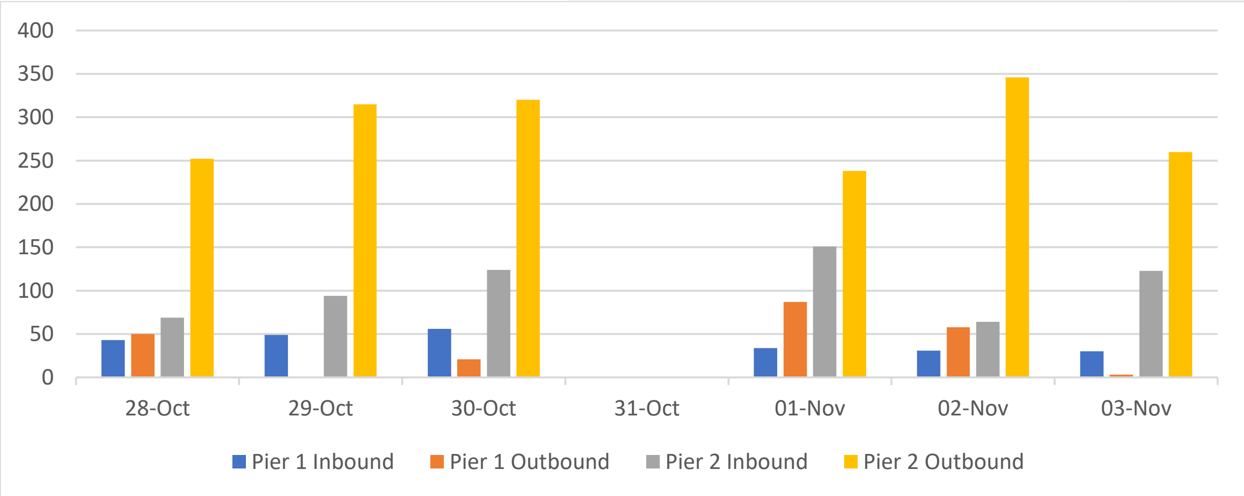
vi. Saldanha Bay

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

vii. Transnet Freight Rail (TFR)

TFR received minimal reports this week; however, towards the end of the week, DCT Pier 2 had 197 ConCor units on hand with a dwell time of 120 hours and 422 over-border units with a dwell time of 13 days. The following figures show the number of containers handled on the Container Corridor this week:

Figure 9 – TFR: Rail handled (Pier 1 and Pier 2)



Source: Calculated using data from Transnet, 2024. Updated 03/11/2024.

In the last week (*28 October to 3 November*), rail cargo handled out of Durban was reported at **2 818** containers, down by ↓21% from the previous week's **3 784** 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 21 October. For comparative purposes, the average air freight cargo (inbound and outbound) handled at ORTIA in *October 2023* averaged **~944 516 kg** per day.

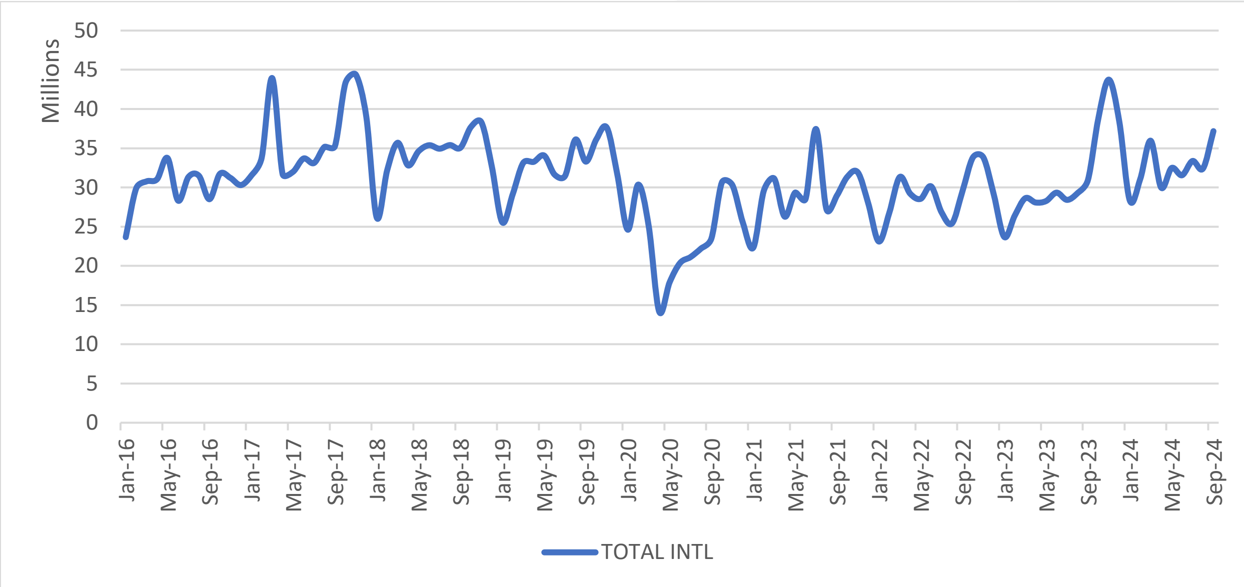
Table 4 – International inbound and outbound cargo from OR Tambo

