SAVINO DEL BENE®
Global Logistics and Forwarding Company

CARGO MOVEMENT UPDATE

Date: 22 February 2026

Key Notes

- An average of **6,079 TEUs** were handled per day, with **6,866 TEUs** projected for next week.
- Rail cargo handled out of Durban was reported at **3,214** containers, up/down by **↑9%** from last week.
- Cross-border queue: **no change**; transit: **↑1,1 hrs**; SA borders: **~9,2 hrs** (**↑3%**); SADC: **~5,6 hrs** (**↑26%**).
- Global schedule reliability declined (**↓0,4%**, m/m) to **62,4%**, but is still **↑11%** (y/y). Ave. late: **5,17 days**.
- Freight rates are down for a 6th straight week (**↓0,7%**), as blankings increase with overcapacity present.
- After 5 weeks of growth, global air cargo volumes declined by **↓7%** (w/w) in the week ending 15 Feb.

i. Port operations - General

- At our container terminals, an average of **6,079 TEUs** was handled daily, a decrease from **6,523 TEUs** the previous week.
    - For the coming week, an increased average of **~6,866 TEUs** (**↑13%**) is predicted to be handled.
- Concerning port operations, the various container handling terminals in Cape Town continued to report weather delays, with the container terminals in the Eastern Cape reporting similar delays.
    - However, the impact on PECT and CT MPT was significantly lower due to fewer vessel calls. Similarly, Pier 1 in Durban reported a very slow week, with a lull in vessels calling at the terminal, partially attributed to delays at other terminals and the Chinese New Year.
- Transnet has issued an RFQ to initiate the selection of a PSP for the Richards Bay Dry Bulk Terminal.
- Lastly, TRIM has conditionally awarded train slots covering 24 million tons per annum to 11 Train Operating Companies, with the first operator expected to start operations on 1 April 2027.

ii. Post operations – Performance Metrics

- CTCT handled an average of **~2 502 TEUs** (**↑76%**, w/w) containers a day, with an average of **~1 814** (**↓28%**) projected this week.
    - The terminal reported 7 vessels at anchorage, with an average of 8 out of 9 cranes and 27 out of 32 RTGs available.
- DCT Pier 1 handled **~922 TEUs** (**↓49%**, w/w) containers a day, with an average of **~1 767** (**↑92%**) projected this week.
    - The **TTT** at Pier 1 for the week averaged **~27 minutes** (**↓27%**, w/w), and the average **staging time** was **~67 minutes** (**no change**).
    - Throughout the week, the terminal reported an average of five out of seven cranes and 17 out of 25 RTGs.
- Durban Gateway Terminal had an average of four vessels at berth. For vessels berthing this week, the average time of anchorage is 25 hours and 80 hours for time at berth.
- The queue of container vessels waiting outside Durban increased slightly this week.
    - On Wednesday afternoon (25 February), **two** container vessels were waiting outside at anchorage for DGT, and **one** for Pier 1.
    - The queue of dry (**six**), liquid (**six**), and breakbulk (**three**) vessels also increased from last week.
- South Africa's other container terminals produced the following results for the week at all other terminals:
    - Ngqura Container Terminal handled an average of **~1 759 TEUs** (**↓10%**, w/w) containers a day, with an average of **~1 847 TEUs** (**↑5%**) projected this week.

- Port Elizabeth Container Terminal handled an average of **~102 TEUs** (**↓24%**) containers a day, with an average of **~356 TEUs** (**↑250%**, w/w) projected this week.
- Other terminals handled a combined average of **~794 TEUs** (**↓33%**, w/w), with an average of **~1 082 TEUs** (**↑36%**) projected this week.

