

Cargo Movement Update #182¹

Date: 19 April 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 (containers)	27 460	30 509	57 969	18 057	25 203	43 260	↑37%
Air Cargo (tons)	3 661	2 189	5 850	4 578	2 175	6 752	↑13%

Monthly Snapshot

Figure 1 – Monthly⁴ cargo volume, year on year (% growth)

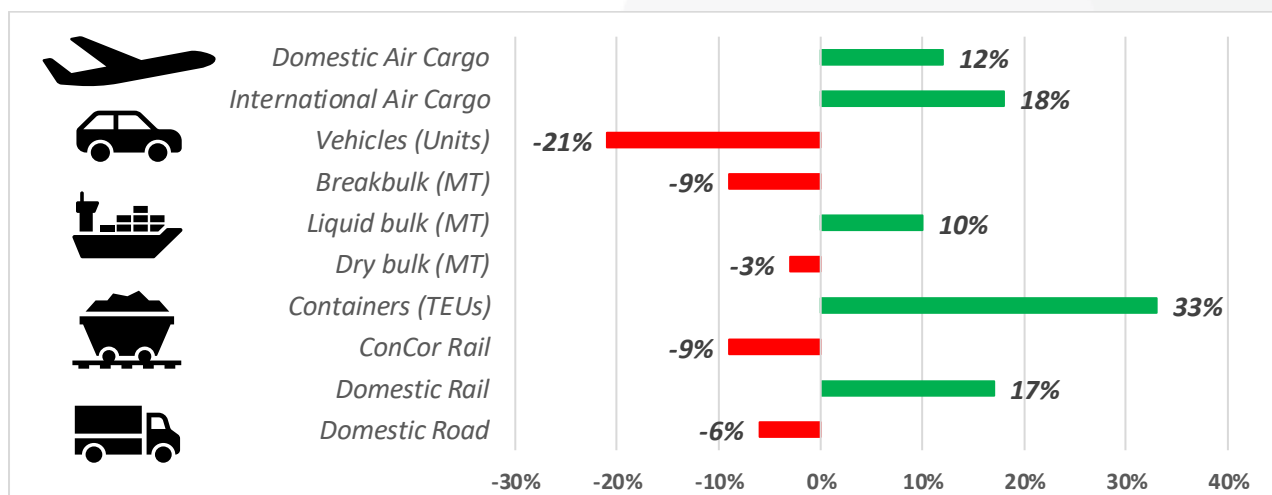
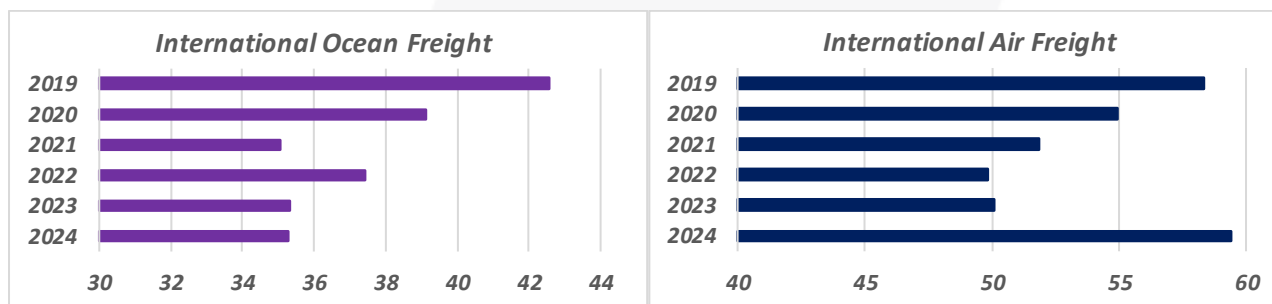


Figure 2 – Year-to-date flows 2019-2024⁵: ocean, y/y (million metric tonnes) & air freight, y/y (kg millions)



Key Notes

- An average of ~8 281 containers was handled daily, with ~8 575 containers projected for next week.
- Cross-border queue: ↓2,4 hrs; transit: ↑7,7 hrs; SA borders: 11,5 hrs (↓11%); SADC: 17,1 hrs (↑106%).
- Rail cargo handled out of Durban was reported at 2 815 containers, markedly up (↑65%) from last week.
- Global container volume (dry & reefer) is down by ↓7,8% (m/m) but up by ↑7,2% (y/y) in February.
- Global freight rates have again decreased this week – by ↓2,7% (or \$76) to \$2 719 per 40-ft container.
- Global air cargo rates held steady at \$2,52 per kg, with worldwide tonnages dropping by ↓3% this week.

¹ This update contains a combined overview of air, sea, and road freight to and from South Africa in the last week. This report is the 182nd update.

² 'Current' means the last seven days (a week's) worth of available data.

³ 'Previous' means the preceding 8-14 days (a week's) worth of available data.

⁴ 'Monthly' means the last months' worth of available data compared to the same month in the previous year. For most metrics: Feb vs Feb.

⁵ Total YTD Jan-Feb; ocean = bulk cargo in million metric tonnes, as reported by [TNPSA](http://www.tnpsa.co.za); air = cargo to and from all airports in million kilograms.

Executive Summary

This update contains a consolidated overview of the South African supply chain and the current state of international trade. Commercial ports handled an average of **8 281 containers** per day, significantly up from the **6 180 containers** last week because of the operations constraints primarily related to the poor weather. Port operations this week were again widely disrupted by adverse weather and increasing equipment breakdowns and shortages. However, performance was much better compared to last week. This week's primary operational constraint in Cape Town stemmed from the dense fog, while adverse weather coupled with equipment breakdowns and shortages caused extensive delays in Durban. Strong winds and dense fog hampered operational performance at our Eastern Cape Ports while shipping line representatives raised concerns regarding NCT's equipment challenges. Additionally, the latest reports suggest that TFR experienced network issues for about six hours in the Durban complex between Tuesday and Wednesday.

Globally, analysis shows how manufacturing's contribution to GDP has declined notably across major African economies due to various challenges. Nestlé's closure of its Nesquik production in South Africa, Unilever's halt in Nigeria, and outsourcing by Bayer and GSK in Kenya and Nigeria exemplify this trend. Despite initial enthusiasm from multinationals attracted by growth and youthful populations, challenges like currency fluctuations, bureaucracy, power shortages, and congested ports have dampened investment appeal. Container trade statistics for February show a significant monthly decrease, mainly due to the Chinese New Year and compounded by crises like those in the Red Sea and Panama. In Sub-Saharan Africa, imports remained up compared to February last year, while exports steadily grew by **↑22,1%**. However, South Africa's share of regional container trade has declined, diminishing its role as Africa's primary maritime entry point. Despite increased container deliveries, demand for cargo remains strong, with charter rates climbing, driven partly by crises in the Middle East and Suez diversions. Global port congestion affects about **5,9%** of the total fleet, with Durban experiencing congestion, while idle capacity stands at approximately **0,4%**. Other developments included **(1)** the General Average declared on Dali and **(2)** the Panama Canal Authority envisages a return to regular service.

In the air cargo industry, The daily average of air cargo handled at ORTIA in the previous week amounted to **523 004 kg** inbound (**↓20%**, w/w) and **312 747 kg** outbound (**↑1%**), resulting in an average of **835 751 kg per day**. The drop in weekly cargo means that the industry is now slightly down versus last year (**↓11%** versus April 2023) and about a quarter less than pre-pandemic levels (**↓25%** versus April 2019). Domestically, the average domestic air cargo moved last week was **~52 990 kg** per day, up by **↑17%** compared to the previous week and slightly up compared to last year's level (**~118%**). However, the level is currently trending only at **~42%** compared with the same period pre-pandemic in 2019. Internationally, global air cargo rates have remained unchanged after consistently rising since February, matching rates from the same period in the previous year for the first time since mid-2022. Despite a decrease in total tonnages, attributed partly to Eid, the air cargo industry remains robust – despite the major disruption experienced in Dubai because of record rains and consequent floods.

In regional cross-border road freight trade, average queue times decreased by **more than two hours**, while transit times increased by a considerable **seven hours** from last week. The median border crossing times at South African borders decreased by **an hour and a half**, averaging **~11,5 hours** (**↓11%**, w/w) for the week. In contrast, the greater SADC region (excluding South African controlled) **more than doubled** and averaged **~17,1 hours** (**↑106%**, w/w). On average, a whopping **nine** SADC border posts took more than a day to cross, including Beitbridge, Kasumbalesa, Katima/Mulilo, Machipanda (the worst affected, with HGVs taking at least **two days** to cross), Moyale OSBP, Nakonde OSBP, Oshikango, Santa Clara, and Tunduma OSBP. Other developments included **(1)** a change in the handling of tool fees at Nakonde, **(2)** a Zimra system upgrade, **(3)**

changes to prepayment transit guarantee accounts, and **(4)** incidents continuing to delay smooth trade at Lebombo.

In summary, this week's global container throughput volumes ring alarm bells for South Africa's global standing in this key industry. Several key strategies must be implemented to address South Africa's diminishing role in regional containerised trade and its declining global port standing. First, operational efficiency improvements are crucial, including streamlining port processes, investing in advanced technologies, and optimising cargo handling procedures. Second, ensuring a full complement of modern equipment and infrastructure is essential for efficient port operations. Third, fostering healthy competition between South African ports can improve service quality and cost-effectiveness. Fourth, establishing effective public-private partnerships can facilitate infrastructure development and financing. Finally, widespread collaboration among stakeholders, including port authorities, terminal operators, shipping lines, and government agencies, is vital for addressing common challenges and implementing coordinated actions. By focusing on these solutions, South Africa can restore its ports to a previous robust state and maintain competitiveness in the global containerised trade market.

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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 and projections for the next seven days.

Table 2 – Container Ports – Weekly flow reported for 13 to 19 April ⁶

7-day flow forecast (13/04/2024 – 19/04/2024)		
TERMINAL	NO. OF CONTAINERS ⁷ TO DISCHARGE (IMPORT)	NO. OF CONTAINERS TO LOAD (EXPORT)
DURBAN CONTAINER TERMINAL PIER 1:	4 108	5 039
DURBAN CONTAINER TERMINAL PIER 2:	11 207	13 097
CAPE TOWN CONTAINER TERMINAL:	4 365	6 378
NGQURA CONTAINER TERMINAL:	5 617	4 830
GQEBERHA CONTAINER TERMINAL:	2 163	1 165
TOTAL:	27 460	30 509

Source: Transnet, 2024. Updated 19/04/2024.