Flows	21-Oct	22-Oct	23-Oct	24-Oct	25-Oct	26-Oct	27-Oct	Week
Volume inbound	485 995	232 477	507 731	226 064	453 590	277 175	2 133 876	**4 316 908**
Volume outbound	242 574	261 794	282 605	259 695	236 593	112 232	1 731 101	**3 126 594**
Total	**754 574**	**556 680**	**773 564**	**498 906**	**671 351**	**594 214**	**3 726 831**	**7 443 502**

Courtesy of ACOC. Updated: 30/10/2024.

The daily average of air cargo handled at ORTIA in the previous week amounted to **616 701 kg** inbound (**↑7%**, w/w) and a substantial **446 656 kg** outbound (**↓2%**). Despite the slight decrease in international air cargo volumes, the average cargo handled remains significantly above the figures registered last year (**↑13%** versus October 2023) and also above pre-pandemic (**↑12%** versus October 2019). International air cargo remains very robust; however, despite the highs achieved recently, the industry is still some distance away from the peaks recorded in November 2017 (and nearly replicated in November last year):

Figure 10 – International cargo from all imports (OR Tambo:~84%) – volumes per month (kg millions)

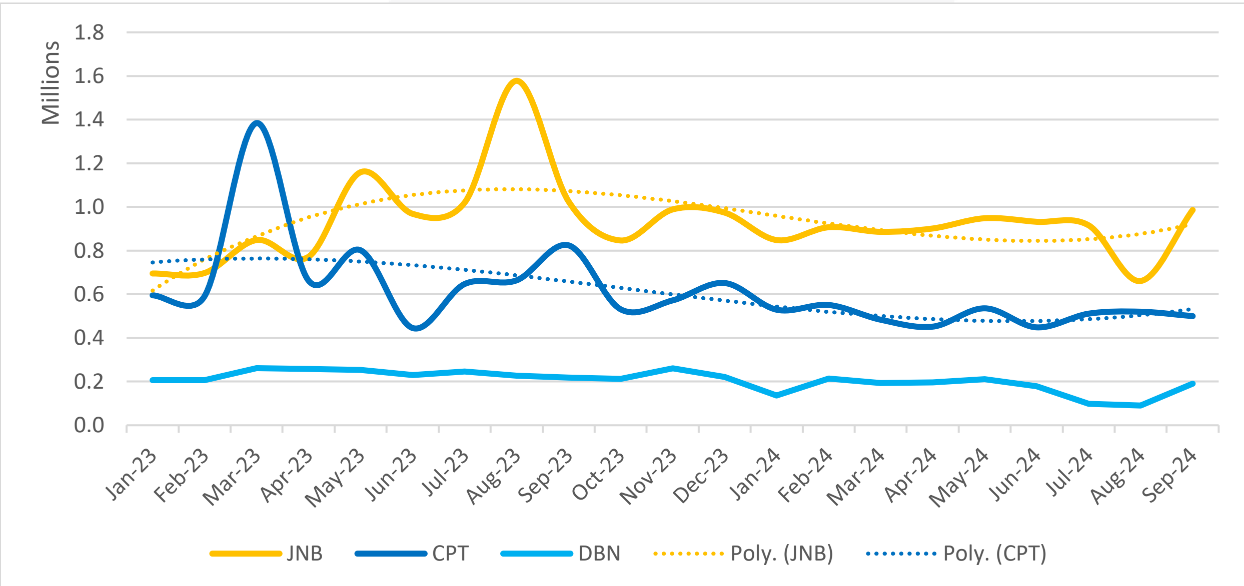


Courtesy of ACOC. Updated: 30/10/2024.

b. Domestic air cargo

The following figure shows the movement since the start of last year:

Figure 11 – Domestic inbound and outbound cargo (thousands)



Courtesy of ACOC. Updated: 25/10/2024.

3. SARS Merchandise Trade Statistics: September

SARS released its latest "*Merchandise Trade Statistics*" for September[7], showing a preliminary monthly trade surplus of **R12,8 billion**. Monthly trade indicates that exports increased by **↑3,5%** from August (m/m), while imports decreased by **↓1,3%** (m/m). The YTD figures reveal a trade surplus of **R100,4 billion**, a significant improvement from the **R60,4 billion** surplus recorded in 2023. Annually, export flows for September 2024 were **R170,7 billion** and **↓1,6%** (y/y) lower than in September 2023, while import flows were slightly higher by **↑0,1%**, increasing from **R157,8 billion** to **R157,9 billion** in the current period.

