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Cargo Movement Update #267[1]

Date: 1 February 2026

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 (TEUs)	26 672	30 388	**57 060**	28 463	32 428	**60 891**	↓6%
Air Cargo (tons)	3 472	2 393	**5 865**	3 948	2 190	**6 138**	↓4%

Monthly Snapshot

Figure 1 – Cyclical[4] monthly cargo volume, year on year (most metrics: Dec '24 vs Dec '25, % growth)

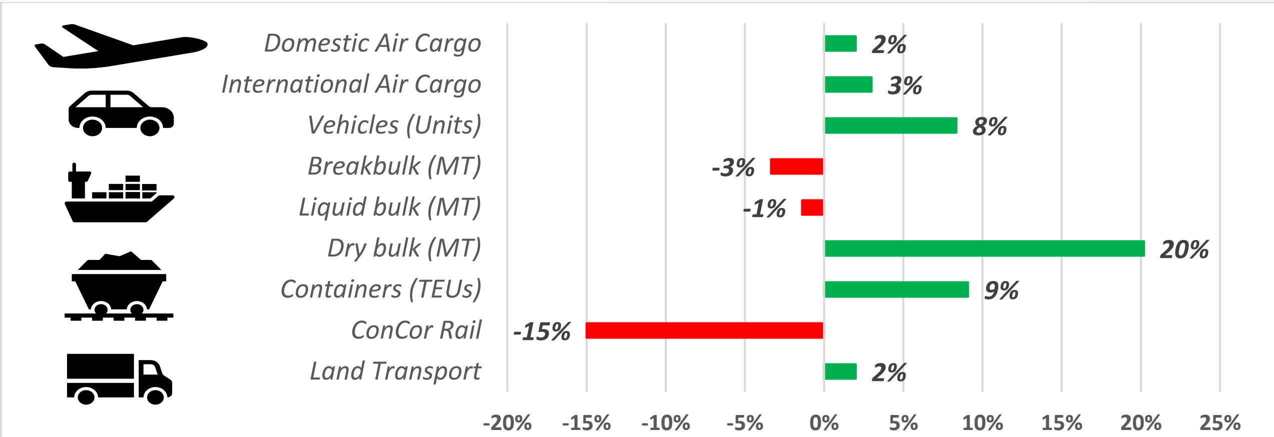
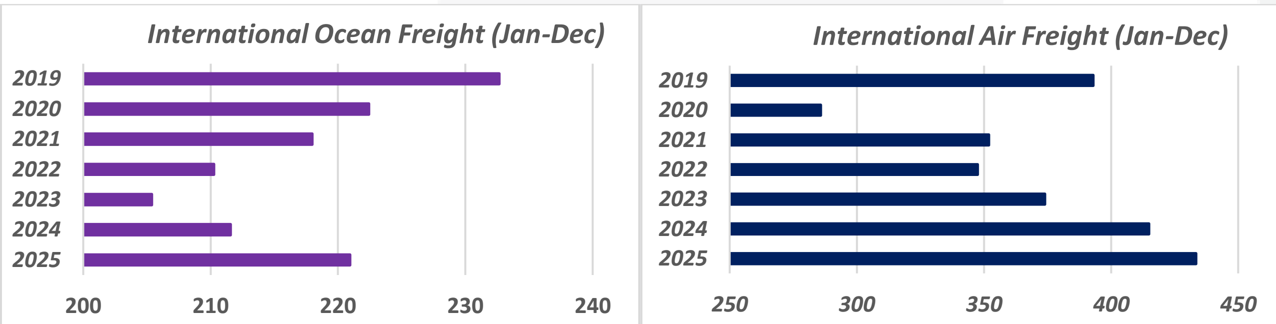


Figure 2 – Year-to-date flows 2019-2025[5]: ocean, y/y (million metric tonnes) & air freight, y/y (kg millions)



Key Notes

- An average of **8,151**[6] **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.
- Softening demand and over-capacity keep pushing freight rates down (**↓4,7%**, to **$2,107/40-ft**).
- Global air cargo is up by **↑1%** (w/w) and **↑3%** (y/y). Capacity is also up (**↑2%**), with rates: **$2,43kg**.