Table 3 – Container Ports – Weekly flow predicted for 20 to 26 April

7-day flow forecast (20/04/2024 – 26/04/2024)		
TERMINAL	NO. OF CONTAINERS TO DISCHARGE (IMPORT)	NO. OF CONTAINERS TO LOAD (EXPORT)
DURBAN CONTAINER TERMINAL PIER 1:	5 288	5 111
DURBAN CONTAINER TERMINAL PIER 2:	13 363	11 708
CAPE TOWN CONTAINER TERMINAL:	4 464	6 884
NGQURA CONTAINER TERMINAL:	4 805	5 631
GQEBERHA CONTAINER TERMINAL:	2 172	600
TOTAL:	30 092	29 934

Source: Transnet, 2024. Updated 19/04/2024.

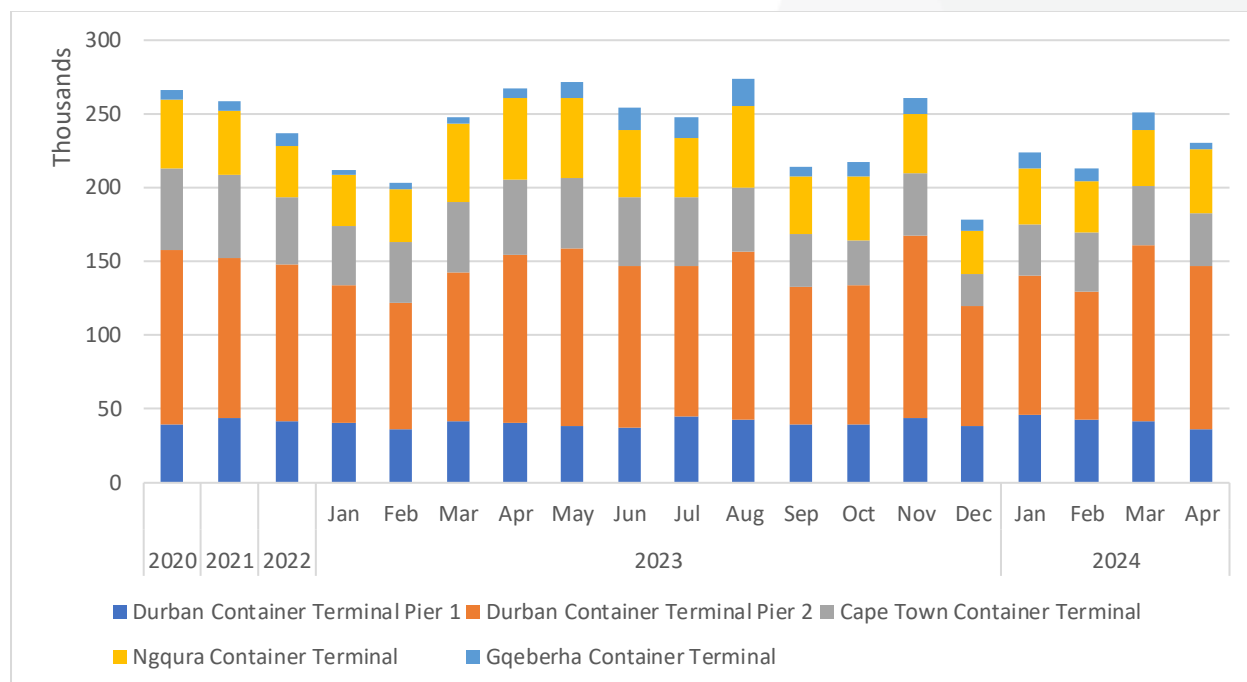
An average of **~8 281 containers (↑37%)** was handled per day for the last week (13 to 19 April, Table 2), compared to the projected average of **~8 690 containers (↓5% actual versus projected)** noted in last week's report. For the coming week, an increased average of **~8 575 containers (↑4%)** is predicted to be handled (20 to 26 April, Table 3) in a best-case scenario. Adverse weather and increasing equipment breakdowns and shortages widely disrupted port operations.

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.

⁶ It remains important to note that a large percentage (approximately 35% according to the latest year-to-date TNPA figures) of containers is neither imported nor exported but rather consists of empties and transshipments.

⁷ As mentioned before, the measurement is noted as containers (20' and 40'). Incidentally, Transnet works on a ratio of approximately 1,4 TEUs per container, and this figure will probably increase as the shift towards more 40' containers continues. Elsewhere, the US uses 1,5 to 1,8, depending on the port. The privately operated FPT terminal in Cape Town works on 1,6.

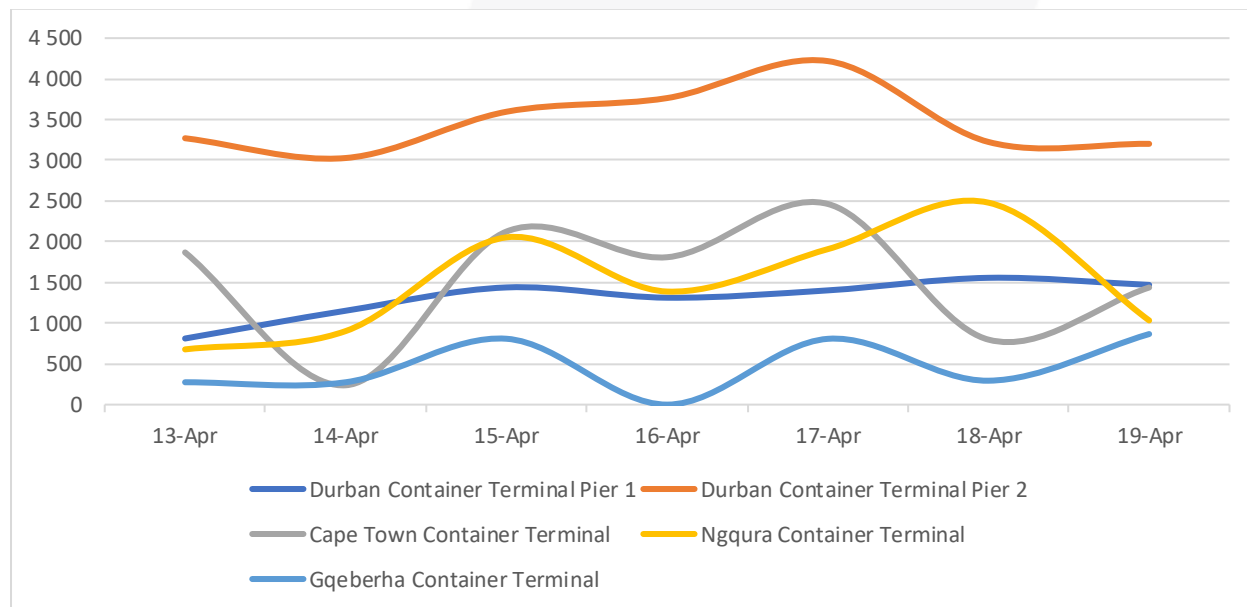
Figure 3 – Monthly flow reported for total container movement (containers April 2020 to present, m/m)



Source: Calculated using data from Transnet, 2024, and updated 19/04/2024.

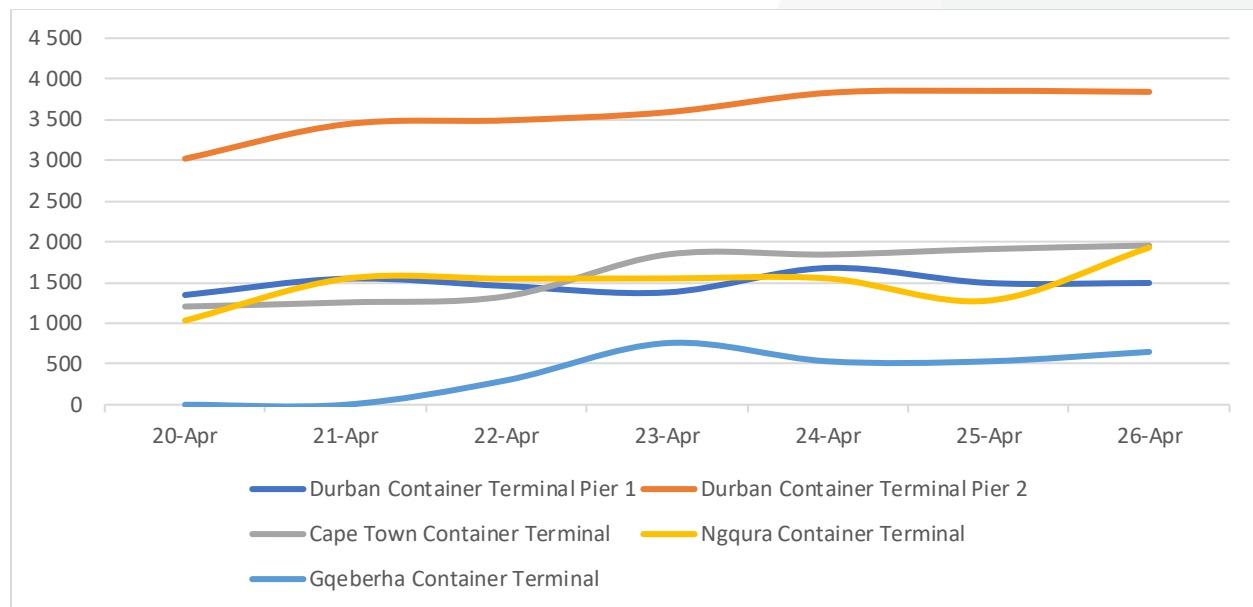
The following figures show the weekly container flows for the last seven days, followed by the projections for the next seven days.

Figure 4 – 7-day flow reported for total container movements (13 to 19 April; per port; day on day)



Source: Calculated using data from Transnet, 2024, and updated 19/04/2024.