Regionally, trade with BELN countries for September resulted in a trade surplus of **R11,0 billion**, derived from exports of **R17,0 billion** and imports of **R6,0 billion**. Exports to our neighbouring countries decreased by **↓11,2%** (m/m) between August and September, while imports rose by **↑2,4%** (m/m) over the same period. Cumulative figures for the year demonstrate a substantial positive trade balance with BELN countries, increasing from **R93,2 billion** in 2023 to a surplus of **R100,7 billion** in 2024 (which curiously is the nigh-on exact figure as the total YTD – implying that, when taking away BELN countries, South Africa's trade balance with all other trading partners is net zero).

4. Road and Regional Update

a. Cross-border and road freight delays

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 increased by **half an hour**, averaging **14,1 hrs** (**↑4%**, w/w) for the week.
- In contrast, the greater SADC region (excluding South African controlled) also increased by around **half an hour** and averaged **~4,5 hrs** (**↑13%**, w/w).
- **Skilpadshek Border delays:**
    - Transporters faced extended waiting times, with 16-24 hours queues. Drivers were reminded of the necessity of carrying completed documentation to avoid adding to delays.
    - Following discussions with SARS, stricter penalties will now be enforced for non-compliance, and a new rule prohibits vehicles from entering the 10km border zone without a "proceed to Border" authorisation.
    - In light of the delays at Skilpadshek, Nakop was suggested as an alternative route operating 24 hours a day.
- **Mozambique's recent elections:**
    - Following recent electoral tensions, Mozambique's Machipanda and Lebombo borders saw restrictions, with authorities advising transporters and drivers to park safely and avoid travel.
    - Reports of a potential week-long strike, which started on Thursday, added to the uncertainty, though no major updates have been received.

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

[7] SARS. 31/10/2024. Trade Statistics: September 2024.

Table 5 – Delays[8] summary – South African borders (both directions)

Border Post	Direction	HGV[9] 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	455	22,1	6,5	22,1	13 650	3 185
Beitbridge	Zimbabwe-SA	420	11,0	2,2	10,6	12 600	2 940
Groblersbrug	SA-Botswana	227	28,8	1,4	29,0	6 810	1 589
Martins Drift	Botswana-SA	212	4,4	0,5	4,2	6 360	1 484
Kopfontein	SA-Botswana	269	15,2	1,5	15,1	8 070	1 883
Tlokweng	Botswana-SA	29	0,6	0,2	0,4	870	203
Vioolsdrift	SA-Namibia	30	4,5	1,2	4,3	900	210
Noordoewer	Namibia-SA	20	1,4	0,3	1,3	600	140
Nakop	SA-Namibia	30	3,5	1,1	3,3	900	210
Ariamsvlei	Namibia-SA	20	1,1	0,4	1,1	600	140
Skilpadshek	SA-Botswana	269	18,8	2,3	18,4	8 070	1 883
Pioneer Gate	Botswana-SA	79	1,6	1,0	1,4	2 370	553
Lebombo	SA-Mozambique	1 446	6,9	0,6	6,5	43 380	10 122
Ressano Garcia	Mozambique-SA	125	1,3	0,3	1,2	3 750	875
Sum/Average		**3 631**	**8,7**	**1,4**	**8,5**	**108 930**	**25 417**

Source: TLC, FESARTA, & Crickmay, week ending 27/10/2024.

Table 6 – 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	13,2	2,4	12,9	9 600	2 240
Central Corridor	798	0,0	0,0	0,0	23 940	5 586
Dar Es Salaam Corridor	1 819	9,9	4,8	9,8	54 570	12 733
Maputo Corridor	1 571	4,1	0,4	3,8	47 130	10 997
Nacala Corridor	127	0,0	0,0	0,0	3 810	889
North/South Corridor	3 684	10,8	1,3	10,3	110 520	25 788
Northern Corridor	2 817	2,5	0,4	2,5	92 520	21 588
Trans Caprivi Corridor	116	0,0	0,0	0,0	3 480	812
Trans Cunene Corridor	100	14,6	0,2	14,5	3 000	700
Trans Kalahari Corridor	378	6,1	1,1	5,9	11 340	2 646
Trans Oranje Corridor	100	2,6	0,7	2,5	3 000	700
Sum/Average	**11 830**	**5,7**	**1,0**	**5,5**	**362 910**	**84 679**