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[1] This weekly report contains an overview of air, sea, and road freight to and from South Africa. It is the *267th* update.
[2] '*Current*' means the last seven days (a week's) of available data.
[3] '*Previous*' means the preceding 8-14 days (a week) of available data.
[4] '*Monthly*' means the last months' worth of available data compared to the same month in the previous year. Most: Dec vs. Dec.
[5] Total YTD; ocean = bulk cargo in a million metric tonnes, as reported by TNPA; air = cargo to and from all airports in a million kilograms.
[6] Figures for this week onward exclude volumes handled by DGT, as the data were not available at the time of reporting

Executive Summary

This update provides a consolidated overview of the South African logistics network and the current state of international trade. At our container terminals, an average of **8,151 TEUs** was handled daily, a decrease from **8,699 TEUs** the previous week.

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.

Global shipping conditions remain fragile, with LNG markets projected to recover modestly in 2026 as Asian demand rebounds and new liquefaction capacity comes online, though heavy vessel deliveries and geopolitical risks will cap freight-rate upside. In container shipping, the extraordinary profit cycle is fading, with several major carriers reporting – or expected to report – losses. Meanwhile, global freight rates continue to weaken amid excess capacity, muted demand on key east–west trades, and limited scrapping activity, despite relatively stable charter markets. 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.

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.

International air-cargo markets stabilised this week, with modest weight growth and a tentative rebound in spot rates offset by rapid capacity expansion and weather-related disruptions in North America. Asia-Pacific flows paused ahead of the Lunar New Year, while the Middle East and South Asia continued to post robust year-on-year gains.

On the N4 corridor, 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.

Weekly figures in the SADC region show that cross-border road transport times, on average, increased this week. 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%**). This week, on average, three SADC borders took more than a day to cross, namely Beitbridge, Chirundu OSBP, and Kasumbalesa (the worst affected, taking around **four days** to cross).

Other cross-border developments this week included **(1)** continued communications outages at Skilpadshek without material traffic disruption, **(2)** Namibia decentralising cross-border permit issuance to all NaTIS offices, **(3)** renewed volatility in the Democratic Republic of the Congo following protests over scanner fees and the temporary suspension of operations at Kanyaka, **(4)** severe northbound congestion at Kasumbalesa prompting facilitation measures, and **(5)** prolonged infrastructure remediation requirements at KM4 with a minimum 12-month construction horizon.

Concluding this edition, we once again turn our attention to the trade environment and the AGOA agreement. Consolidated trade statistics from SARS show a 2025 year-to-date surplus reaching **R201,6 billion** (slightly above the **R197 billion** recorded in 2024). The year marks the fifth consecutive year that South Africa has run a trade surplus, starting in 2021. Indeed, surpluses strengthened post-2022 due to high commodity exports like minerals and metals, despite global pressures.

From traditional commodities to traditional partners, the news of the **AGOA extension through 31 December 2026** (retroactive to 30 September 2025) bodes well for trade certainty this year. However, the US Senate scaled back a longer renewal, as the House accepted the compromise. South Africa's Trade Minister Parks Tau welcomed the extension as providing short-term relief and predictability for exporters, while urging the US to use the period to establish a durable investment-friendly framework aligned with AGOA's original objectives of export diversification and investment stimulus.

Taken together, resilient commodity-driven surpluses and a reprieve under AGOA underline both South Africa's underlying trade strength and the strategic urgency of securing longer-term market access and investment certainty in an increasingly fragmented global trading system.

Contents

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. The reporting aligns with TPT's cycle, which runs from Monday to Sunday.

With the transition of Durban Container Terminal Pier 2 to Durban Gateway Terminal under ICTSI, reporting structures have been revised, and DGT data is therefore not currently reflected in this section of the report. Nevertheless, an update is provided below, including the weekly number of containers moved on the waterside. Note: the reporting unit is in containers and not TEUs, as shown in *Tables 2* and *3*.

Table 2 – Container Ports – Weekly flow reported for 26 January to 1 February (measured in TEUs)

7-day flow reported (26/01/2026 – 01/02/2026)			
Terminal	**Daily average**	**Weekly total**	**% (w/w)**
Durban Gateway Terminal (Pier 2)	Since the transition from DCT to DGT, no information has been received. Note the totals below.		
New Pier (Pier 1)	1 989	13 926	↓12%
Cape Town Container Terminal	2 152	15 066	↓14%
Ngqura Container Terminal	2 628	18 393	↑10%
Port Elizabeth Container Terminal	410	2 868	↓50%
Other	972	6 807	↑38%
Total	**8 151**	**57 060**	**↓6%**

Source: Calculated from TPT, 2026. Updated 01/02/2026.

