SAVINO DEL BENE®
Global Logistics and Forwarding Company

CARGO MOVEMENT UPDATE

Date: 1 February 2026

Key Notes

- An average of **8,151**[1] **TEUs** were handled per day, with **7,165 TEUs** projected for next week.
- Rail cargo handled out of Durban was reported at **3,210** containers, down by **↓22%** from last week.
- Cross-border queue: **↑1,7**; transit: **↑1,8 hrs**; SA borders: **~8,2 hrs** (**↑4%**); SADC: **~6,4 hrs** (**↑45%**).
- Global LNG trade is forecast to expand by **↑6%** (y/y) as Asian imports recover and Europe remains reliant.

i. Port operations - General

- At our container terminals, an average of **8,151 TEUs** was handled daily, a decrease from **8,699 TEUs** the previous week.
  - For the coming week, a decreased average of **~ 7,165 TEUs** (**↓18%**) is predicted to be handled.
- Port operations for the week showed somewhat lower container volumes, notably with Cape Town plagued by continued weather delays, and other terminals reporting minor weather delays.
  - Equipment availability remained consistent, compared to previous weeks, though for some terminals (for example, Pier 1, this remains below the ideal complement).
- Planned maintenance continues on various equipment, including the helicopter in Richards Bay, and cranes across the port system (notably, Port Elizabeth).
- In spite of lower waterside volumes (though above target), landside operations showed a strong performance, along with the rail system set to improve, following the resolution of challenges experienced on the City Deep – Mafikeng line.

ii. Post operations – Performance Metrics

- CTCT handled an average of **~2 152 TEUs** (**↓14%**, w/w) containers a day, with an average of **~1 910** (**↓11%**) projected this week.
  - Equipment availability remained strong with an average of 8 out of 9 cranes and 29 out of 32 RTGs reported.
- Equipment availability, though consistent with previous weeks, remains on the lower side, with four out of seven cranes and 15 out of 25 RTGs available on average.
- DCT Pier 1 handled **~1 989 TEUs** (**↓12%**, w/w) containers a day, with an average of **~1 897** (**↓5%**) projected this week.
  - The **TTT** at Pier 1 for the week averaged **~48 minutes** (**↓20%**, w/w), and the average **staging time** was **~32 minutes** (**↓52%**).
- The Durban Gateway Terminal continued to show strong performance on the waterside, with container volume moved across the waterside for the week being **25,628 containers** (**↑13%**).
  - The **TTT** for the week averaged **~70 minutes ↑17%**, w/w), and the average **staging time** was **~80 minutes** (**↑19%**).
  - Crane availability also remained steady at an average of 11 out of 15 cranes operational.
- The queue of container vessels waiting outside Durban decreased slightly this week.
  - On Wednesday afternoon (4 February), **one** container vessel was waiting outside at anchorage for Pier 1.
  - The queue of dry (**two**), liquid (**two**), and breakbulk (**two**) vessels also slightly decreased from last week.

[1] Figures for this week onward exclude volumes handled by DGT, as the data were not available at the time of reporting

- South Africa's other container terminals produced the following results for the week at all other terminals:
  - Ngqura Container Terminal handled an average of **~2 628 TEUs** (**↑10%**, w/w) containers a day, with an average of **~1 945 TEUs** (**↓26%**) projected this week.
  - Port Elizabeth Container Terminal handled an average of **~410 TEUs** (**↓50%**) containers a day, with an average of **~366 TEUs** (**↓11%**, w/w) projected this week.
  - Other terminals handled a combined average of **~972 TEUs** (**↑38%**, w/w), with an average of **~1 047 TEUs** (**↑8%**) projected this week.
- At RBCT, the daily average coal throughput for the week increased and averaged around **201,000 tons** (**↑17%**, w/w) a day.
  - An average of **21 trains** was serviced on the landside (slightly lower than last week's 23), and slightly below the target (of 22 trains).
- In the last week (*26 January to 1 February*), rail cargo on the ConCor line out of Durban was reported at **3,210** containers, down by **↓22%** from the previous week's **4,114** containers.

iii. National update

- SARS released its latest "*Merchandise Trade Statistics*" for December, revealing a preliminary monthly trade surplus of **R23,5 billion**.
  - Monthly trade data indicate that exports decreased by **↓12,5%** from November (m/m) to **R164,3 billion**, while imports decreased by **↓5,8%** (m/m) to **R141,1 billion**.
  - Despite the disproportionate decrease in exports, the year-to-date trade surplus for 2025 arrives at **R201,6 billion**, which is higher than the **R197,1 billion** for the comparable period in 2024.
- The African Growth and Opportunity Act (AGOA) **has been extended through 31 December 2026**, retroactive to 30 September 2025, preserving duty-free access for qualifying Sub-Saharan African exports to the US, after the US Senate scaled back a longer renewal and the House accepted the compromise.
- AGOA's importance to the South African economy is rooted in its preferential duty-free access to the US market for over **1,800 products**, which historically underpinned export-led sectors (e.g., automotive components, agriculture, textiles) and supported jobs and investment; uncertainty or exclusion from the programme poses risks to trade planning and investor confidence.
- The "*Ctrack Transport and Freight Index*" lost momentum in Q4 2025 and ended the year at **117,1** – still **↑2,8%** higher year-on-year, but down quarter-on-quarter.
  - Weakness was broad-based, with quarterly contractions in most sub-sectors except rail and air.
  - For 2025 as a whole, logistics activity declined **↓1,9%** relative to 2024 as persistent road-freight weakness offset recoveries in rail, air and sea.

iv. Lebombo border post update

In the last week (*26 January to 1 February)*, movements increased for heavy-goods vehicles.