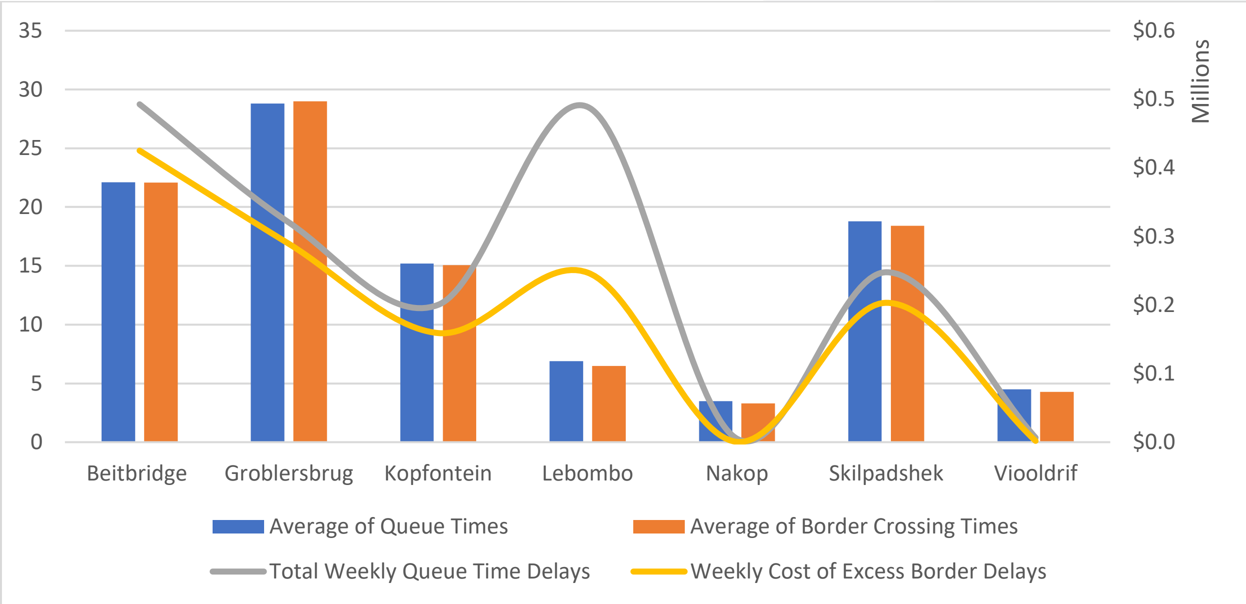
Source: TLC, FESARTA, & Crickmay, week ending 27/10/2024.

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

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

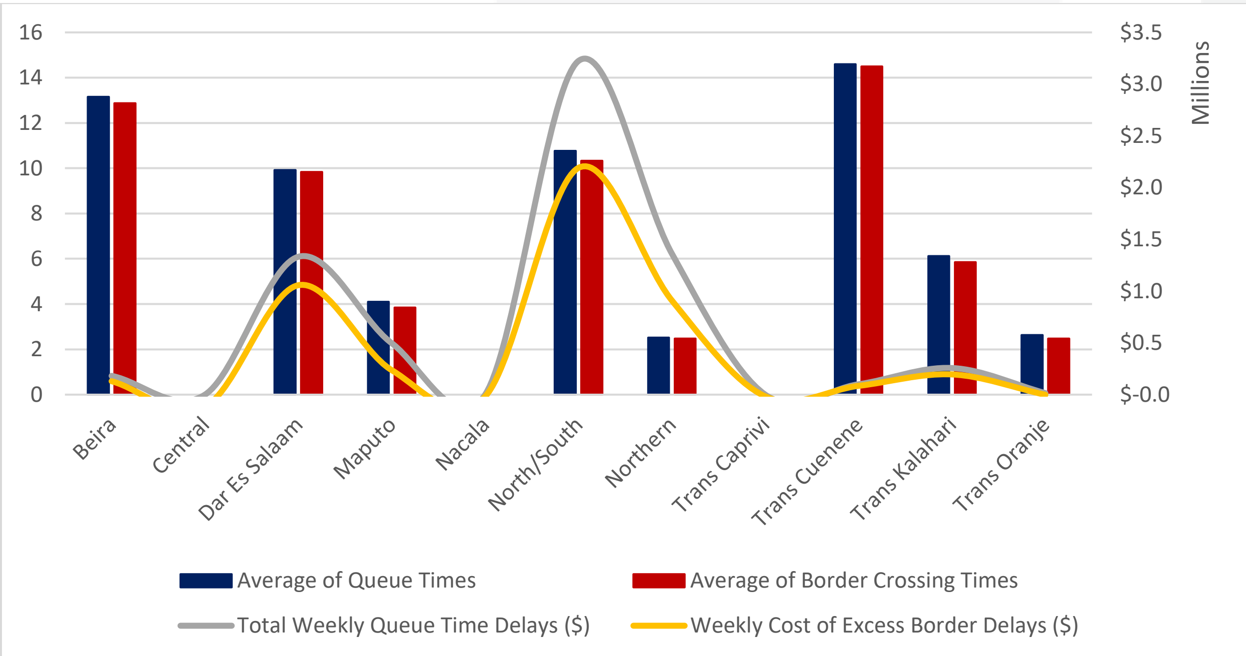
Figure 12 – Weekly cross-border delays & est. Cost from an SA border perspective (hours & $ millions)



Source: TLC, FESARTA, & Crickmay, week ending 27/10/2024.

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

Figure 13 – Weekly cross-border delays & est. Cost from a corridor perspective (hours & $ millions)



Source: TLC, FESARTA, & Crickmay, week ending 27/10/2024.