An average of **~8,151 TEUs** (**↓6%**) was handled per day for the last week (*26 January to 1 February, Table 2*). Consequently, throughput was above the projected average of **~7,165 TEUs** (**↓12%** actual versus projected). For the coming week, a decreased average of **~7,165 TEUs** (**↓7%**) is predicted to be handled (*2 to 8 February*, *Table 3*).

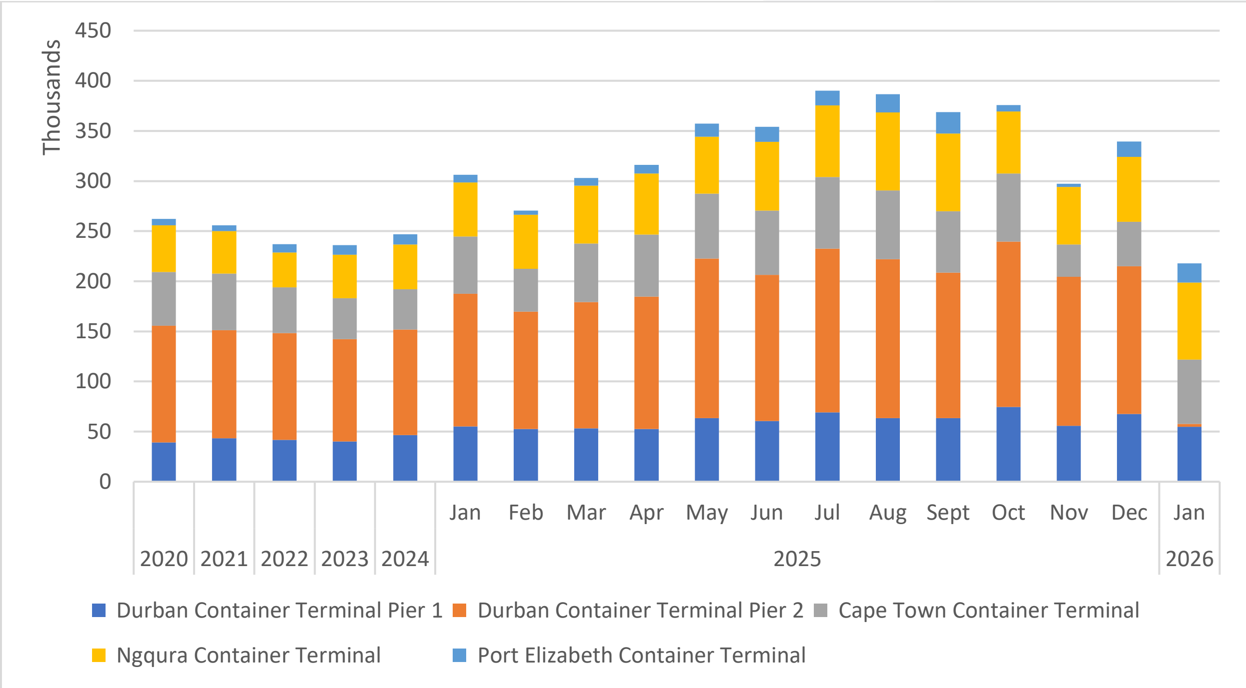
Table 3 – Container Ports – Weekly flow projected for 2 to 8 February (measured in TEUs)

7-day flow projected (02/02/2026 – 08/02/2026)			
Terminal	**Daily average**	**Weekly total**	**% (w/w)**
Durban Gateway Terminal (Pier 2)	Since the transition from DCT to DGT, no information has been received. Note the totals below.		
New Pier (Pier 1)	1 897	13 277	↓5%
Cape Town Container Terminal	1 910	13 373	↓11%
Ngqura Container Terminal	1 945	13 617	↓26%
Port Elizabeth Container Terminal	366	2 561	↓11%
Other	1 047	7 329	↑8%
Total	**7 165**	**50 157**	**↓12%**

Source: Calculated from TPT, 2026. Updated 01/02/2026.