- Transnet has issued a Request for Qualification (RFQ) to initiate the selection of a private sector partner for the Richards Bay Dry Bulk Terminal, marking the first phase of its PSP programme for the terminal.
- At RBCT, the daily average coal throughput for the week decreased slightly and averaged around **155,000 tons** (**↓18%**, w/w) a day. An average of **20 trains** was serviced on the landside (slightly lower than last week's 22), and slightly below the target (of 22 trains).
- In the last week (*16 to 22 February*), rail cargo on the ConCor line out of Durban was reported at **3,214** containers (despite the lack of data for DGT for 14/15 February), up by ↑9% from the previous week's **2,938** containers.
- On TRIM, feedback was provided on infrastructure maintenance and corridor protection initiatives, including rehabilitation work on the Bombas embankment and associated access infrastructure.

iii. Lebombo border post update

In the last week (*16 to 22 February)*, movements increased for heavy-goods vehicles, as trains from KM4 to Maputo (an average of **2 trains per day**) also increased this week.

- Truck volumes through the border post increased to around **1,476 HGVs per day** (**↑5%**, w/w).
- Overall queue times were stable at an average of **~3,4 hours** at the border.
- The average processing times increased slightly, to an average of **~3,4 hours** (**↑6%**) per crossing.

iv. SADC cross-border road freight update

- Overall, the average queue time remained primarily unchanged from last week, while transit time increased by slightly more than **an hour**.
- The median border crossing times at South African borders increased by approximately **20 minutes** on average, averaging **~9,2 hrs** (**↑3%**) for the week.
- In contrast, the greater SADC region (excluding South African-controlled) increased by more than **an hour**, averaging **~5,6 hrs** (**↑26%**).

1. **Beitbridge Border Post:**
    a. Severe congestion has re-emerged, with some trucks taking up to **7 days to enter the border**, driven primarily by unpaid duties and administrative bottlenecks on the Zimbabwean side.
    b. Even trucks issued with "Proceed to Border" documentation experienced clearance delays of **15–17 hours from the South African weighbridge to the Zimbabwean exit**, indicating systemic processing inefficiencies.
2. **Lebombo Border Post:**
    a. The **Transit Bureau has made notable operational progress**, contributing to improved coordination and facilitating smoother transit flows relative to prior weeks.
3. **Sakania Border (DRC–Zambia):**
    a. A new toll facility—the **Tom Mtine Toll Gate—became operational on 22 February**, introducing an additional cost and compliance checkpoint.
    b. Operators have been advised to carry the correct toll amounts to prevent avoidable delays, with the new gate likely to increase transit times and logistics costs along this corridor incrementally.

4. **Kazungula Border Post:**
    a. Significant congestion was recorded, with **queues extending up to 10 km on the Botswana side**.
    b. Delays are being exacerbated by the enforcement of Botswana's 3-day transit rule, which is resulting in penalties of up to 5,000 Pula for non-compliant drivers, as well as administrative delays caused by clearing agents exhausting transit bond capacity due to slow bond acquittal processes.

5. **Kazungula One Stop Border Post transitions to 24-hour operations**
    a. Botswana President Duma Boko confirmed the facility will operate continuously, marking a structural shift from limited operating hours (previously 06:00–22:00 post-bridge, and 06:00–18:00 under the pontoon system), with institutional support mobilised to ensure uninterrupted functionality.
    b. The transition to a non-stop border regime is expected to materially improve corridor efficiency, accelerate cargo and passenger throughput, reduce congestion, and strengthen regional trade integration across the North-South Corridor.

- In summary, cross-border queue time averaged **~5,0 hours** (down by **~1,0 hours** from the previous week's **~6,0 hours**), indirectly costing the transport industry an estimated **$16,2 million** (**R259 million**). Furthermore, the week's average cross-border transit times also hovered around **~4,9 hours** (down by **~0,8 hours** from the **~5,7 hours** recorded in the previous report), at an indirect cost to the transport industry of **$8,3 million** (**R133 million**). The total indirect cost for the week amounts to an estimated **~$24,5 million** (**R392 million**, down by **↓23%** from the **~R509 million** in the previous report.