In summary, cross-border queue time averaged **~5,7 hours** (up by **~0,6 hours** from the previous week's **~5,1 hours**), indirectly costing the transport industry an estimated **$7 million** (**R122 million**). Furthermore, the week's average cross-border transit times hovered around **~5,5 hours** (up by **~0,5 hours** from the **~5,0 hours** recorded in the previous report), at an indirect cost to the transport industry of **$4,7 million** (**R82 million**). As a result, the total indirect cost for the week amounts to an estimated **~$11,6 million** (**R204 million**, up by **~R39 million** or **↑24%** from **~R165 million** in the previous report).

5. International Update

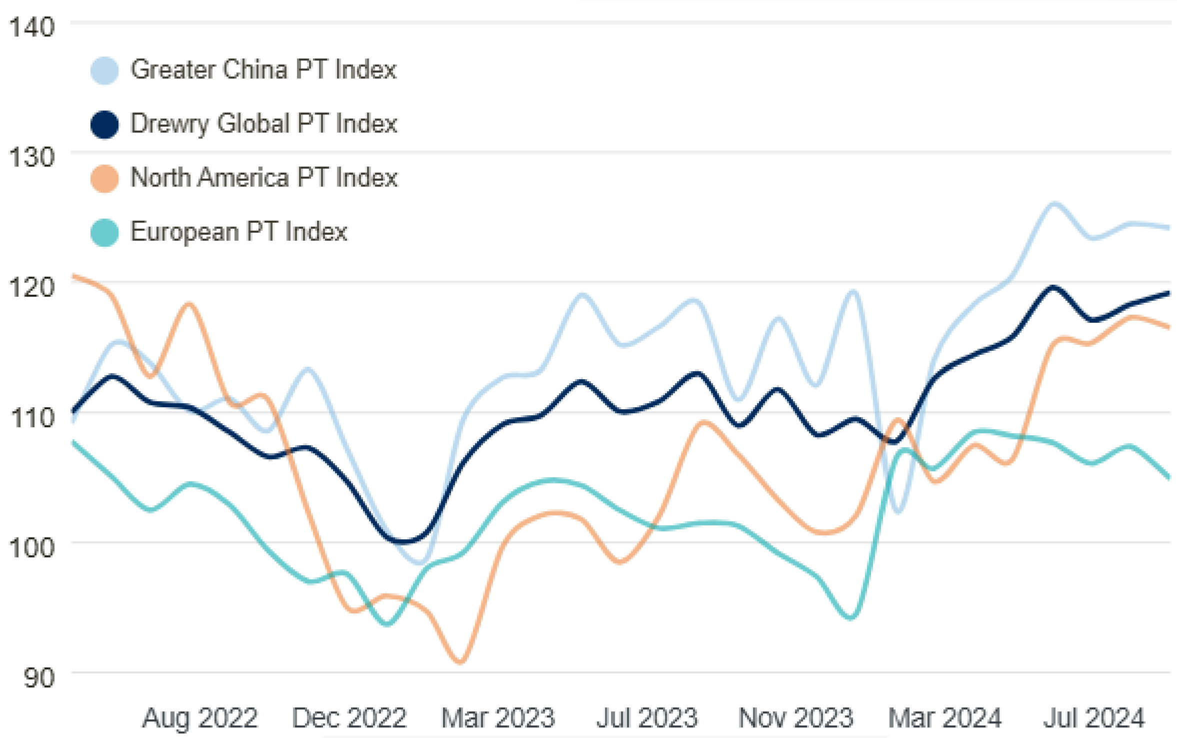
The following section provides some context around the global economy and its impact on trade, mainly an update on **(a)** the global shipping industry and **(b)** the global aviation industry.

a. Global shipping industry

i. Global container port throughput and current market conditions

Global container throughput experienced steady growth in August 2024, with Drewry's "*Global Container Port Throughput Index*" rising by **↑1,0%** (m/m) to **118,3 points**, marking an annual increase of **↑6,6%**. The global 12-month rolling growth rate improved to **↑5,5%**, and year-to-date growth reached **↑6,9%**, with all regions—except the Middle East and South Asia—recording volume growth. Notably, Africa saw positive throughput trends, though specific regional details were limited. According to Drewry's "*Nowcast Model*", global port throughput is estimated to have grown by another **↑0,8%** (m/m) in September:

Figure 14 – Drewry Global Container Port Throughput Index

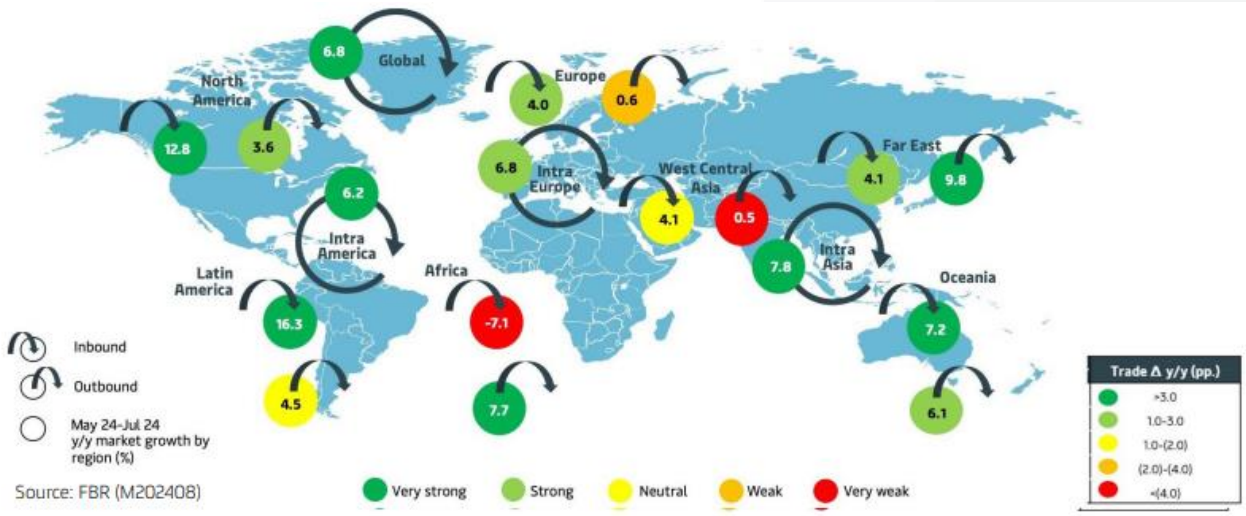


Source: Drewry

In regional highlights, Greater China's index rose to **124,5 points** (**↑0,9%**, m/m, **↑6,8%**, y/y), supported by strong growth in ports like Shenzhen and Ningbo. North America's throughput also grew significantly, with the index up by **↑1,7%**, m/m (**↑15%**, y/y), led by substantial increases at West Coast ports, particularly Long Beach. Conversely, the Middle East and South Asia saw divergent trends, with the regional index up **↑1,0%** (m/m) but down **↓3,7%** (y/y). South Asia showed a rolling 12-month growth rate of **↑8,5%**, while the Middle East lagged at **↓9,1%**, mainly due to disruptions in the Red Sea region.

Looking slightly ahead, global container demand remains relatively strong across the globe, with African imports and West and Central Asia the only regions exhibiting poor demand, according to the latest assessment by Maersk:

Figure 15 – Ocean General Market Outlook (y/y % change)



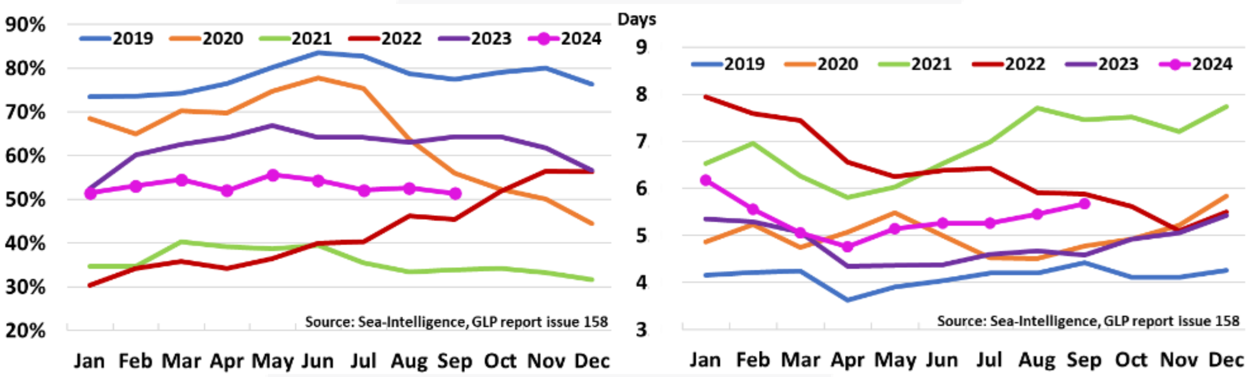
Source: Maersk

On the market supply side, net deliveries continued to increase in 2024 and grew nearly **1 million TEU in Q2**. The influx of new deliveries has helped deal with the reorganisation of networks following the Red Sea crisis. As such, Container shipping lines are ramping up newbuilding orders in anticipation of the 2025 reshuffling of alliances, with major players like Maersk Line, Hapag-Lloyd, and Cosco investing billions in new LNG dual-fuel and conventionally fuelled vessels.[10] Taiwan's Wan Hai Lines and feeder operators, such as Hong Kong-based SITC, are enhancing their fleets to support expanded operations and strategic alliances. However, the orderbook has started declining for now but remains somewhat elevated. Idling and recycling remain low.