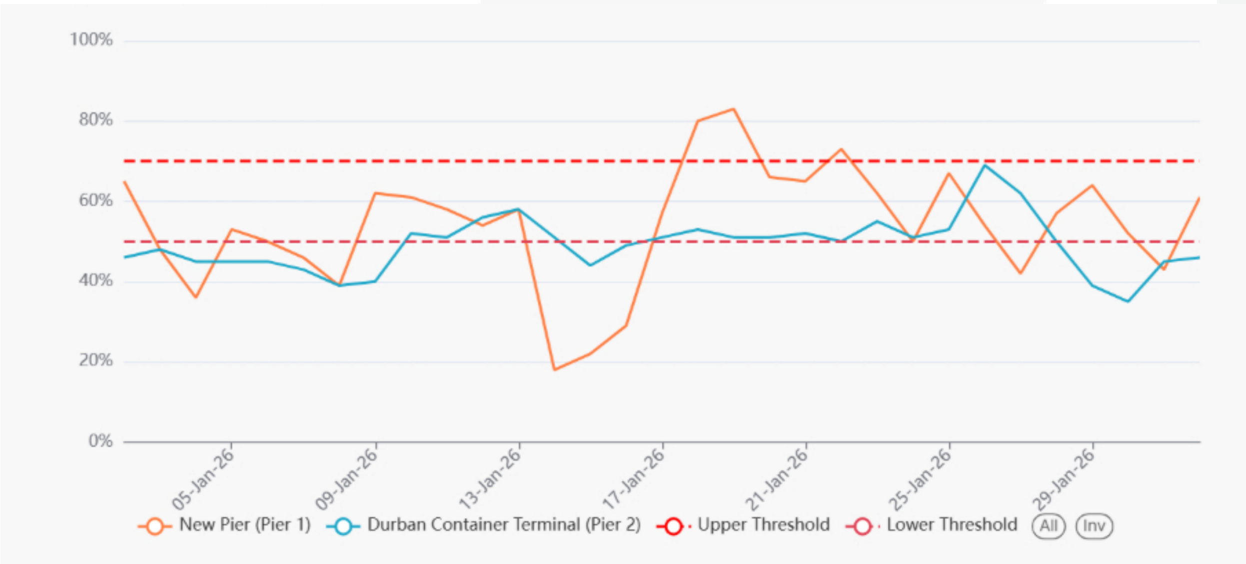
The following figure illustrates the *monthly* average flow of aggregate containerised cargo passing through our commercial ports since our reporting began during the nationwide lockdown.

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



Source: Calculated from TPT, 2026, and updated 01/02/2026.

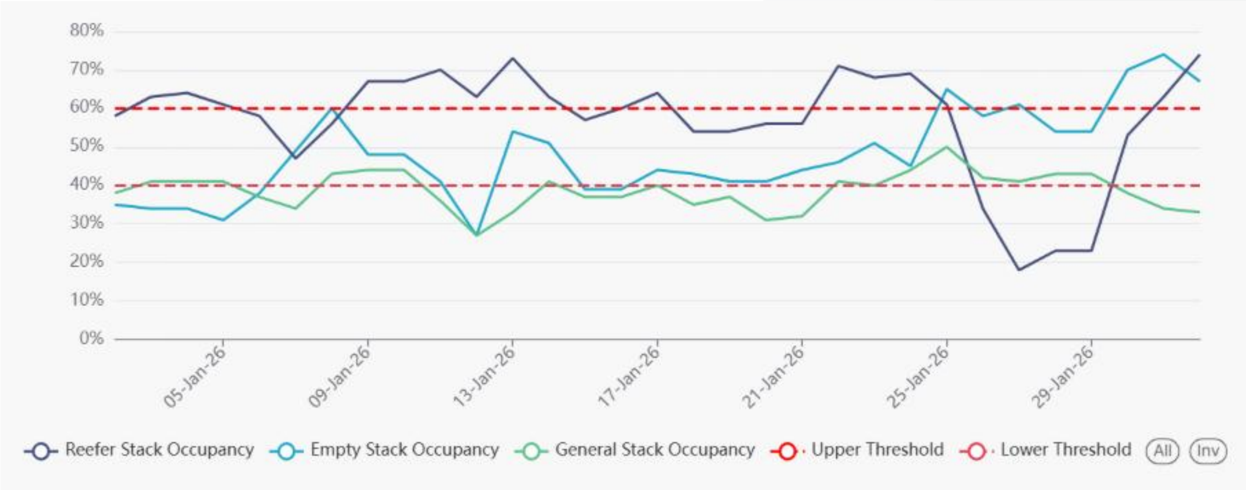
Figure 4 – Stack occupancy in DCT, general-purpose containers (2 January to present; day on the day)



Source: Calculated using data from Transnet, 2026, and updated 01/02/2026.

