



Date: 15 June 2025

Key Notes

- An average of **~12 588 TEUs** was handled per day, with **~12 275 TEUs** projected for next week.
- Rail cargo handled out of Durban was reported at **1 641** containers, down by **↓53%** from last week.
- Cross-border queue: **no change**; transit: **↓0,1 hrs**; SA borders: **9,3 hrs (↑11%)**; SADC: **4,7 hrs (no change)**.
- Global container throughput outlook revised down with four-quarter average rate moderating to **↑5,8%**.

i. Port operations - General

- At our container terminals, an average of **12 588 TEUs** was handled daily, increasing slightly from **12 213 TEUs** the previous week.
 - For the coming week, a slightly decreased average of **~12 275 TEUs (↓2%)** is predicted to be handled.
- Port Operations were characterised by adverse weather, vacant berths, as well as continuous equipment breakdowns and shortages.
 - Equipment challenges and vacant berths ensured operational disruptions at the Port of Cape Town, while the main operational constraints in Durban proved to be continuous equipment breakdowns and adverse weather.
 - Inclement weather, vessel ranging, and vacant berths mainly impacted our Eastern Cape Ports operations.
 - In contrast, operations at the Port of Richards Bay were primarily affected by poor weather this week.
- The latest reports from Maersk suggest that the planned swap between the Maersk Cubango 521E and Hedwig Schulte 522E will no longer take place, while the Fleur N will omit Coega due to congestion and schedule delays experienced in West Africa.
- Furthermore, the latest reports from TFR suggest that Cable theft continues on the Capital Park line near Pretoria.
- At the same time, three or four trees fell over and onto the line between Durban and Mooi River between Tuesday and Wednesday due to the adverse weather experienced.
- Lastly, and very importantly, Transnet has successfully concluded a three-year wage agreement with its recognised labour unions, UNTU and SATAWU.

ii. Port operations – Performance metrics

- CTCT stack occupancy for **GP containers was recorded at 35%, reefers at 24%, and empties at 56%**.
 - The terminal operated with **eight STS cranes, 21 RTGs, and 59 hauliers** towards the end of the week.
- CTCT handled an average of **~2 626 TEUs (↑19%, w/w)** containers a day, with an average of **~1 698 (↓35%)** projected this week.
- DCT Pier 1: Stack occupancy was **53% for GP containers and 50% for reefers**.
 - The terminal operated with **five STS cranes and 16 RTGs** towards the end of the week.
- DCT Pier 1 handled **~2 058 TEUs (↑17%, w/w)** containers a day, with an average of **~1 996 (↓3%)** projected this week.
 - The **average TTT** for the week was **~52 minutes (↓17%, w/w)** and an average **staging time of ~45 minutes (↑22%)**.
- DCT Pier 2: Stack occupancy was at **61% for GP containers and 66% for reefers**.



- DCT Pier 2 handled **~4 222 TEUs (↑0,5%, w/w)** containers a day, with an average of **~5 208 (↑23%)** projected this week.
 - The terminal operated with **nine gangs**.
 - The **average TTT** for the week was **~59 minutes (↑6%, w/w)**, and the average staging time was **~56 minutes (↑30%)**.
 - The number of available straddle carriers fluctuated between **73** and **78** out of a fleet complement of **88** this week.
 - Thus, the availability figure sat roughly at **85%** during this period.
 - The queue of container vessels waiting outside Durban has increased slightly from last week.
 - On Monday evening (16 June), **two** container vessels were waiting outside at anchorage for Pier 1, **four** for Pier 2, and **none** for Point.
 - The queue of dry (**five**), liquid (**seven**), and breakbulk (**one**) vessels has also increased from last week.
- South Africa's other container terminals produced the following results for the week, with throughput levels low at all other terminals:
 - Ngqura Container Terminal handled an average of **~2 372 TEUs (↓3%, w/w)** containers a day, with an average of **~2 064 TEUs (↓13%)** projected this week.
 - Port Elizabeth Container Terminal handled an average of **~356 TEUs (↓29%, w/w)** containers a day, with an average of **~444 TEUs (↑25%)** projected this week.
 - Other terminals handled a combined average of **~954 TEUs (↓12%, w/w)**, with an average of **~864 TEUs (↓9%)** projected this week.
- At RBCT, there was a significant drop in coal throughput, as the daily average for the week decreased to around **100 873 tons (↓43%, w/w)**.
 - An average of **21 trains** (up by **two** from last week) were serviced on the landside, slightly below the target of 22.
- In the last week (16 to 22 June), rail cargo on the ConCor line out of Durban was reported at **1 641** containers, down **↓53%** from the previous week's **3 468** containers.
- After an extended negotiation period, Transnet has successfully concluded a three-year wage agreement with its recognised labour unions, UNTU and SATAWU.
 - The agreement, facilitated through the CCMA, provides for annual increases of **↑6%** over each year from 2025/26 to 2027/28, amounting to a cumulative **↑18%** increase.

iii. TNPA: May update

TNPA has released consolidated port statistics for May, with significant increases in monthly performance across the respective sub-sectors:

- Containers increased monthly by **↑19% (m/m)**, but decreased annually by **↓9% (y/y)**.
- Total bulk cargo increased monthly by **↑7% (m/m)** and annually by **↑0,4% (y/y)**.
- Vehicles increased monthly by **↑10% (m/m)** and annually by **↑4% (y/y)**.
- Transnet Port Terminals handled **346 thousand containers** and **17,6 million metric tonnes** of **bulk** cargo during May, significantly more than the **290 thousand containers** and **16,4 million metric tonnes of bulk** last month.
 - However, compared to cyclical trends, containers are down by **33 thousand**, and bulk cargo is **almost the same** compared to May.
- When reading the cyclical figures with the year-to-date figure, there is some optimism, as South Africa's bulk cargoes are up by **↑6,4% YTD**.