ii. Schedule reliability

According to *Sea Intelligence*, global schedule reliability decreased by **↓1,2%** (m/m) to **51,4%** in September, continuing its slight downward trend since the May Peak.[11]

Figure 16 – Global Schedule Reliability (%) and Global Average Delays for Late Vessel Arrivals (days)



Source: Sea Intelligence

The low volatility in schedule reliability in 2024 gives shippers a relatively good idea of what to expect month on month. The average delay for late vessel arrivals increased (by **0,21 days**, m/m) to **5,67 days**, which is the third-highest figure for the month, only surpassed by pandemic highs of 2021-2022. Maersk was the most reliable top-13 carrier in September 2024, with a schedule reliability of **55,5%**. CMA CGM followed with

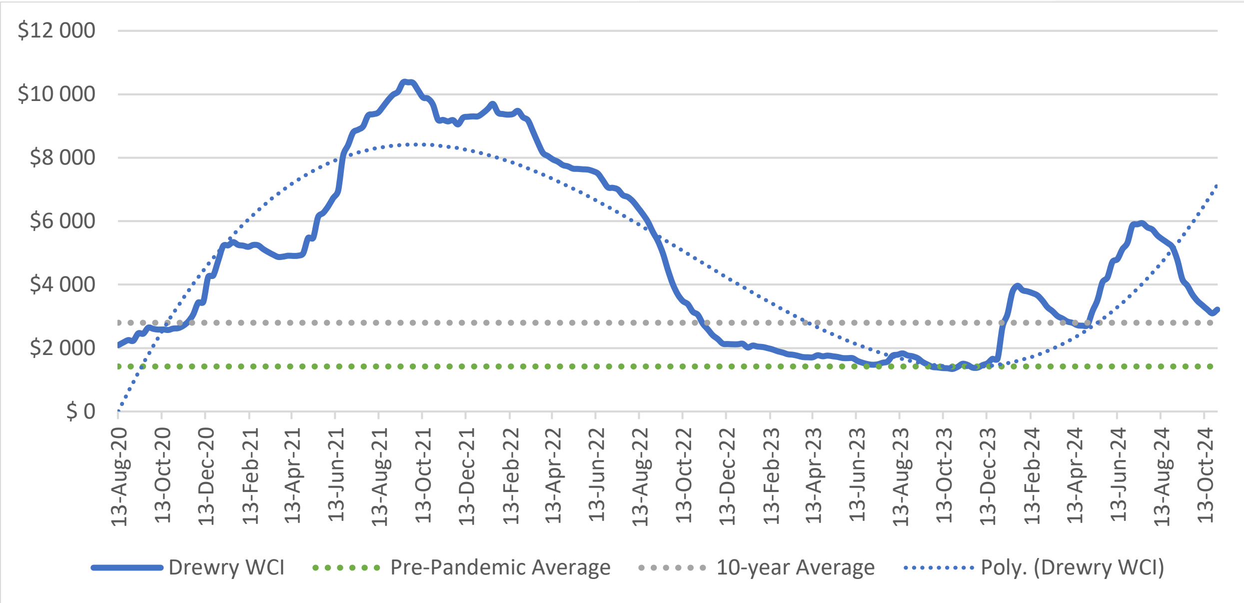
[10] Li, M. 31/10/2024. Maersk and Hapag-Lloyd line up major newbuild order to boost Gemini fleet.
[11] Murphy, A. 31/10/2024. Global schedule reliability drops to 51.4% in September 2024.

schedule reliability of **50,9%** as the only two carriers above the **50% mark**. The remaining 11 carriers were all in the **40%-50% range**. Wan Hai was the least reliable, with **40,4% schedule reliability**. Scheduling remains volatile, as Drewry's "*Cancelled Sailings Tracker*" registered a high **10% cancellation rate**.[12]

iii. Global container freight rates and global container market summary

After 15 weeks of consistent incremental decreases in global spot rates, Drewry's "*World Container Index*" increased this week in line with the planned general rate increases globally.[13] The composite index is up by **↑3,8%** (or **$118**), trading at **$3 213 per 40-ft container**.[14] The following illustration shows the freight rate developments since the pandemic, with the volatility evident:

Figure 17 – World Container Index and Charter rates (YTD, $ per 40ft, index)



Source: Calculated from Drewry and Harpex

Carriers' recent attempts to raise Asia-Europe spot rates are seen as short-term efforts to curb declining prices, primarily driven by low demand and ample stock levels among European shippers. Despite tighter bookings due to blank sailings, these hikes are expected to falter as market fundamentals continue pointing downward, especially with long-term contract negotiations underway. Meanwhile, charter rates remain stable, as the *Harper Petersen Index* (Harpex) traded around **1 973 points** (**↑0,3%,** w/w) on Friday.

iv. Further developments of note

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

1. **Container industry emissions remain a concern:**
    a. A recent lull in global liner fleet activity due to the end of the early peak season and a brief US east coast port strike has led to an increase in idle vessels, now totalling **245 000 TEU**, or **0,8% of the global fleet**.[15]
    b. Despite this, demand for smaller vessels (3 000 TEU and below) has risen, and the charter market remains robust. Some shipowners are using the downtime for maintenance and retrofits.