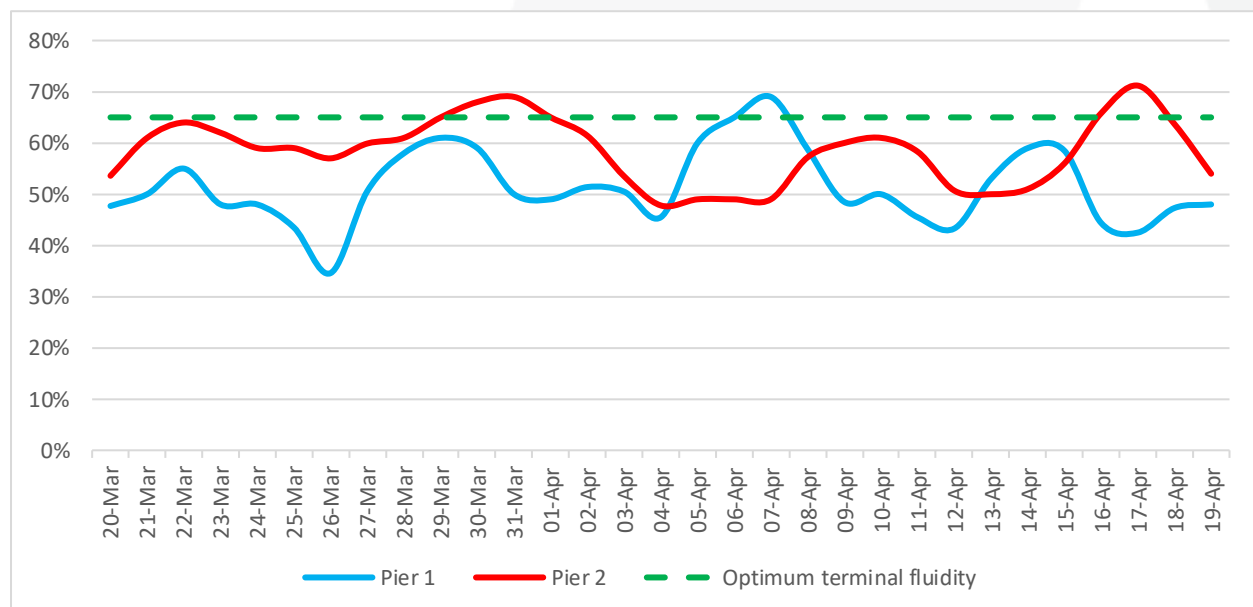
Figure 5 – 7-day forecast reported for total container movements (20 to 26 April; per port; a day on the day)



Source: Calculated using data from Transnet, 2024, and updated 19/04/2024.

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

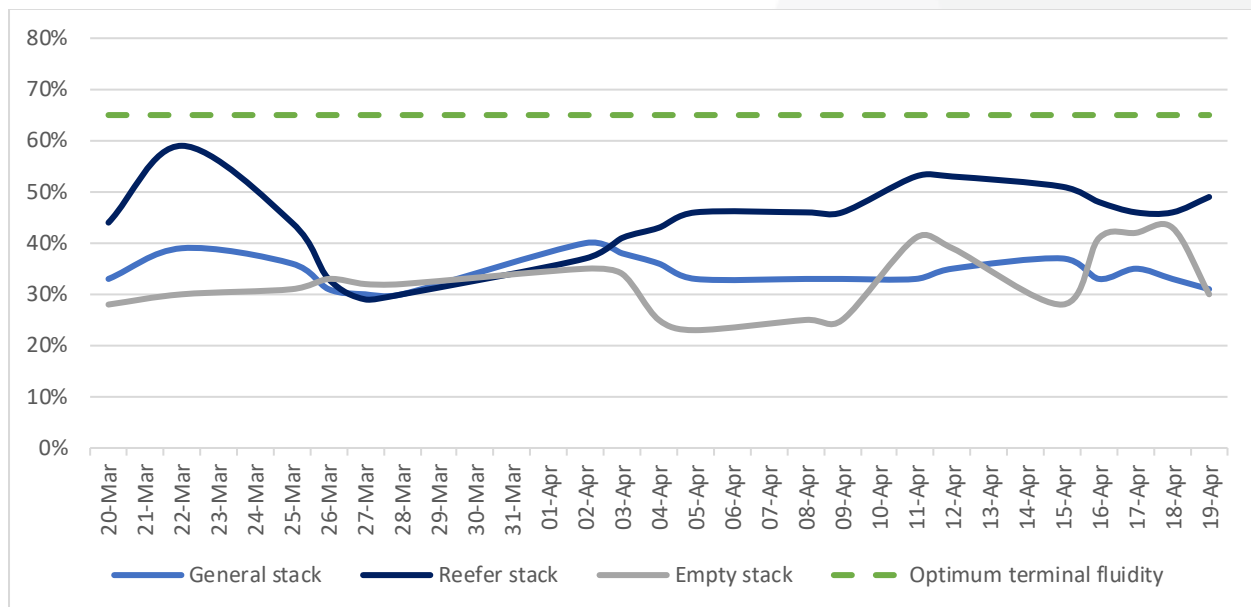
Figure 6 – Stack occupancy in DCT, general-purpose containers (20 March to present; a day on the day)



Source: Calculated using data from Transnet, 2024, and updated 19/04/2024.

The following figure shows daily stack occupancy in Cape Town over a similar period.

Figure 7 – Stack occupancy in CTCT, GP, reefer, and empty stack (20 March to present, day on day)



Source: Calculated using data from Transnet, 2024, and updated 19/04/2024.

b. Summary of port operations

The following sections provide a more detailed picture of the operational performance of our commercial ports over the last seven days.

i. Weather and other delays

- The primary operational constraint in Cape Town this week stemmed from dense fog.
- Adverse weather coupled with equipment breakdowns and shortages caused extensive delays in Durban
- Strong winds and dense fog hampered operational performance at our Eastern Cape Ports.
- No operational delays were reported in Richards Bay this week.

ii. Cape Town

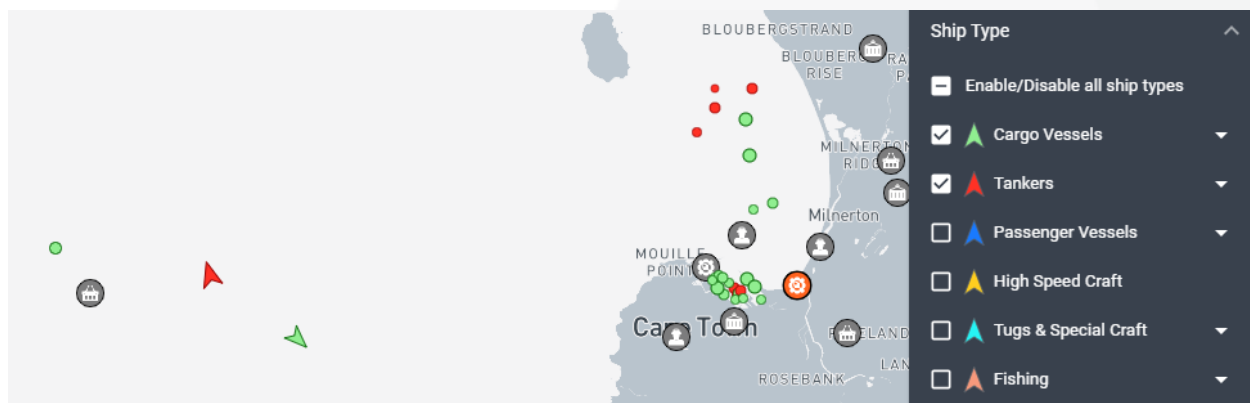
On Wednesday, CTCT recorded two vessels at berth and two at anchor as issues with the LOA on one of the vessels created some extensive berthing delays. The terminal lost approximately 20 operational hours throughout the week due to dense fog. Between Monday and Thursday, the terminal handled 4 561 container moves on the waterside, translating to an average of 1 140 daily moves. On the landside, the terminal managed to service 4 139 trucks, translating to an average of 1 035 trucks per day, while handling 260 rail units in this period. In the 24 hours between Wednesday and Thursday, stack occupancy for GP containers was recorded at 33%, reefers at 46%, and empties at 43%. During this period, the terminal operated with seven STS cranes, 23 RTGs, and 42 hauliers. Cranes LC1 and LC5 remained out of commission this week, with no clear ETR available yet.

The multi-purpose terminal recorded one vessel at anchor and two at berth on Thursday. In the preceding 24 hours, the terminal managed to service 316 external trucks at an undisclosed truck turnaround time on the landside. During the same period, CTMPT managed to move 162 TEUs and 3 321 tons of wheat across the quay on the waterside despite experiencing extensive delays due to dense fog. Stack occupancy was recorded as very low at 6% for GP containers, 1% for reefers, and 112% for empties. The terminal lost approximately 20 operational hours throughout the week due to fog.

During the week of 8 to 14 April 2024, the FPT terminal serviced eight vessels comprising four multi-purpose vessels, two dry bulk vessels, one vessel containing cement, and one container vessel. Berth occupancy during this period was recorded at 68%. During the week, 1 320 TEUs were handled at ~ seven containers per hour, 817 tons of general breakbulk cargo at ~37 tons per hour, and 25 544 tons of dry bulk were handled at ~157 tons per hour. The terminal also managed to handle 16 766 tons of cement at ~110 tons per hour and 1 057 pallets of fruit at ~25 pallets per hour. FPT planned to handle six vessels between 15 and 21 April, with another five planned between 22 and 28 April. Poor weather conditions constituted most of the delays at the terminal this week. The main operational constraints during this week stemmed from strong winds and rain.

At midday on Friday, eight vessels were waiting outside at anchorage in Cape Town, with the following snapshot of the port and vessels waiting to berth:

Figure 8 – Cape Town vessel view (per vessel group)



Source: Marine Traffic. Updated 19/04/2024 at 14:00.

iii. Durban

Pier 1 on Thursday recorded two vessels at berth, operated by five gangs, and three vessels at anchor. Stack occupancy was 47% for GP containers and remained undisclosed for reefers. Between Monday and Thursday, the terminal executed 5 104 gate moves on the landside at an average truck turnaround time of ~112 minutes, with an average staging time of ~99 minutes. Additionally, towards the end of the week, the terminal had 1 485 imports on hand, with 48 being unassigned.

Pier 2 had four vessels on berth and four at anchorage on Thursday as adverse weather conditions impacted the terminal throughout the week. In the preceding 24 hours, stack occupancy was 64% for GP containers and 37% for reefer ground slots. The terminal operated with 11 gangs while moving 3 225 containers across the quay. During the same period, there were 2 470 gate moves on the landside, of which 1 750 were for imports and 720 were for exports. The average truck turnaround time for the week was recorded at ~106, with an average staging time of ~103 minutes. Additionally, 406 rail containers were on hand, with 341 units moved by rail. The terminal reported 55 straddles (↓~2, w/w) in operation, translating to an availability figure of approximately **57%**, around **↓28%** below the minimum required to meet industry demand and achieve acceptable terminal performance.