- Unfortunately, for containers, the story is not similar, which is illustrated by the following year-to-date for containers to May:
 - Containers are down versus last year (**↓4,1%**) and **↓4,9%** below 2019 levels. The current YTD is at least above 2023 and the pandemic-induced year 2020.

iv. Lebombo update

In the last week (*16 to 22 June*), cargo movements along the N4 corridor decreased for road and were stable for rail. The following notes summarise the recent developments:

- Truck volumes through the border post at **1 530 HGVs per day (↑6%, w/w)**.
- Queue times were unchanged at an average of **2,9 hours** at the border, as the average processing time decreased slightly to around **2,5 hours (↓4%)** per crossing.
- The rail to Maputo was stable at an average of **nine trains daily**. Sugar trains from Eswatini decreased slightly to around **one train a day**.

v. Local and cross-border road:

- Overall, the average queue time **remained constant** from last week, while transit time decreased by around **10 minutes**.
- The median border crossing times at South African borders increased by nearly **an hour**, averaging **~9,3 hrs (↑11%)** for the week.
- In contrast, the greater SADC region (excluding South African-controlled) was stable, averaging **~4,7 hrs (no change)**.

1. Zambia Revenue Authority (ZRA) systems downtime:

- a. On Monday, it was confirmed that the ZRA Central Processing Centre had been offline since the previous Thursday.
- b. Transporters were urged to exercise patience while the issue was being resolved.

2. Zimbabwe anti-smuggling inspections:

- a. FESARTA has called on its members to report any challenges faced with the Zimbabwe Republic Police (ZRP) Anti-Smuggling Unit, particularly when vehicles are referred for inspection in Harare.
- b. Direct contact with the FESARTA CEO is encouraged to expedite interventions.

3. Security alert – copper theft on DRC's N1 route:

- a. Three separate incidents of copper theft occurred within a 24-hour window on the N1 southbound near Likasi, DRC.
- b. While one load was successfully recovered, transporters using this corridor are strongly advised to operate in convoys to mitigate security risks.

- In summary, cross-border queue time averaged **~4,2 hours (no change)** from the previous week's **~4,2 hours**, indirectly costing the transport industry an estimated **\$4,3 million (R77 million)**. Furthermore, the week's average cross-border transit times also hovered around **4,1 hours** (down by **~0,1 hours** from the **~4,2 hours** recorded in the previous report), at an indirect cost to the transport industry of **\$2,4 million (R43 million)**. As a result, the total indirect cost for the week amounts to an estimated **~\$6,7 million (R120 million, up by ~R5 million or ↑4,7% from ~R115 million** in the previous report).

**vi. Global shipping industry**

- The global terminal operator GTO landscape is undergoing structural change, with hybrid carrier-backed models – particularly MSC – rising to dominance through aggressive acquisitions.
 - If MSC's bid for Hutchison succeeds, it will become the world's largest terminal operator, intensifying competition and raising equity concerns for independent players.
- On the alliance front, the dissolution of 2M has reshaped East–West trade dynamics: Maersk and Hapag-Lloyd have formed the Gemini Cooperation, THE Alliance has restructured into Premier, and MSC now operates independently.
- Alphaliner's latest assessment shows OCEAN Alliance remains the largest, with **4,37 million TEU**, followed by Gemini (**3,69m TEU**) and Premier (**2,42m TEU**).
 - MSC, now operating independently, deploys **3,27m TEU**. However, alliance comparisons are increasingly complex due to divergent models.
- After increasing by an average of **\$363 per week** since this time last month, Drewry's "World Container Index" was relatively stable this week, increasing by **↑0,5%** (or **\$16**) to **\$3 543 per 40-ft container**.
 - The recent surge has mainly been caused by President Trump's "pause" on import tariffs, which led to the resumption of US-bound traffic after the initial collapse of Transpacific volumes.
- Charter markets have continued to increase, as the *Harper Petersen Index* (Harpex) traded around **2 158 points (↑1,6%)** on Friday.
 - This correlates to around **\$74 000 a day** for vessels with around **8 500 TEU capacity**

vii. South African air industry

- In May, international air cargo volumes increased month-on-month at Johannesburg (**↑7%**), and decreased at Cape Town (**↓3%**) and Durban (**↓7%**).
 - Year-on-year, cargo is up at all terminals (Johannesburg at **↑6%**, Cape Town **↑12%**, and Durban at **↑25%**) compared to 2024.
- Domestically, May volumes rose month-on-month at Johannesburg (**↑34%**) and Cape Town (**↑1%**), with both terminals also showing strong year-on-year growth (**↑12%** and **↑9%**, respectively), while Durban recorded decreases both month-on-month (**↓1%**) and year-on-year (**↓9%**) compared to 2024.

viii. International air industry

- In the high-frequency metrics from World ACD, air cargo trends for early June 2025 (Week 23) show modest growth in chargeable weight (**↑2%**, y/y) and stable overall rates.
 - Africa stands out with the strongest year-on-year growth in chargeable weight (**↑8%**) and an above-average rate increase (**↑4%**), indicating rising demand and tighter supply in African markets.
 - Regionally, capacity to/from Africa has contracted by **↑2%** compared to the same period last year, contributing to upward pressure on rates.
- On the pricing side, worldwide rates – based on a full-market average of spot and contract rates – were relatively stable in week 23, rising just **↑1%** to **\$2,44/kg**, exactly their level this time last year, with spot rates edging up **↑2%** (w/w) to **\$2,63/kg**.
 - Regionally, rates show mild gains in Asia Pacific and the Middle East, while other regions remain flat or negative.