SAVINO DEL BENE®
Global Logistics and Forwarding Company

CARGO MOVEMENT UPDATE

Date: 9 February 2025

Key Notes

- An average of **~10 938 TEUs** was handled per day, with **~12 123 TEUs** projected for next week.
- Rail cargo handled out of Durban was reported at **2 207** containers, down ↓20% from last week.
- Truck volumes through Lebombo are slightly up at **1 453 HGVs/day** (**↑2%**), with an average queue of **2,3km**.
- Cross-border queue: **↓1,2 hrs**; transit: **↓1,1 hrs**; SA borders: **12,2 hrs** (**↑14%**); SADC: **5,8 hrs** (**unchanged**).
- Global container volume (dry & reefer) is up by **↑4,5%** (m/m) and **↑7,6%** (y/y) in December. FY: **↑5,7%**.

i. Port operations - General

- In our container terminals, a decreased average of **10 938 TEUs** was handled per day, down from **11 548 TEUs** last week.
  - For the coming week, an increased average of **~12 123 TEUs** (**↑10%**) is predicted to be handled.
- Adverse weather, vacant berths, equipment breakdowns and shortages mainly constrained port operations.
  - The Port of Cape Town conceded more than 30 operational hours this week to adverse weather, while the main operational constraints in Durban proved to be adverse weather and continuous equipment breakdowns.
  - Inclement weather conditions and vacant berths mainly impacted operations at our Eastern Cape Ports, while minimal delays were reported at the Port of Richards Bay.
  - The latest reports suggest that a hook-up occurred on the ConCor line near Denville, Pretoria, on Saturday (1 February), with monthly maintenance operations occupying the line between 06:00 and 18:00 on Monday (3 February).
  - Additionally, the latest reports from Maersk suggest that the operational landscape at our South African ports has improved recently, with port throughput increasing after the festive period.

ii. Port operations – Performance metrics

- CTCT stack occupancy for **GP containers was recorded at 22%**, **reefers at 32%**, and **empties at 39%**.
  - Additionally, the terminal operated with **eight STS cranes**, **22 RTGs**, and **68 hauliers** towards the end of the week.
  - The latest reports suggest that Crane LC1 remains out of commission, with no ETR yet communicated.
- CTCT handled a relatively high average of **~1 822 TEUs** (**↓4%**, w/w) containers a day. An increased average of **~2 059** (**↑13%**) is projected this week.
- DCT Pier 1: Stack occupancy was **34%** for **GP containers**.
  - The terminal operated with **four STS cranes and 12 RTGs** towards the end of the week.
- DCT Pier 1 handled **~1 671 TEUs** (**↓12%**, w/w) containers a day, with an increased average of **~1 859 TEUs** (**↑11%**) projected this week.
  - The **average TTT** for the week was **~84 minutes** (**↓20%**, w/w) and an average **staging time** of **~51 minutes** (**↓35%**).
- DCT Pier 2: Stack occupancy was at **41%** for **GP containers**.
  - The terminal operated with **ten gangs**.
  - The number of available straddle carriers fluctuated between **44** and **47** out of a fleet complement of **88** this week.

      - Thus, the availability figure sat roughly at **52%** during this period.
    - Cranes 520, 522, 530, 531, and 533 are currently the most notable crane absentees.
      - An ETR was announced for Crane 531, which is set to return to operations around 16 February, while Cranes 530 and 533 are anticipated to return to service over the weekend.
- DCT Pier 2 handled another relatively high average of **~4 629 TEUs** (**↑5%**, w/w) containers a day, with an increased average of **~5 044 TEUs** (**↑9%**) projected this week.
    - For the last week, there was an **average TTT** of **~85 minutes** (**↑20%**, w/w) and a staging time of **~72 minutes** (**↓33%**).
    - The queue of container vessels waiting outside Durban remains very low, as vessels are currently berthing on their CTOC arrangements.
      - On Monday evening (10 February), **zero** container vessels were waiting for Pier 1, **one** for Pier 2, and none for Point.
- South Africa's other container terminals produced the following results for the week:
    - Ngqura Container Terminal handled an average of **~1 709 TEUs** (**↓11%**, w/w) containers a day, with another high average of **~2 151 TEUs** (**↑26%**) projected this week.
    - Port Elizabeth Container Terminal handled an average of **~178 TEUs** (**↑5%**, w/w) containers a day, with a similar average of **~178 TEUs** (**no change**) projected this week.
    - Other terminals handled a combined average of **~827 TEUs** (**↓28%**, w/w), with a slightly decreased average of **~832 TEUs** (**↓1%**) projected this week.
- At RBCT, the daily average for the week decreased significantly to around **130 000 tons** (**↓11%**, w/w).
    - An average of **18 trains** (down by one from last week) were serviced on the landside, still slightly below the target of 22.
- In the last week (*3 to 9 February*), rail cargo handled out of Durban was reported at **2 207** containers, down by ↓20% from the previous week's **2 757** containers.