Durban's MPT terminal recorded one container vessel at berth on Thursday and two container vessels at outer anchorage, with the following break bulk vessel anticipated for arrival on 21 April.. On the waterside, 202 containers but no break-bulk volumes were moved across the quay, while 305 container road slots, translating to 459 trucks and 68 breakbulk RMTs carrying 2 005 tons, were serviced on the landside. Stack

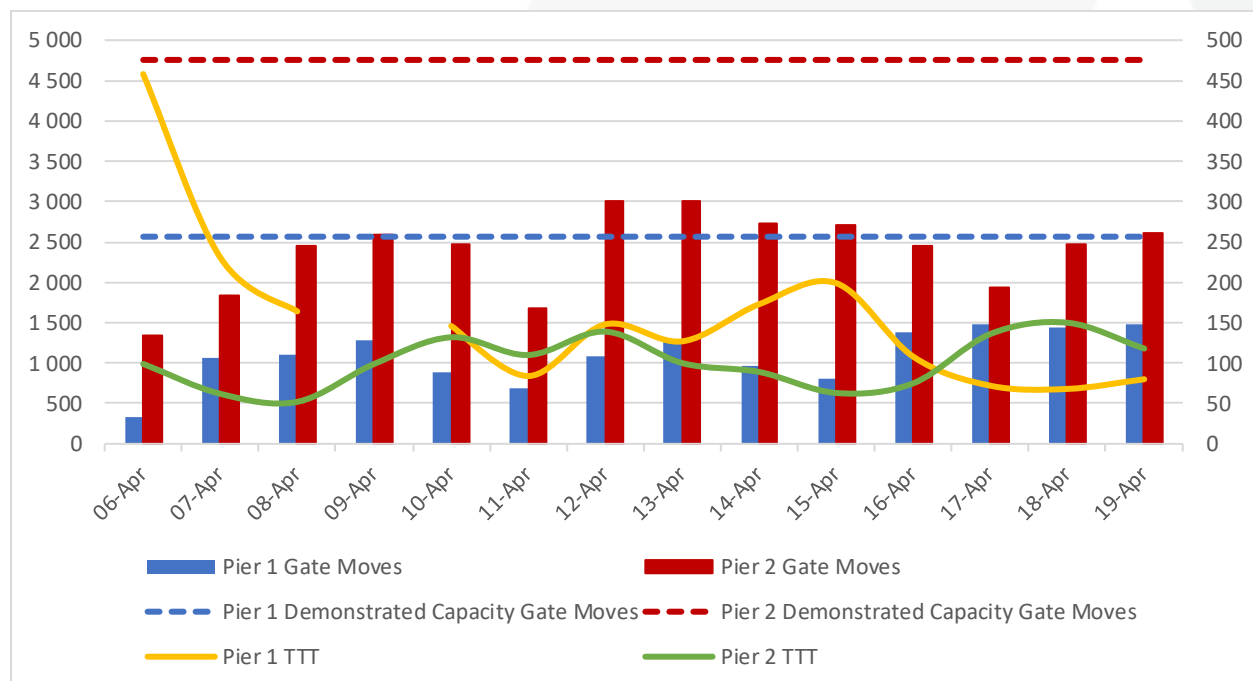
occupancy for breakbulk was recorded at 20% and 73% for containers. During the same period, three cranes, eight reach stackers, one empty handler, seven forklifts, and 15 ERFs were in operation. Crane 03 returned to service this week but went out of commission again shortly after. No ETR is available yet. Cranes 01, 04, and 06 were in service at the end of the week.

On Thursday, the Maydon Wharf MPT had zero vessels on berth and zero at outer anchorage, thus handling no volumes on the waterside. On the landside, 39 trucks conveying 1 265 tons were serviced. During the same period, the Agri-bulk facility had one vessel at berth but none at anchor. The terminal handled 9 049 tons on the waterside but had no landside activities.

On Wednesday, the Ro-Ro terminal in Durban recorded three vessels on the berth, with another three at anchorage. In the 24 hours before Thursday, the terminal handled 1 091 road and 125 rail units on the landside while handling 3 539 units on the waterside. During the same period, overall stack occupancy was recorded very high at 99% (comprising 61% exports, 24% imports, and 15% transshipments), Q/R was recorded at 80%, and the G-berth stack was low at 40%. Stack occupancy constraints should decrease once the Silver Ray vessel berths at the terminal. During this period, the terminal had 209 high-and-heavyweights (abnormal loads).

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.

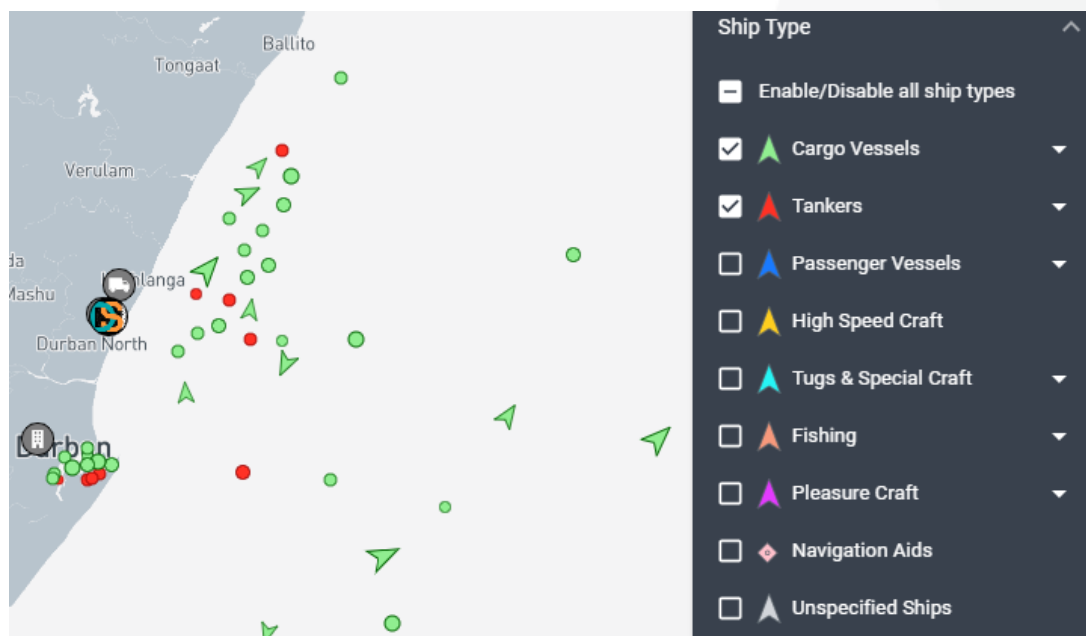
Figure 9 – Gate moves (left axis) and time spent in the terminal (in minutes, right axis)



Source: Calculated using data from Transnet, 2024, and updated 19/04/2024.

A queue of vessels waiting outside Durban remains. At midday on Friday, seven vessels were waiting for Pier 2, two for Pier 1, and four for Point terminal, with the following snapshot of the port and vessels waiting to berth:

Figure 10 – Durban vessel view (per vessel group)



Source: Marine Traffic. Updated 19/04/2024 at 14:00.

iv. Richards Bay

On Thursday, Richards Bay recorded 13 vessels at anchor, while 12 were berthed: five at DBT, three at MPT, three at RBCT, none at the liquid-bulk terminal, and one berthed for repairs. Two tugs, one pilot boat, and one helicopter operated for marine resources. During the same period, the coal terminal had six vessels at anchor and three at berth while handling 138 619 tons on the waterside. On the landside, 19 trains were serviced.

v. Eastern Cape ports

On Wednesday, NCT recorded three vessels on the berth and two vessels at the outer anchorage, with two vessels drifting. Marine resources of one tug, pilot boat, two pilots, and one berthing gang were in operation 24 hours before Thursday. Unfortunately, one tug went out of service but no additional information was shared. Stack occupancy was 35% for GP containers, 14% for reefers, and 30% for reefer ground slots, as 2 480 TEUs were processed on the waterside. Additionally, 312 trucks were serviced on the landside at a truck turnaround time of ~35 minutes. Throughout the week, the terminal was operationally constrained by adverse weather conditions. Furthermore, between Wednesday and Thursday, Cranes 7 and 8 were out of commission for most of the night shift, while Cranes 1 and 5 went out of service for planned maintenance.

On Thursday, GCT had one vessel on berth and two at anchor. In the preceding 24 hours, the terminal had two tugs, one pilot boat, two pilots, and one berthing gang in operation. On the landside, 280 trucks were processed at a truck turnaround time of ~35 minutes, while 430 TEUs were handled across the quay on the waterside. Between Wednesday and Thursday, the Ro-Ro terminal had zero vessels on berth or at anchor but managed to handle 260 units on the waterside, resulting in a stack occupancy figure of 52%.

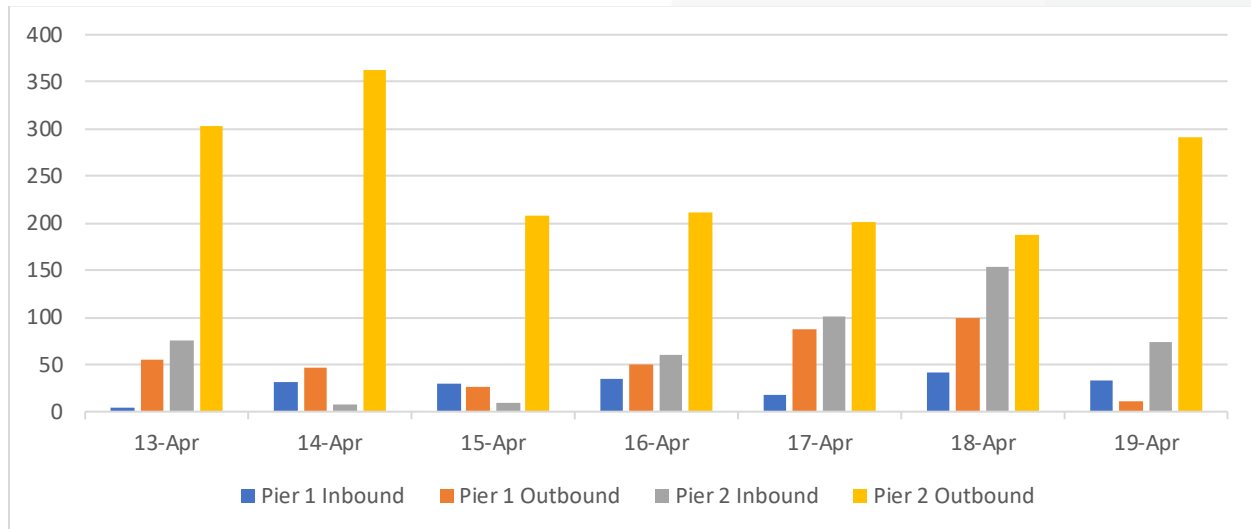
vi. Saldanha Bay

On Thursday, the iron ore terminal had three vessels at anchorage and one on the berth, while the multi-purpose terminal had three vessels at anchor and two on the berth. The vessels at anchor have been waiting outside for approximately 0-2 days, while the vessels in port have been on the berth for 3-5 days.

vii. Transnet Freight Rail (TFR)

The latest reports suggest that TFR experienced network issues for about six hours in the Durban complex between Tuesday and Wednesday. During this period, the Ro-Ro terminal in Durban indicated that cable theft was the leading cause of no rail volumes handled at the terminal, as no trains could move to and from the terminal. Towards the end of the week, DCT Pier 2 had 233 over-border units on hand with a dwell time of 38 days and 158 ConCor units with a dwell time of 36 hours. Rail containers on hand were split as follows: Pier 1: 29, Pier 2: 409.