v. Global shipping industry

- According to *Sea-Intelligence's* latest Global Liner Performance (GLP) report, global schedule reliability declined month-on-month by **↓0,4%** to **62,4%**.
    - However, this remains **↑11%** higher year-on-year and represents the highest January reliability level since 2021.
    - Average delays for late vessel arrivals increased slightly to **5,17 days**, the highest level since February 2025.
- Container freight markets remain fragile, shaped by tariff uncertainty, weak export demand, and continued carrier supply discipline.
- A US Supreme Court ruling voided previously imposed tariffs, prompting the administration to announce a **new 10% global tariff**, with plans to raise this to **15%** and pursue additional trade measures through alternative legal channels.
- Interestingly, despite the Trump tariffs, the US container trade deficit widened further in 2025, as laden exports declined by **0,2%** while imports increased marginally by **0,1**%, reinforcing structural trade imbalances.
    - This imbalance was reflected in a **3,5% rise** in outbound empty container repositioning to **10,9 million TEU** across the 10 largest North American ports, with the container imbalance ratio remaining elevated at **2,4 times**:
- Carriers are implementing 1 March general rate increases of approximately **$1,000 per FEU**, supported by extensive blank sailings that have **removed over 30% of capacity** following the Chinese New Year.
- Amid persistent fleet expansion, structural overcapacity risks remain elevated, reflected in continued newbuild deliveries and ageing imbalances across major carriers.

- Industry consolidation is accelerating, exemplified by Hapag-Lloyd's acquisition of ZIM, while fleet age differentials highlight divergent capital investment cycles and replacement strategies.
- Evergreen's fleet of nearly **240 vessels** (2 million TEU) has the youngest average age at **9,3 years**, followed by Wan Hai's **120 vessels** (0,6 million TEU) at **9,4 years**, and HMM's **96-strong fleet** at **9,6 years**.
- These dynamics reinforce supply-side pressure and stress the growing importance of scale, efficiency, and fleet renewal discipline.
- Global container freight rates declined modestly this week and are down by **↓0,7%** (or **$14**) to **$1,919 per 40-ft container**, according to Drewry's latest "*World Container Index (WCI)*".
    - This is the sixth consecutive weekly decline – reflecting softening demand and falling rates on Asia–Europe and Transpacific routes.
    - Carrier capacity discipline via blank sailings has not prevented continued downward pressure.
- The charter market experienced a significant shock this week, with the *Harpex Index* trading at **2,206 points**.

vi. South African air cargo industry

- In the weekly air cargo market, international air cargo to and from ORTIA increased significantly this week, with comparable increases in both inbound and outbound cargoes.
    - Consequently, the average exceeded **1 million kg a day**.
- The daily average amounted to **~713,000 kg** inbound (**↑11%**, w/w) and **~383,000 kg** outbound (**↑9%**).
    - Collectively, the current levels remain significantly above last year's level (**↑38%**) and have this week exceeded the comparative levels of pre-pandemic February 2020 (**↑15%**).

vii. International air industry

- The latest IATA "*Quarterly Air Transport Chartbook*" for Q4, global air cargo demand, measured in cargo tonne-kilometres (CTKs), expanded **↑4,3%** year-on-year in December.
    - For Q4, this figure is **↑4,6%** year-on-year, reaching **76,4 billion CTKs**, and marks the tenth consecutive quarter of growth and confirms sustained structural momentum in air freight markets.
    - International cargo volumes increased by **↑5,7%** (y/y), driven primarily by Asia Pacific (**↑9,9%**) and Africa (**↑15,1%**), reflecting the recovery of key trade corridors—particularly Middle East–Africa routes—and strengthening hub-and-spoke connectivity.
    - Capacity also rose significantly, increasing by **↑4,7%** (y/y), including a strong **↑16,9%** (y/y) expansion in African cargo capacity, while load factors remained broadly stable, indicating that demand largely kept pace with expanding supply.
- According to the high-frequency data from WorldACD, global air freight volumes declined by **↓7%** (w/w) in the week ending 15 February, ending five consecutive weeks of growth, primarily due to the completion of Valentine's Day flower shipments and the slowdown ahead of the Lunar New Year.
- Despite the weekly decline, global tonnage remained **↑7%** (y/y), driven by strong demand from the Asia Pacific (**↑22%**) and the Middle East and South Asia (**↑9%**).
- Capacity increased **↑10%** (y/y), reflecting pre-holiday front-loading. Meanwhile, average global air freight rates rose by **↑2%** (w/w) to **$2,45/kg**, up **↑7%** (y/y), indicating continued pricing resilience despite seasonal demand volatility and emerging short-term headwinds.