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

Figure 5 – Stack occupancy in CTCT, GP, reefer, and empty stack (2 January to present, day on day)



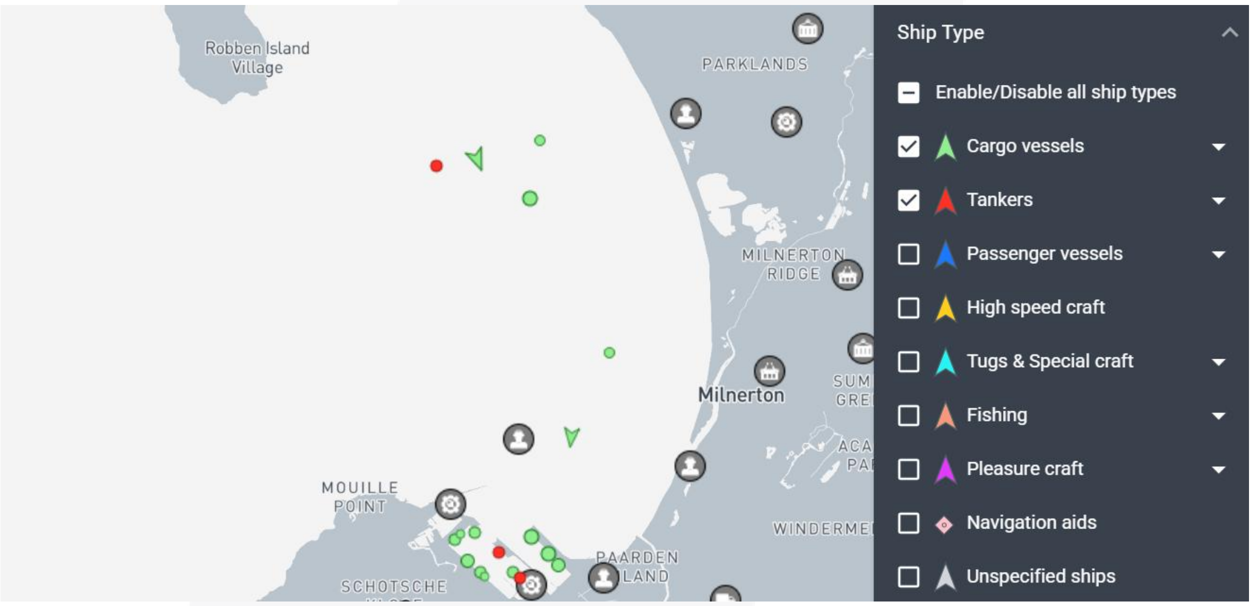
Source: Calculated using data from Transnet, 2026, and updated 01/02/2026.

b. Summary of port operations

i. Cape Town

The Cape Town Container Terminal was once again plagued by weather delays, this week totalling around 24 hours. The main impact was on waterside operations, with volumes fluctuating, while road and rail volumes remained somewhat more consistent. By the end of the week, the terminal had three vessels waiting at anchorage; however, the backlog is anticipated to be cleared throughout the coming week, despite additional anticipated weather delays and for the past week, equipment availability remained strong with an average of 8 out of 9 cranes and 29 out of 32 RTGs reported. Elsewhere, a planned overnight network upgrade triggered instability at 06:00 on Thursday, 29 January, requiring a full system reboot before operations normalised at 11:35 the same day.

Figure 6 – Cape Town vessel view (per vessel group)



Source: Marine Traffic. Updated 01/02/2026 at 14:00.

The Cape Town Multi-Purpose Terminal was not as heavily impacted by weather delays, with operations continuing as normal, with a full complement of equipment available for most of the week (three out of three cranes, along with three out of three straddle carriers available on average).