Figure 11 – TFR: Rail handled (Pier 1 and Pier 2)



Source: Calculated using data from Transnet, 2024. Updated 19/04/2024.

In the last week (13 to 19 April), rail cargo handled out of Durban was reported at **2 815** containers, significantly up by **↑65%** from the previous week's **1 704** containers.

2. Air Update

a. International air cargo

The following table shows the in- and outbound air cargo flows to and from ORTIA for the week beginning 8 April. For comparative purposes, the average air freight cargo (inbound and outbound) handled at ORTIA in April 2023 averaged **~935 939 kg** per day.

Table 4 – International inbound and outbound cargo from OR Tambo⁸

Flows	08-Apr	09-Apr	10-Apr	11-Apr	12-Apr	13-Apr	14-Apr	Week
Volume inbound	433 699	237 613	361 353	254 354	463 704	341 805	1 568 499	3 661 027
Volume outbound	168 471	147 986	209 827	127 014	209 708	218 934	1 107 291	2 189 231
Total	602 170	385 599	571 180	381 368	673 412	560 739	2 675 790	5 850 258

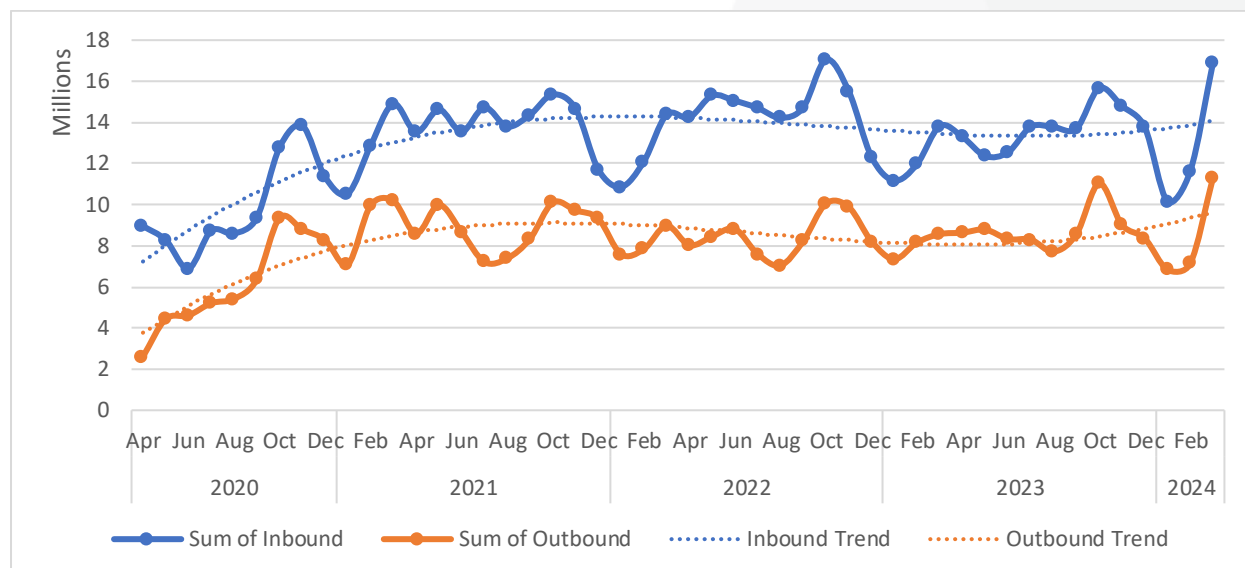
Courtesy of ACOC. Updated: 16/04/2024.

The daily average of air cargo handled at ORTIA in the previous week amounted to **523 004 kg** inbound (**↓20%**, w/w) and **312 747 kg** outbound (**↑1%**), resulting in an average of **835 751 kg per day**. The drop in

⁸ Only ORTIA's international volumes are shown. ORTIA handles ~87% of international cargo to and from South Africa.

weekly cargo means that the industry is now slightly down versus last year ($\downarrow 11\%$ versus April 2023) and about a quarter less than pre-pandemic levels ($\downarrow 25\%$ versus April 2019). Nevertheless, as the following graphs show, there has been some upward movement of international air cargo handled of late:

Figure 12 – International cargo from OR Tambo – volumes per month (kg millions)



Courtesy of ACOC. Updated: 16/04/2024.

b. Domestic air cargo

The following table shows the domestic inbound and outbound air cargo flows as reported by the industry. For comparison, the average domestic air freight cargo (inbound and outbound) handled in April 2023 was $\sim 44\,844$ kg per day.

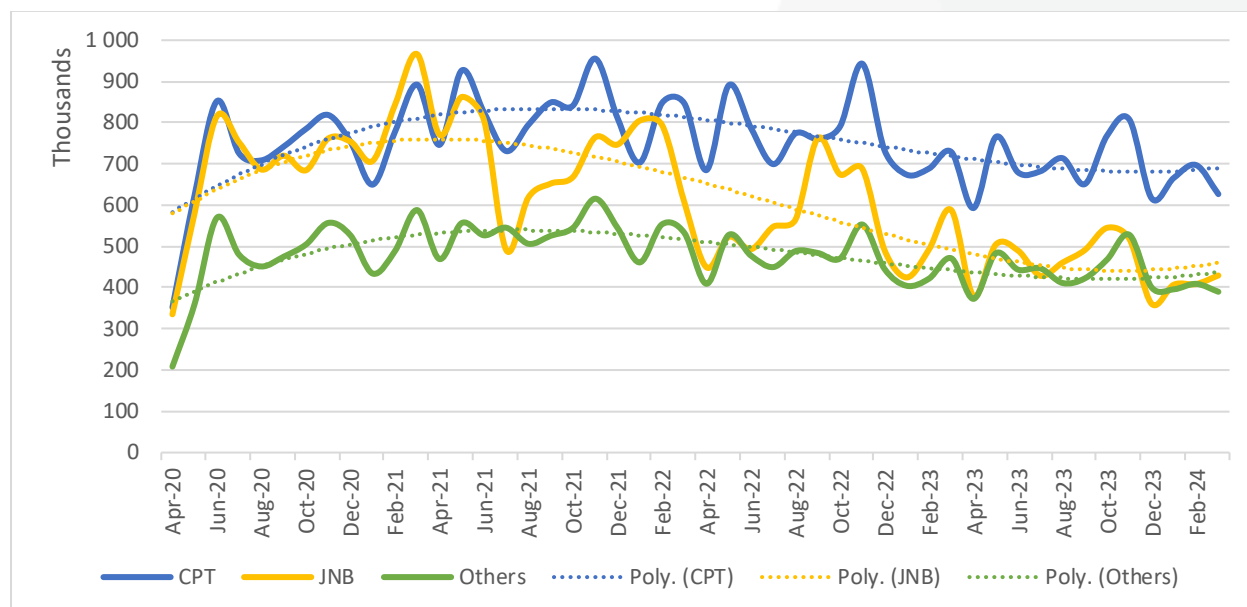
Table 5 – Total domestic inbound and outbound cargo (average daily)

DATE / AIRPORT	CPT	DUR	ELS	JNB	PLZ	OTHERS	TOTAL
2020 Average	22 928	2 514	3 441	21 890	5 818	3 141	59 733
2021 Average	26 852	3 776	3 474	24 379	6 828	3 309	68 619
2022 Average	25 922	3 263	3 232	20 278	6 633	2 909	62 237
2023 Average	22 931	2 791	2 623	15 573	6 302	2 734	52 954
08-Apr	39 954	3 524	3 770	22 665	10 003	4 195	84 111
09-Apr	33 443	3 662	3 769	23 252	9 753	4 462	78 339
10-Apr	40 180	4 383	3 564	24 946	8 960	4 728	86 760
11-Apr	35 513	3 028	2 653	20 328	9 538	4 646	75 707
12-Apr	15 849	2 783	1 854	12 220	4 490	2 560	39 755
13-Apr	1 627	476	10	1 200	153	97	3 562
14-Apr	695	815	41	552	546	44	2 692
Total for 2024:	1 990 124	219 392	212 561	1 245 302	530 368	232 712	4 430 458

Courtesy of ACOC. Updated: 17/04/2024.

The average domestic air cargo moved last week was $\sim 52\,990$ kg per day, up $\uparrow 17\%$ compared to the previous week and slightly up compared to last year's level ($\sim 118\%$). However, the level is currently trending only at $\sim 42\%$ compared with the same period pre-pandemic in 2019. The following graphs show the domestic movement at our main airports since the pandemic's onset:

Figure 13 – Domestic inbound and outbound cargo (thousands)



Courtesy of ACOC. Updated: 17/04/2024.

3. 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 surroundings in the SADC region.

- The median border crossing times at South African borders decreased by **an hour and a half**, averaging **~11,5 hours (↓11%, w/w)** for the week. In contrast, the greater SADC region (excluding South African controlled) **more than doubled** and averaged **~17,1 hours (↑106%, w/w)**.
- There has been a change in the handling of tool fees at Nakonde. The transition from RTSA to ZRA management of tool fees at Nakonde is causing issues due to untrained officers.
 - Despite the Korridor System facilitating payments, receipts must still be presented to ZRA.
- ZRA delays travel due to drivers needing to pay additional fees for expired permits, adding to operational challenges for transporters.
- Zimra has announced a system upgrade to accommodate payments in the new currency, effective 14:30 on 12 April. The contact centre and nearest Zimra office will assist during this period.
- Changes have been made to prepayment and Transit Guarantee Accounts. Accounts are now prefixed with 'G' to accept payments in the new currency. All stakeholders are urged to ensure their respective banks can process these payments.
- At the Lebombo Border, the truck movement was halted by Mozambique police, causing blockages for over 90 minutes with no explanation provided. Reports also indicate police inspections at KM4 with confiscating documents, leading to operational disruptions for transporters.
- Transporters, traders, and cargo owners are encouraged to use the non-tariff barrier (NTB) [online tool](#) developed by UNCTAD and the AfCFTA Secretariat. Alternatively, transporters are encouraged to contact FESARTA and join their [TRANSIST Bureau](#), which arguably provides better and more reliable information.