[12] Drewry. 01/11/2024. Cancelled Sailings Tracker.
[13] Van Marle, G. 01/11/2024. 'Desperate' GRIs by carriers prop up Asia-Europe spot rates, for now.
[14] Drewry. 31/10/2024. World Container Index.
[15] Bartlett, C. 31/10/2024. Idle containership fleet grows a little – but emissions are soaring.

c. However, the increased use of the Cape of Good Hope route has led to a surge in CO_2 emissions, with Xeneta reporting a **↑12,2%** rise in Q3, driven by longer distances and higher vessel speeds amid uneven trade flows.

2. **Canada West Coast port strike update:**
   a. Canada's ports are facing significant disruptions on both coasts due to labour actions. West Coast ports, including Vancouver, are impacted by a strike notice from ILWU Local 514 and a coastwide lockout planned by the BCMEA.[16]
   b. This lockout will halt most cargo operations in British Columbia, excluding grain and cruise activities, in response to unresolved bargaining issues. Montreal's Termont terminals on the east coast are closed amid an "unlimited" strike, prompting the Maritime Employers Association to urge government intervention as it faces volume drops and potential job cuts.

b. Global air cargo industry

In the last full week of October, global air cargo spot rates increased by **↑5%**, driven by rate rises from Asia Pacific (**↑3%**), Europe (**↑7%**), and Central & South America (**↑8%**), with average rates reaching **$2,93 per kilo**. While tonnages remained stable, worldwide levels are around **↑4%** higher than last year. October's preliminary figures indicate a **↑7%** year-on-year increase in tonnage, though lower than earlier double-digit rises. Major Asia Pacific routes showed mixed results, with Hong Kong to Europe tonnage up **↑29%** (y/y), while China tonnage declined by **↓4%** week-on-week. The Middle East and South Asia (MESA) origins experienced a **↓9%** decrease to Europe, continuing the impact of shipping disruptions. Overall, strong Asia Pacific growth contrasts with declines from China to the USA, where tonnage remains **↓20%** below pre-Golden Week levels despite rates up **↑39%** (y/y) on transpacific routes. Lastly, The two-week trend shows a **↑3%** increase in average rates and notable route-specific shifts, including increases from Europe to North America and Asia Pacific to North America. The following matrix illustrates the changes in the last five weeks:

Figure 18 – Capacity, weight, and rates by region (last 2 to 5 weeks, y/y % change)

Origin Regions last 2 to 5 weeks (WORLD ACD)	Capacity¹			Chargeable weight¹			Rate¹		
	Last 5 wks	2Wo2W	YoY	Last 5 wks	2Wo2W	YoY	Last 5 wks	2Wo2W	YoY
Africa		-2%	-1%		+2%	+4%		+4%	+8%
Asia Pacific		+2%	+1%		+4%	+5%		+2%	+17%
C. & S. America		+2%	+11%		-1%	+6%		+2%	+2%
Europe		-1%	+0%		+1%	+2%		+3%	-3%
M. East & S. Asia		-1%	0%		-4%	+9%		-0%	+48%
North America		+2%	+1%		+2%	+5%		+2%	-5%
Worldwide		+1%	+1%		+2%	+5%		+3%	+11%

Source: World ACD

In other air cargo news, recent increases in e-commerce have reshaped the industry, prioritising speed and efficiency over cost. Airlines are now focusing on optimising ground handling to stay competitive.[17] Swissport's Guillaume Halleux emphasised that winning the logistics race involves service speed and ground operations, not pricing, requiring seamless stakeholder communication. However, industry insiders recognise challenges in standardising data platforms and integrating with advanced e-commerce systems, citing resistance to change and entrenched inefficiencies.

[16] Lennane, A. 01/11/2024. Canada's west coast port employers lock out union workers set to strike.
[17] Goldstone, C. 31/01/2024. Airlines need speed and efficiency on the ground to keep etailers happy.

Looking further ahead, the air cargo industry faces a severe and prolonged shortage of widebody freight capacity, which may persist until the end of the decade due to limited new aircraft availability and certification challenges.[18] ICAO's 2028 emissions standards could exacerbate this shortage by restricting certain aircraft production, raising costs and limiting shipping options for forwarders and shippers. Industry leaders suggest exceptions to the sustainability targets might be necessary to maintain capacity and avoid excessive rate increases.

ENDS[19]

[18] Goldstone, C. 01/11/2024. Air cargo capacity squeeze could linger 'until the end of the decade'.

[19] **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

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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.

The FERI Certificate is an electronic document required to clear imported and transited goods to or through the DRC.

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- We **reduce your administrative burden** by completing the application on your behalf.
- We abide by a strict **Non-Disclosure Agreement** and information shared with us will never be used for any other purpose.
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