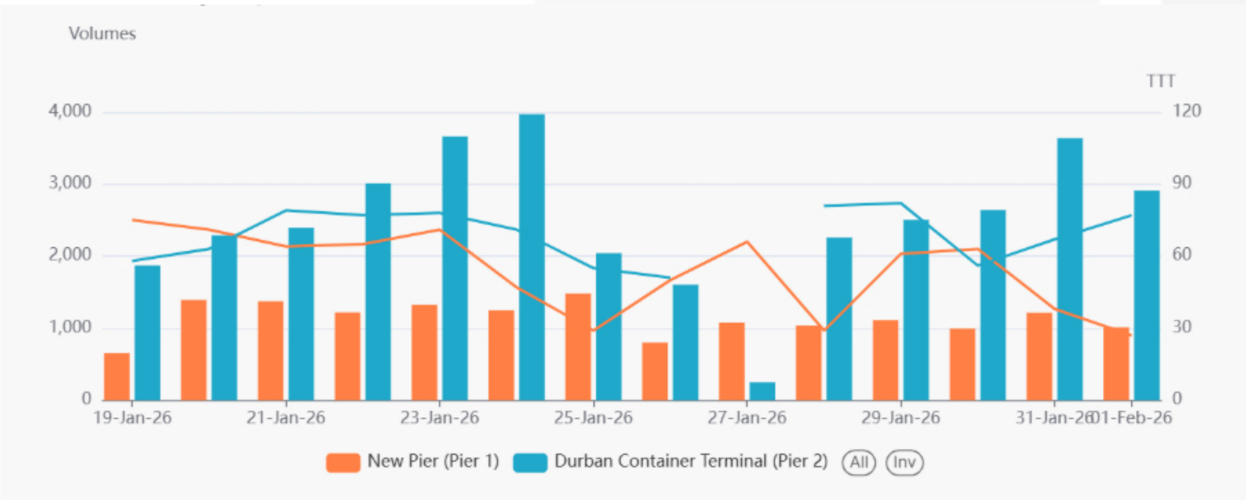
ii. Durban

The **TTT** at Pier 1 for the week averaged **~48 minutes** (**↓20%**, w/w), and the average **staging time** was **~32 minutes** (**↓52%**). There was a slight slowdown in operations, with the terminal reporting an empty berth on a few occasions. Landside and rail operations remained steady. 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.

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 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.

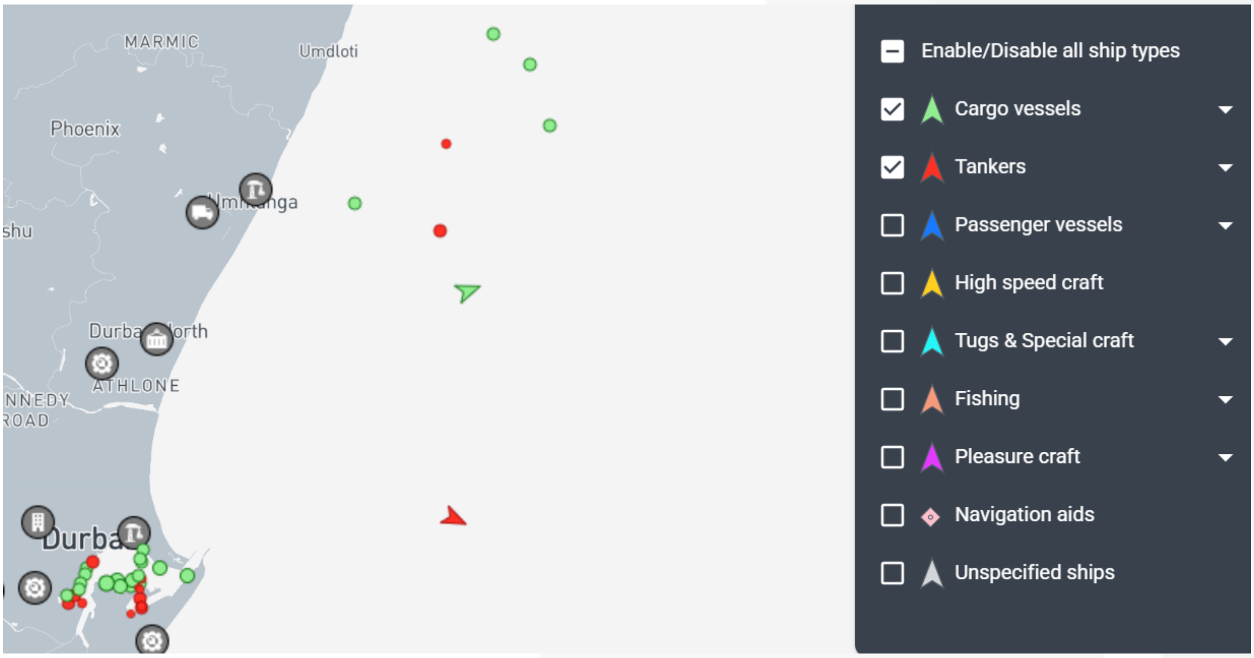
Figure 7 – Gate moves (left axis) and time spent in the terminal (in minutes, right axis)



Source: Calculated using data from Transnet, 2026, and updated 01/02/2026.