iii. Lebombo update

As of the week spanning 3 to February 9, very few reported disruptions or blockages affecting operations and cargo flows at the Lebombo Border Post and along the N4 Corridor between South Africa and Mozambique. The following notes summarise the recent developments:

- Truck volumes are slightly up versus last week at **1 453 HGVs per day** (**↑2%**, w/w), with an average queue of **2,3km** and an average border time of around **4,5 hours** per crossing.
- Rail to Maputo has decreased **to three trains a day** on average in the last week.
- Sugar trains from Eswatini are constant at around **two trains a day**.

iv. Local and cross-border road:

- The median border crossing times at South African borders increased by **an hour and a half**, averaging **~12,2 hrs** (**↑14%**, w/w) for the week.
- In contrast, the greater SADC region (excluding South African controlled) remained unchanged from last week, averaging **~5,8 hrs**.

1. **Groblersbrug (GRB) reopened:**
    a. Officially operational again from 30 January at 10 AM.
    b. Trucks declared for exit at Kopfontein (KFN) or Skilpadshek (SKH) may be rerouted to GRB, provided declarations align with the relevant port of entry.
2. **Intermittent power outage at Kopfontein:**

a. Caused by differences in load-shedding schedules and lack of fuel for the generator.
b. Power was restored within an hour, but intermittent issues persisted until Monday evening.

3. **Zimbabwe anti-smuggling impacts and disputes:**
   a. Reports of trucks stuck at Condep in Beitbridge for over a day.
   b. Transporters claim trucks are stopped 60 km outside Beitbridge and forced to turn back unless a fee is paid.
   c. Trucks are now forced to wait at Beitbridge for further inspections.
   d. FESARTA attempted intervention but was informed that the team operates independently of the President.

- In summary, cross-border queue time averaged **~5,0 hours** (down by **~1,2 hours** from the previous week's **~6,2 hours**), indirectly costing the transport industry an estimated **$5 million** (**R94 million**). Furthermore, the week's average cross-border transit times hovered around **~5,2 hours** (down by **~1,1 hours** from the **~6,3 hours** recorded in the previous report), at an indirect cost to the transport industry of **$3 million** (**R56 million**). As a result, the total indirect cost for the week amounts to an estimated **~$8 million** (**R150 million**, down by **~R24 million** or **↓14%** from **~R174 million** in the previous report.

v. Global shipping industry

- The latest container throughput figures for December from *Container Trade Statistics* (CTS) show that container volume has rebounded and increased by **↑4,5%** (m/m) after a decrease of **↓3,5%** (adjusted) in November.
  - Annual throughput is up by **↑7,6%** (y/y), as global demand for complex goods remains relatively strong. Full-year data shows that **183,2 million TEUs** were traded in 2024, **nearly 10 million TEUs** more than in 2023 (**↑5,7%**).
  - Most trade lanes experienced significant increases in December, with the Indian Sub-Continent and Middle East region seeing double-digit growth on both flows (**↑11,1%** for imports and **↑10,3%** for exports).
  - Container throughput in December reached **16 million TEUs** – some **70 000 containers** off the record throughput of August.
- For Sub-Saharan African trade over the same period, there was a **↑13,4%** (m/m) increase in containers exported and a **↑6,1%** (m/m) increase in containers imported.
  - Yearly SSA trade is also up – with exports up by **↑5,6%** (y/y) and imports up by **↑8,3%** (y/y). When adding South Africa's share to SSA trade, we see a continuation in the directional flow, as Transnet registered some low throughput numbers in December (**320 837 TEUs**):
- When measuring these, South Africa accounted for **20%** of SSA imports and **50%** of SSA exports in December, according to TNPA figures.
  - These respective shares are significantly less than the highs of **35%** in February 2022 for imports and **82%** in September 2022 for exports.
- Containerships diverted from the Red Sea are unlikely to return to the Suez anytime soon, as major carriers continue to route vessels via the Cape of Good Hope until at least March, according to Linerlytica's survey of Suez-related deployments.[1]
  - While MSC, Maersk, and Hapag-Lloyd are sending some ships through the Suez, these only reach Jeddah and avoid the Bab al-Mandab Strait.