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

Table 6 – Delays⁹ summary – South African borders (both directions)

Border Post	Direction	HGV ¹⁰ 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	484	6,7	6,5	28,0	14 520	3 388
Beitbridge	Zimbabwe-SA	433	5,2	2,4	14,3	12 990	3 031
Groblersbrug	SA-Botswana	236	0,9	2,4	20,3	7 080	1 652
Martins Drift	Botswana-SA	208	2,0	0,3	1,6	6 240	1 456
Kopfontein	SA-Botswana	226	0,0	1,1	6,0	6 780	1 582
Tlokweng	Botswana-SA	22	0,0	0,2	0,3	660	154
Vioolsdrift	SA-Namibia	30	0,2	1,1	3,3	900	210
Noordoewer	Namibia-SA	20	0,2	0,3	1,6	600	140
Nakop	SA-Namibia	30	0,5	1,1	4,4	900	210
Ariamsvlei	Namibia-SA	20	0,3	0,4	1,3	600	140
Skilpadshek	SA-Botswana	243	0,0	1,5	9,5	7 290	1 701
Pioneer Gate	Botswana-SA	45	0,0	1,0	2,1	1 350	315
Lebombo	SA-Mozambique	1 446	0,0	1,3	9,2	43 380	10 122
Ressano Garcia	Mozambique-SA	125	0,0	0,4	3,6	3 750	875
Weighted Average/Sum		3 568	1,1	1,4	7,5	107 040	24 976

Source: TLC, FESARTA, & Crickmay, week ending 14/04/2024.

Table 7 – 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	0,2	2,6	215,7	9 600	2 240
Central Corridor	798	0,0	0,9	6,6	23 940	5 586
Dar Es Salaam Corridor	1 819	52,9	1,8	20,3	54 570	12 733
Maputo Corridor	1 571	0,0	0,8	6,4	47 130	10 997
Nacala Corridor	127	0,0	0,0	0,0	3 810	889
North/South Corridor	3 681	12,0	1,7	12,8	110 430	25 767
Northern Corridor	2 817	0,1	1,1	8,2	92 520	21 588
Trans Caprivi Corridor	116	0,0	0,8	27,5	3 480	812
Trans Cunene Corridor	100	0,0	2,5	33,0	3 000	700
Trans Kalahari Corridor	318	0,5	0,9	4,1	9 540	2 226
Trans Oranje Corridor	100	0,3	0,7	2,6	3 000	700
Weighted Average/Sum	11 767	7,9	1,2	16,5	361 020	84 238

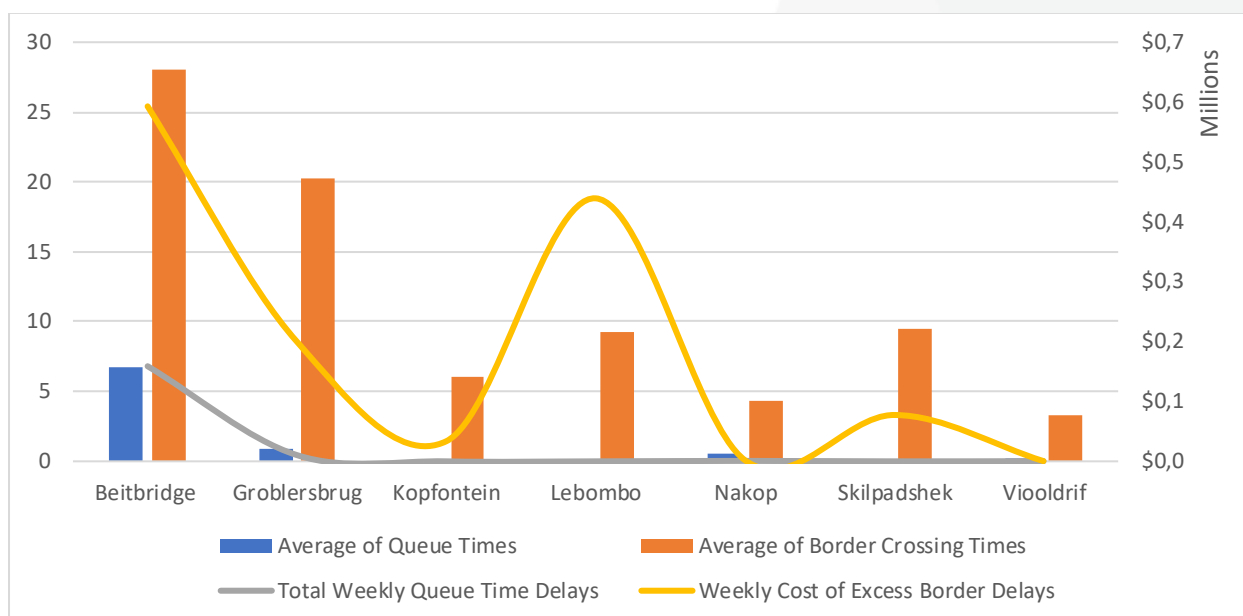
Source: TLC, FESARTA, & Crickmay, week ending 14/04/2024.

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

⁹ It should be noted that the root cause of the reported delays is uncertain 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.

¹⁰ Heavy Goods Vehicles. Note: These statistics are rolling averages; therefore, they would not typically change weekly but rather monthly.

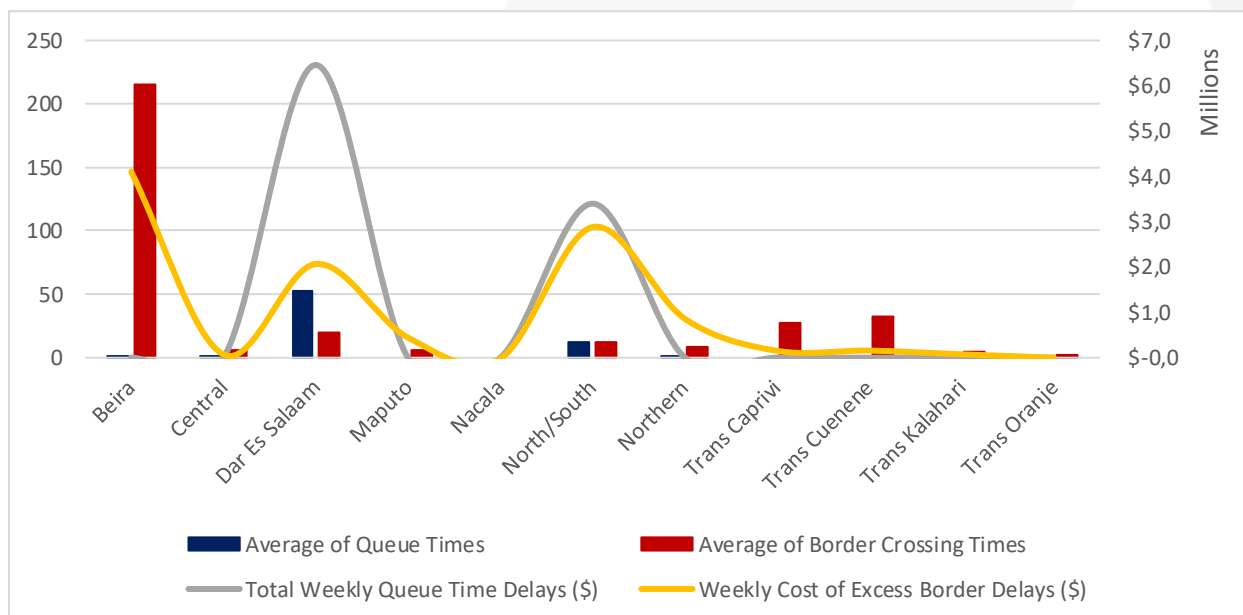
Figure 14 – Weekly cross-border delays & est. cost from an SA border perspective (hours & \$ millions)



Source: TLC, FESARTA, & Crickmay, week ending 14/04/2024.

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

Figure 15 – Weekly cross-border delays & est. cost from a corridor perspective (hours & \$ millions)



Source: TLC, FESARTA, & Crickmay, week ending 14/04/2024.

In summary, cross-border queue time averaged **~7,9 hours** (down by **~2,4 hours** from the previous week's **~10,4 hours**), indirectly costing the transport industry an estimated **\$9,8 million (R190 million)**. Furthermore, the week's average cross-border transit times **almost doubled** and hovered around **~16,5 hours** (up by **~7,7 hours** from the **~8,8 hours** recorded in the previous report), at an indirect cost to the transport industry of **~\$10,8 million (R207 million)**. As a result, the total indirect cost for the week amounts to an estimated **~\$20,6 million (R397 million, up by ~R2 million or ↑0,4% from ~R395 million in the previous report)**.

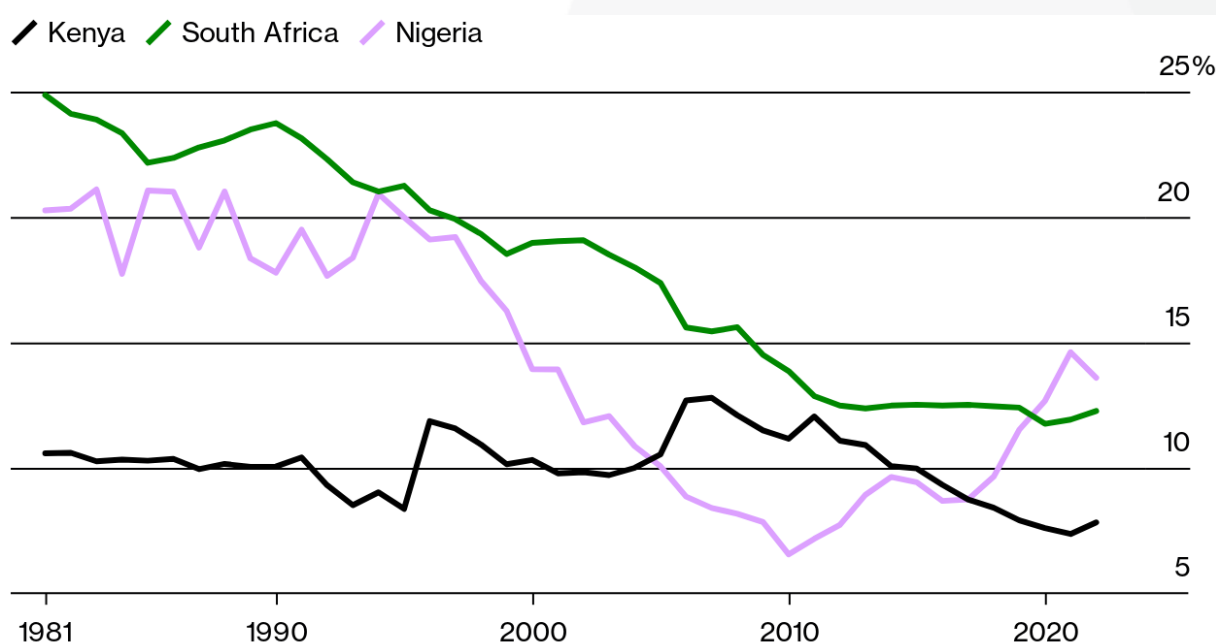
4. International Update

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

a. African manufacturing

Manufacturing as a share of GDP has experienced a notable decline in major African economies in recent years, reflecting broader challenges facing the sector. Nestlé's decision to close its Nesquik chocolate milk powder production in South Africa due to declining demand exemplifies this trend. Similarly, Unilever ceased manufacturing home-care and skin-cleansing products in Nigeria, while pharma giants Bayer and GSK have outsourced distribution in Kenya and Nigeria. Despite initial enthusiasm from top multinationals drawn by rapid growth, youthful populations, and increasing wealth, the allure of investing in African markets has diminished. This shift can be attributed to a myriad of challenges, including currency fluctuations, bureaucratic hurdles, power shortages, and congested ports, which have hampered business operations in the region.