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. The following snapshot shows the current status quo:

Figure 8 – Durban vessel view (per vessel group)



Source: Marine Traffic. Updated 01/02/2026 at 14:00.

iii. Richards Bay

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).

The Richards Bay helicopter remained out of commission due to planned maintenance throughout the week, with the estimated date of return to operations being pushed back from 2 February to 6 February.

iv. Eastern Cape ports

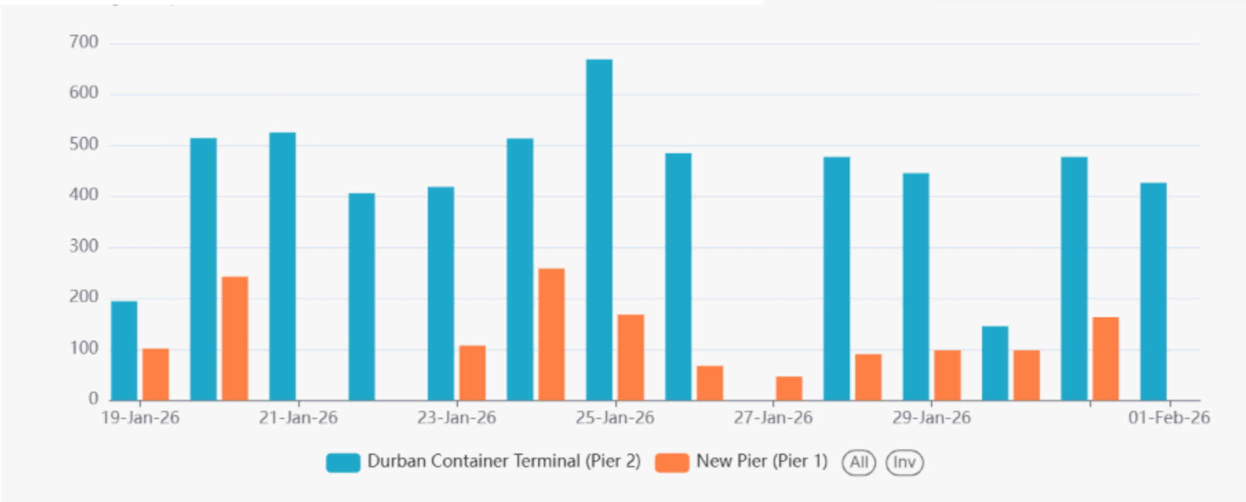
Ngqura Container Terminal reported minor weather delays throughout the week, though waterside operations remained steady (up by 10%). Equipment availability remained consistent throughout the week, with six out of 8 cranes and 22 out of 30 RTGs available on average. By the end of the week, NCT had three container vessels at anchorage.

Port Elizabeth Container Terminal showed a reduction in waterside volumes, mainly due to instances where the berth was empty. Equipment availability was strong, with 11 out of 11 straddle carriers and two out of three cranes available, on average. The third crane remains out on planned maintenance, with the estimated date of return reported as 31 March 2026.

v. Transnet Freight Rail (TFR)

Over the weekend, good news was reported regarding the delays on the City Deep – Mafikeng line. TFR reported that a set of diesel trains was secured for weekend operations, clearing 77% of the backlog. An additional set of trains is anticipated to run over the coming weekend to clear the remaining backlog. Towards the end of the week, delays were experienced on the ConCor line due to snapped lines. 8 trains were delayed for around 8 hours, though the situation was quickly resolved. No further challenges were reported on the rail side for the week.

Figure 9 – TFR: Rail handled (Pier 1, Pier 2, and CTCT)



Source: Calculated using data from Transnet, 2025. Updated 01/02/2026.

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.

2. Air Cargo Update

a. International air cargo

The following table shows the inbound and outbound air cargo flows to and from ORTIA for the week (*26 January to 1 February*). For comparative purposes, the average air freight cargo (inbound and outbound) handled at ORTIA in *February 2025* averaged **~796,956 kg**.