- Truck volumes through the border post increased to around **1,447 HGVs per day** (**↑5%**, w/w).
- Final numbers show January is up by **↑13%** (m/m) versus December, averaging **1,295 HGVs per day**.
- Queue times doubled to an average of **~4,9 hours** (**↑104%**) at the border.
- The average processing times also doubled to an average of **~4,5 hours** (**↑105%**) per crossing.

v. SADC cross-border road freight update

- Overall, the average queue time increased by **an hour and three-quarters** from last week, while transit time increased by the **same amount**.
- The median border crossing times at South African borders, on the other hand, increased only marginally (by about **20 minutes**), averaging **~8,2 hrs** (**↑4%**) for the week.
- In contrast, the greater SADC region (excluding South African-controlled) increased by **two hours**, averaging **~6,4 hrs** (**↑45%**).

1. **Skilpadshek:**
   a. Mobile-network disruptions were reported on Monday (2 February), but access via Teams and email remains available, and traffic flows are unaffected.
2. **Namibia:**
   a. From 1 February, decentralised cross-border permits allow issuance at any NaTIS office nationwide, materially improving administrative flexibility for operators.
3. **Democratic Republic of the Congo:**
   a. Planned protests over scanner charges at Kanyaka temporarily halted movements.
   b. Following the release of transport-association leadership, partial normalisation resumed, the scanner remains suspended, and negotiations on fees are commencing.
4. **Kasumbalesa:**
   a. Northbound queues reached 67 km mid-week; facilitation measures have since been introduced by authorities to reduce congestion.
5. **KM4:**
   a. Long-term infrastructure remediation is underway, requiring permanent earth-moving equipment, additional construction plant, and a minimum 12-month horizon.
   b. Gravel parking areas continue to deteriorate due to rainfall and poor maintenance.

- In summary, cross-border queue time averaged **~6,6 hours** (up by **~1,7 hours** from the previous week's **~4,9 hours**), indirectly costing the transport industry an estimated **$23,1 million** (**R371 million**). Furthermore, the week's average cross-border transit times also hovered around **~6,6 hours** (up by **~1,8 hours** from the **~4,8 hours** recorded in the previous report), at an indirect cost to the transport industry of **$15,8 million** (**R253 million**). The total indirect cost for the week amounts to an estimated **~$38,9 million** (**R624 million**, up by **↑68%** from the **~R371 million** in the previous report.

vi. Global shipping industry

- Drewry's "*LNG Shipping Market Outlook*" highlights a gradual recovery in freight markets during 2026, constrained by persistent fleet oversupply and geopolitical uncertainty.
  - After a weak 2025 marked by heavy vessel deliveries and subdued Asian demand, the Liquefied Natural Gas trade is forecast to expand by around **↑6%** year-on-year as Asian imports recover and Europe remains structurally reliant on LNG for security of supply.
  - Global liquefaction capacity is set to rise sharply, with roughly **43 million tonnes per annum** (MTPA) of new projects.
  - However, more than **100 LNG carriers** are scheduled for delivery, limiting upside in spot rates and keeping charter markets fragile.
- Ten of the world's twelve largest container carriers have returned more than **$160 billion to shareholders** since 2020.
  - However, this exceptional cash generation is now fading as the container-shipping super-cycle draws to a close.

    - ONE reported an operating loss of **$84 million** and a net loss of **$88 million** in the fourth quarter of 2025, while Maersk and Hapag-Lloyd are also expected to post negative operating results.
- Based on the latest "*World Container Index (WCI)*" data from Drewry's, global container freight rates have declined for multiple consecutive weeks, with the composite index falling to around **$2,107 per 40-ft container**.
    - Rates are down by **↓4,7%** (or **$105**), reflecting softening demand particularly on Transpacific and Asia–Europe trade lanes and an increase in blank sailings.
    - Drewry expects the weak rate trend to persist in the near term, absent a tightening in the supply–demand balance.
- Elsewhere, the charter market remains stable, with the *Harpex Index* trading at **2,184 points**.
- Other developments this week include **(1)** MSC hit with **$22,7 million FMC** fine, **(2)** AMP Terminals appointed to Panama's container terminals, and **(3)** global port congestion driven by severe North Atlantic weather.

vii. South African air cargo industry

- January 2026 numbers indicate a very slow start to the year, as ORTIA volume is down by **↓30%** (m/m) and **↓11%** (y/y).
- For this week, inbound international air cargo dropped slightly, as outbound remained elevated.
    - The daily average of international air cargo handled amounted to **~496,000 kg** inbound (**↓12%**, w/w) and **~342,000 kg** outbound (**↑9%**).
    - Collectively, the current levels remain above last year's level (**↑5%**), but are slightly below the comparative levels of pre-pandemic February 2020 (**↓12%**).
- Other air-cargo developments this week include **(1)** the European Union's announcement of a sweeping customs reform package introducing new handling fees and abolishing the low-value threshold from 2026, and **(2)** temporary flight-planning and NOTAM system disruptions at Air Traffic and Navigation Services on 4 February that forced manual processing before full restoration later in the day.

viii. International air industry

- According to WorldACD, global air-cargo markets stabilised in week 4, with worldwide chargeable weight rising **↑1%** week-on-week and remaining **↑3%** higher year-on-year, even as severe winter storms sharply curtailed North American volumes.
- Capacity growth continued to outpace demand (**↑6%**, y/y), exerting downward pressure on annual rate comparisons, though average prices recovered modestly (**↑2%**, w/w) to **$2,43/kg**.
- Asia-Pacific lanes flattened ahead of Lunar New Year, while Middle East & South Asia sustained double-digit year-on-year tonnage growth, particularly from India to the US and Europe.