Figure 16 – Manufacturing as a share of GDP (%)



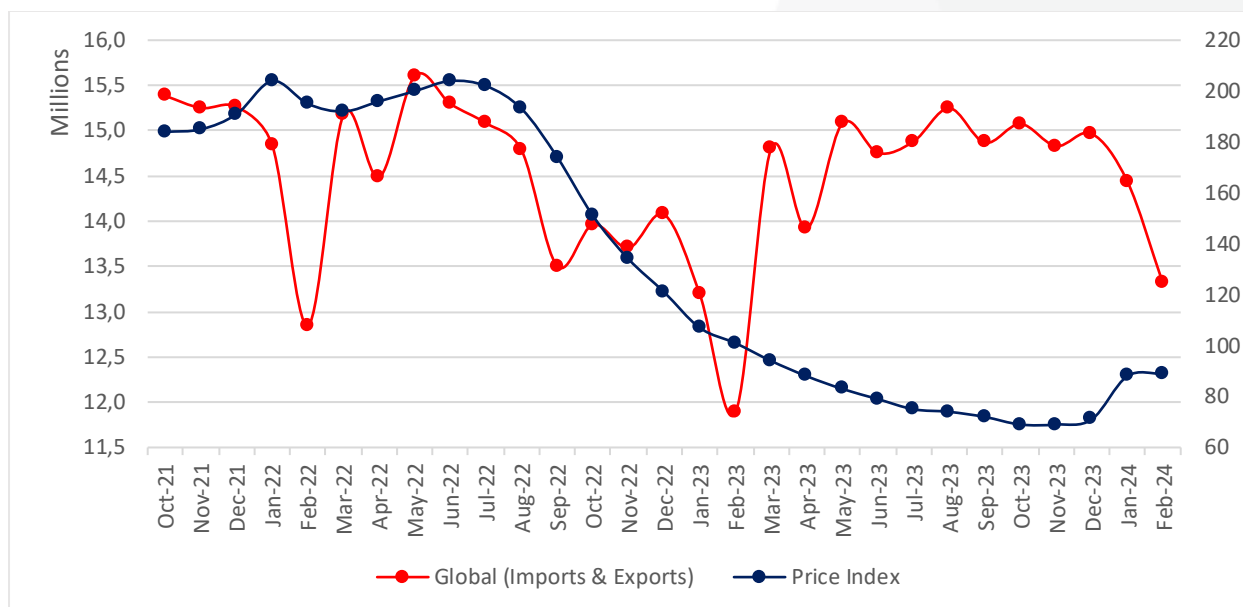
Source: [World Bank via Bloomberg](#)

b. Global shipping industry

i. Global container trade statistics - February

The latest container throughput figures for February from Container Trade Statistics (CTS) – an online statistics portal measuring global containerised trade – show that container volume has decreased by a considerable $\downarrow 7,8\%$ (m/m). The decrease in container trade can mainly be attributed to the Chinese New Year and is cyclical; however, several crises (Red Sea, Panama drought, etc.) have exacerbated the situation. Despite the monthly decrease, annual volume remains put by $\uparrow 7,2\%$ (y/y) versus February 2023. The following figure illustrates the global container throughput and price index since September 2021:

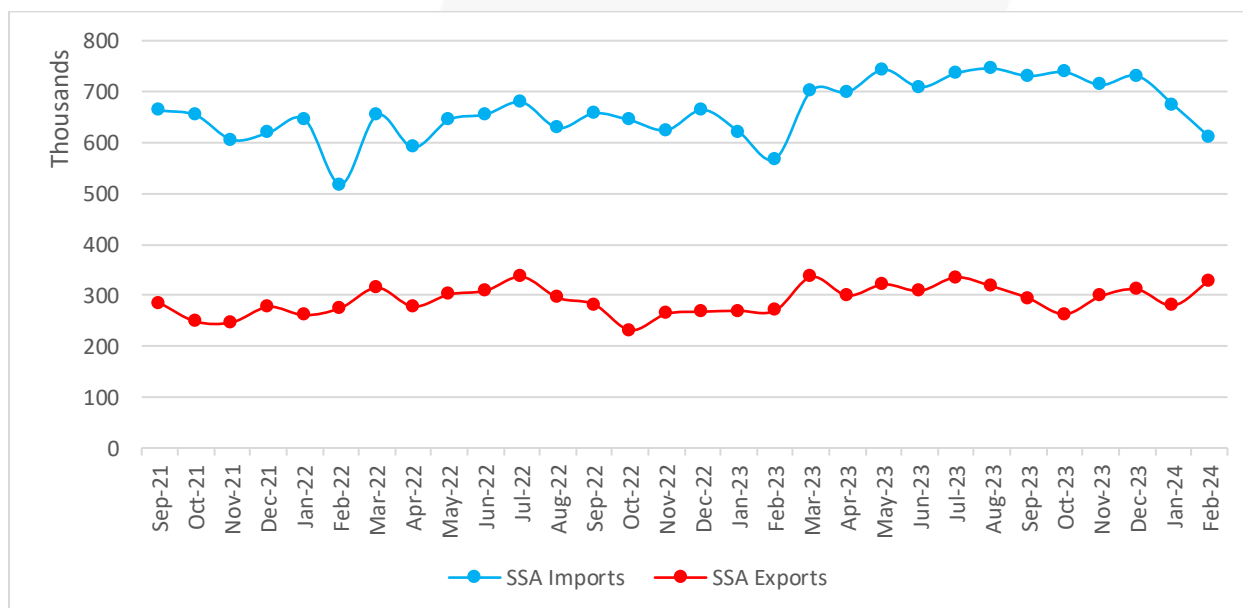
Figure 17 – Global Containerised Throughput (TEUs) and price index



Source: Calculated from [CTS](#)

Concerning freight rates, the price index (reefer and dry) continued its slight resurgence in February ($\uparrow 1,1\%$, m/m), as the industry is set to return to more “normal” rates (note the weekly assessment of the WCI below). Geographically, all seven regions registered decreases in imports (North America was the most prominent at $\downarrow 16,1\%$), while exports were mostly up – except out of the Far East ($\downarrow 18\%$), with Sub-Saharan Africa registering the most significant increase at $\uparrow 17,7\%$). The following figure shows Sub-Saharan African trade over the same period:

Figure 18 – Sub-Saharan Africa Containerised Throughput (TEUs)

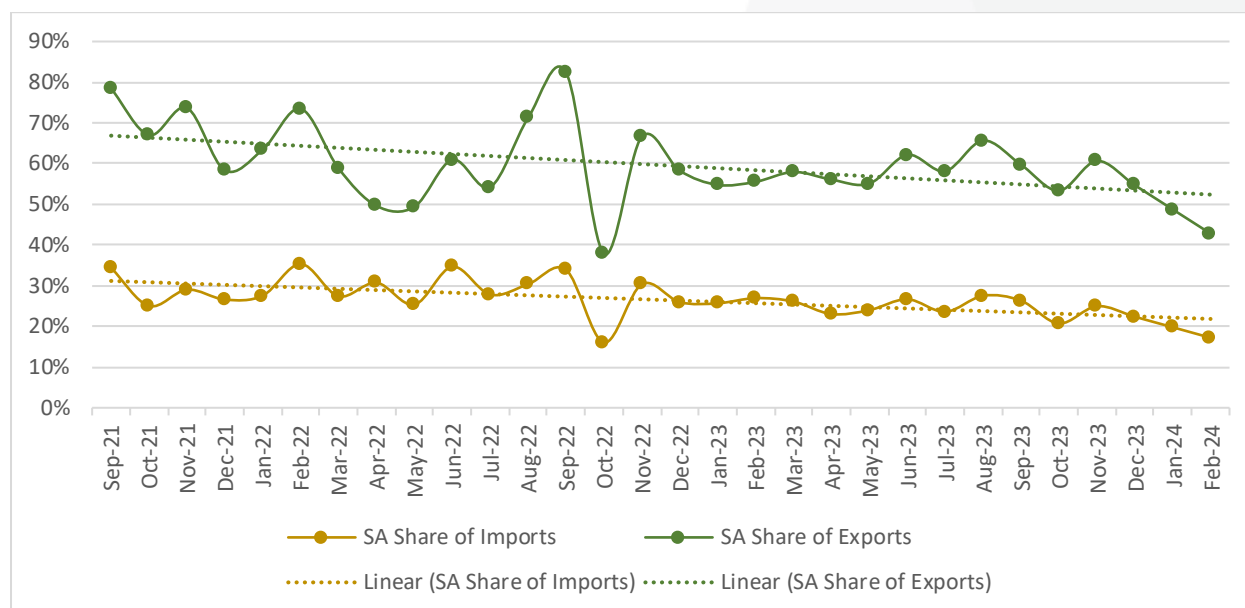


Source: Calculated from [CTS](#)

As with the overall trade, yearly SSA trade shows that imports decreased at the beginning of the year but are still up versus February last year ($\uparrow 7,5\%$, y/y). In contrast, exports have continued their steady growth

and are up by **↑22,1%**. However, the glaring issue is South Africa's portion of regional containerised trade, which is steadily dropping, consequently diminishing our role as the leading maritime entry point to Africa:

Figure 19 – South Africa's share in regional containerised throughput (% share)



Source: Calculated from [CTS](#)

South Africa accounted for only **17%** of SSA imports (it was **34%** a mere two-and-a-half years ago) and **43%** of SSA exports in February (it was **82%** in September 2022 before the widespread labour strikes brought the ports to a standstill) when measuring these versus TNPA figures. The persistent trend signals South Africa's diminishing role in regional containerised trade, reflecting a concerning decline in its global port standing. While recent efforts by TPT and associated stakeholders aim to rectify this situation, the urgency demands sustained collaboration to restore the industry to its previous robust state.