[1] Linerlytica. 10/02/2025. Market Pulse – Week 7.

- Elsewhere, the shipping alliance landscape is continuing to evolve. As of 1 February, the deep-sea container shipping landscape from Asia to North America and Europe has shifted.[2]
    - The Ocean Alliance (CMA CGM, COSCO, Evergreen, and OOCL) remains the largest, holding **35% market share**, despite a slight decline due to competitors' capacity expansions.
    - The Premier Alliance (HMM, ONE, and Yang Ming) has maintained its market share, even after Hapag-Lloyd's departure, while the newly formed Gemini Cooperation (Maersk and Hapag-Lloyd) holds the smallest share (but will become the focus, as Maersk's APM terminals post strong profits).[3]
- Port congestion slightly eased again this week, as some **2,55 million TEU** (around **8% of the global fleet**) is stuck in the system – down from **2,83 million** last week.
    - Scheduling has finally settled, as the shipping season is set to pick up after the LNY. Drewry's "*Cancelled Sailings Tracker*" registered a much-reduced **7% cancellation rate** of Pro-forma scheduling (10 February to 9 March).[4]
- Global container spot rates have cooled again this week, as rates dropped by **↓2,7%** this week to **$3 273 per 40-ft container**[5], according to Drewry's "*World Container Index*".
    - Spot rates are **↓14%** less than this time last year (but still **↑130%** above the average pre-pandemic level of **$1 420** in 2019.
- Meanwhile, charter rates have remained stable (but still elevated), as the *Harper Petersen Index* (Harpex) traded around **2 058 points** (**↑88%**, y/y) on Friday.
    - Indeed, the strength of the charter market is evident, as Maersk is paying **$100 000 a day** to charter scarce post-panamax box ships.[6]
- Other developments include **(1)** Panama Canal update amidst US pressure, **(2)** disappointing financial results for DSV amidst Schenker takeover, and **(3)** Hapag-Lloyd securing $3,4bn of 'green finance' towards the latest new builds.

vi. South African air industry

- In the air cargo space, the daily average of air cargo handled at ORTIA in the previous week amounted to **507 356 kg** inbound (**↓5%**, w/w) and a substantial **548 231 kg** outbound (**↑51%**).
- The significant increase in the outbound cargo means that the total volume for January is up by **↑34%** (y/y) versus 2024, which bodes well for the rest of the year.

vii. International air industry

- In the high-frequency metrics, global air cargo tonnages dropped by **↓12%** (w/w) in week 5 (27 January to 2 February), primarily due to a **↓33%** drop from Asia Pacific linked to LNY factory closures.
    - Other regions saw increases, including Central and South America (**↑16%**) and Africa (**↑11%**), driven by Valentine's Day flower shipments.
    - Overall, tonnages were down **↓14%** year-on-year, with notable declines from Asia Pacific (**↓29%**), Europe (**↓7%**), and Middle East and South Asia (**↓5%**).
- For January as a whole, global tonnages rose **↑2%** (y/y), with Asia Pacific (**↑3%**), North America (**↑5%**), and CSA (**↑2%**) contributing.

[2] Murphy, A. 07/02/2025. Shift in alliance market shares.
[3] Van Marle, G. 06/02/2025. Gemini and logistics growth now the focus as APMM posts healthy profits.
[4] Drewry. 07/02/2024. Cancelled Sailings Tracker.
[5] Drewry. 07/02/2025. World Container Index.
[6] Koo, A. 05/02/2025. Maersk paying $100,000 a day to charter scarce post-panamax box ships.

- The average global rate was **$2,44 per kilogram**, up **↑7%** (y/y), with Asia Pacific (**↑10%**), Africa (also **↑10%**), and MESA (**↑33%**) seeing substantial increases.
- In other air cargo news, President Trump's recent executive orders have imposed additional tariffs on imports from China, Canada, and Mexico while also suspending the "de minimis" trade exemption for these countries, which previously allowed duty-free imports of goods valued under $800.