ii. Global container summary

The pace of new containership deliveries has picked up markedly, with over 309 000 TEU delivered in the past month¹¹, pushing the annualised rate of fleet growth to **9,6%**. Despite the influx of new supply, the demand for tonnage remains robust, with charter rates continuing to climb. The recent escalation of the Middle East crisis has further fueled the demand for containerships, particularly with the heightened threat to shipping in the Persian Gulf and the ongoing crisis related to Suez diversions. While the exposure of Israeli-linked ships in the Strait of Hormuz is currently limited, the unrest is expected to drive up freight rates in the coming weeks. In summary, global port congestion is currently only affecting **~5,9%** of the total fleet, with Durban remaining on the first page of Linerlytica's "Port Congestion Watch" at a queue-to-berth ratio of **0,87**¹². The idle capacity stands at **~0,4%** of the total fleet, as the "Cancelled Sailings Tracker" is stable at around **7%**¹³.

iii. Global container freight rates

Global freight rates have continued to decrease despite some stabilisation on several of the major East-West routes. Collectively, the "World Container Index" is down by **↓2,7%** (or **\$76**) to **\$2 719** per 40-ft container¹⁴:

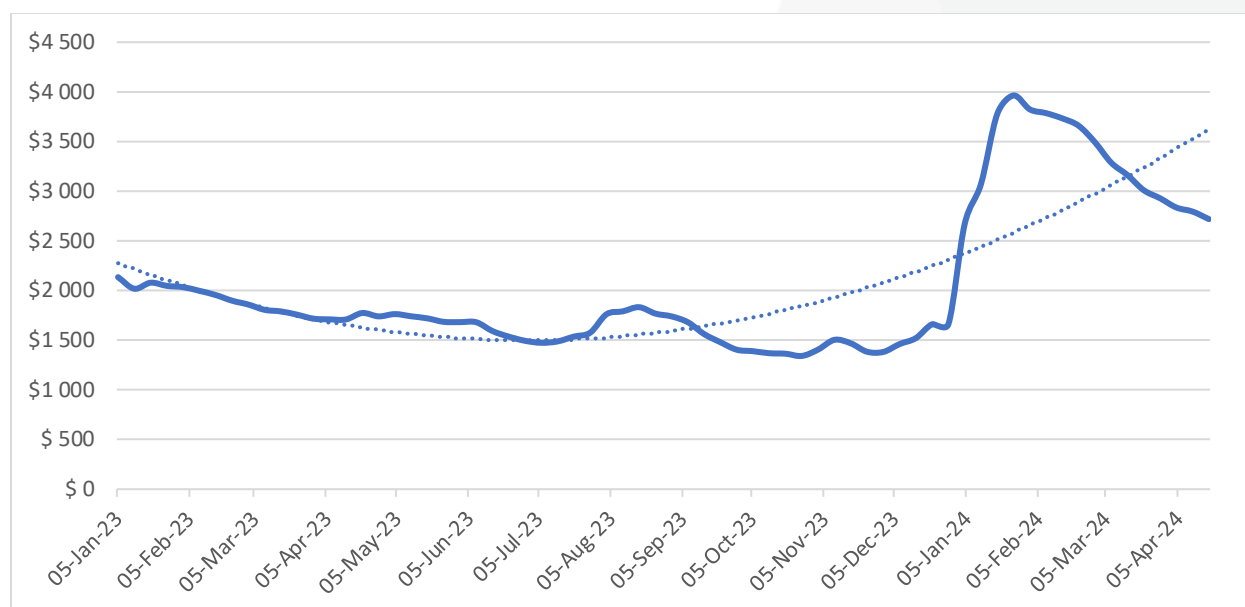
¹¹ Linerlytica. 16/04/2024. [Market Pulse – Week 16](#).

¹² Linerlytica. 20/04/2024. [Port Congestion Watch](#).

¹³ Drewry. 19/04/2024. [Cancelled Sailings Tracker](#).

¹⁴ Drewry. 18/04/2024. [World Container Index](#).

Figure 20 – World Container Index assessed by Drewry (\$ per 40 ft. container)



Source: Calculated from [Drewry](https://www.drewry.com/)

The composite index remains up by **↑53%** compared to the same week last year and **↑91%** higher than the average 2019 pre-pandemic rates of **\$1 420**; however, both comparisons continue to drop. Looking ahead, global rates will invariably increase slightly in the coming weeks, driven by significant gains in Latin America, the Middle East, and Australia. Meanwhile, rates on the Asia-Europe and Transpacific routes have stabilised after recent declines, with Shanghai freight futures to North Europe experiencing a notable rally at the beginning of the week. In the charter market, the rate continues to stabilise, as the Harper Petersen Index (*Harpex*) is currently trending at **1 233 points**, up by **↑0,2%** (w/w) and up by **↑3%** (y/y) versus this time last year¹⁵.

iv. Further developments of note

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

1. Urgent call for breakdown of cargo onboard as General Average declared on Dali:

- Grace Ocean, based in Singapore, has invoked the General Average on its vessel, the Maersk-chartered Dali, following its involvement in the Francis Scott Key Bridge allision.¹⁶
- While Maersk has not issued an official statement, MSC confirmed that Maersk Line communicated the vessel owner's declaration of General Average.
- This decision suggests anticipating high salvage operation costs to be recovered from contributions by all involved parties.
- The 9 000 TEU container vessel Dali, chartered from Grace Ocean and operated by Maersk, serves the 2M's TP12/Empire route, carrying cargo from MSC customers.

¹⁵ Harper Petersen Index. 19/04/2024. [HARPER PETERSEN Charter Rates Index](https://www.harpex.com/).

¹⁶ Goldstone, C. 15/04/2024. [Urgent call for breakdown of cargo onboard as General Average declared on Dali](https://www.busa.org.za/news/urgent-call-for-breakdown-of-cargo-onboard-as-general-average-declared-on-dali).

2. Iranian troops seize MSC box ship while Somali pirates net \$5 million ransom for bulkер:

- As instability rises in the Middle East, the Israel-Palestine war now threatening to encompass Iran, a parallel escalation occurred in the Red Sea over the weekend, with MV Aries seized by Iranian marines and Somali pirates netting a \$5 million ransom for the release of MV Abdullah¹⁷.
- Footage from the deck of the 15 000 TEU Madeira-flagged vessel Aries, chartered by MSC, shows Iranian Revolutionary Guard troops rappelling from a helicopter onto the deck. The incident may mark the outset of direct military involvement by Iran, which until now has operated through its proxies, the Houthis and Hezbollah.

3. Panama Canal Authority eyes return to normal service:

- The Panama Canal Authority (ACP) anticipates nearly total capacity for this year's peak season, contingent upon accurate rainfall forecasts¹⁸.
- A new schedule projects an increase in daily transits, aiming for 31 from May 16 and 32 from June 1, approximating 90% operational capacity. Despite previous concerns during an El Nino-induced drought, mitigation efforts maintained transit levels above 20, and the ACP aims to return to full capacity by early 2025.



















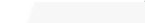
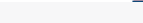

c. Global air cargo industry

In the second week of April, global air cargo rates, after consistently rising since February, remained unchanged, matching rates from the same period in the previous year for the first time since mid-2022. Despite a decrease in total tonnages, attributed partly to Eid, average rates held steady at **\$2,52 per kg**. Worldwide tonnages dropped by **↓3%** in week 15, with notable declines from predominantly Muslim countries like Pakistan, Bangladesh, and the UAE. The current rates reflect a **↑40%** increase compared to pre-pandemic levels in April 2019. After peaking at **\$4,28 per kg** in late 2021, rates stabilised around **\$2,30 per kg** in late 2023, with a slight recovery since late February 2024. The following illustrates the movement of capacity, volume, and rates in the last five weeks:

Figure 21 – Capacity, chargeable weight and rates (5w/5w)

Origin Regions last 2 to 5 weeks



	Capacity ¹			Chargeable weight ¹			Rate ¹		
	Last 5 wks	2Wo2W	YoY	Last 5 wks	2Wo2W	YoY	Last 5 wks	2Wo2W	YoY
Africa		-5%	-1%		-12%	-3%		+2%	+1%
Asia Pacific		-3%	+10%		-8%	+11%		+7%	+5%
C. & S. America		-2%	+10%		-2%	+2%		-1%	-6%
Europe		+2%	+7%		-15%	+1%		+2%	-20%
M. East & S. Asia		-1%	+6%		-7%	+8%		+5%	+45%
North America		-1%	+8%		-3%	+2%		-2%	-17%
Worldwide		-1%	+7%		-9%	+6%		+4%	-1%

Source: [World ACD](#)

¹⁷ Bartlett, C. 15/04/2024. [Iranian troops seize MSC box ship while Somali pirates net \\$5m ransom for bulkер.](#)

¹⁸ Van Marle, G. 16/04/2024. [Looks like rain: Panama Canal Authority eyes return to normal service.](#)

Air export tonnages from South Asian countries like India, Pakistan, and Bangladesh remain elevated, mainly to European destinations, due to strong demand and supply disruptions in ocean shipping. However, during the Eid holidays, there were significant week-on-week drops in tonnages ex-Pakistan (↓41%), Bangladesh (↓14%), and the UAE (↓29%) to worldwide destinations. Similarly, India saw decreases of ↓18% worldwide and ↓16% in Europe. Despite these declines, overall cargoes from the Middle East and South Asia (MESA) to Europe dropped by ↓18% week-on-week but remained ↑17% higher than last year. India-Europe tonnages increased by ↑9% year-on-year, while Sri Lanka to Europe saw increases of ↑8% week-on-week and ↑26% year-on-year in week 15. Despite a ↓21% drop, Dubai-Europe tonnages remained significantly higher than the previous year, up by ↑153% before flooding impacted operations. On Tuesday, the United Arab Emirates experienced unprecedented heavy rainfall, leading to flooding on major highways and at Dubai's international airport¹⁹. The downpour, described as a "historic weather event" by the state-run WAM news agency, exceeded any recorded rainfall since data collection began in 1949, predating the nation's oil discovery during its time as the Trucial States. Normal operations were restored by Saturday, as the event created havoc in the air transport space²⁰.

ENDS²¹

¹⁹ Gambrell, J. 17/04/2024. [Storm dumps heaviest rain ever recorded in desert nation of UAE, flooding roads and Dubai's airport.](#)

²⁰ Reuters. 20/04/2024. [Emirates and flydubai resume normal operations after Dubai floods.](#)

²¹ **ACKNOWLEDGEMENT:**

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