Table 4 – International inbound and outbound cargo from OR Tambo

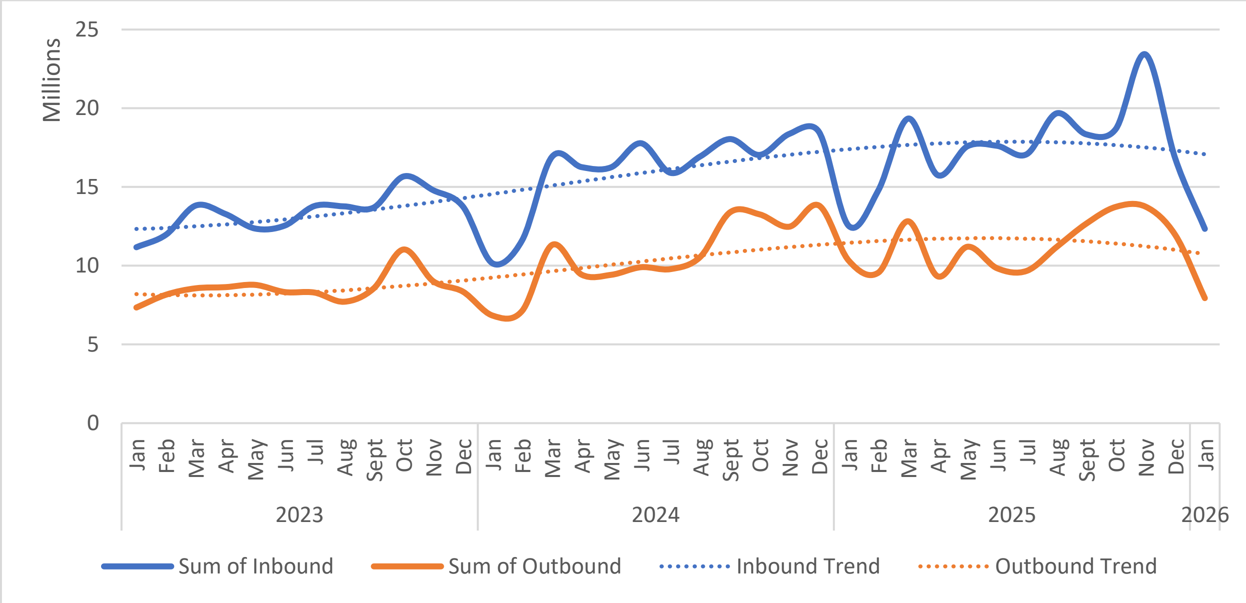
Flows	Daily Ave.	Weekly Vol.	Change (w/w)
Volume inbound	**495 986**	**3 471 901**	**↓12%**
Volume outbound	**341 807**	**2 392 647**	**↑9%**
Total	**837 793**	**5 864 548**	**↓4%**

Courtesy of ACOC. Updated: 01/02/2026.

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%**).

The following figure shows the monthly international air cargo flows to and from ORTIA since the start of 2023, with the slow start in January evident:

Figure 10 – International cargo for OR Tambo – daily weighted average for January (kg thousands)



Calculated from ACOC. Updated: 22/01/2026.

Operationally, two key matters are worth mentioning:

1. **European Union customs reform package:**
    a. The EU announced a major customs overhaul introducing a **€2** "*customs handling fee*" by November 2026 at the latest and abolishing the **€150 low-value threshold** from 1 July 2026, replacing it with a **€3** duty per article.
    b. This measure is aimed at tighter controls and competitive neutrality.
2. **The Air Traffic and Navigation Services (ATNS) system experienced some disruptions on 4 February:**
    a. ATNS experienced failures in its flight-planning and NOTAM systems, forcing a manual backup process and causing delays to flight approvals and notifications.
    b. Contingency arrangements were activated, and later the same day, systems were restored and declared fully operational.

3. National Update

a. SARS merchandise trade statistics

SARS released its latest "*Merchandise Trade Statistics*" for December[7], 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. On an annual basis, export flows for December 2025 were **↑3,4%** (y/y) higher than in December 2024, while import flows were lower by **↓2,2%**.

[7] SARS. 30/01/2026. Trade Statistics: December 2025.

Regionally, trade with BELN countries for December resulted in a trade surplus of **R9,6 billion**, derived from exports of **R15,6 billion** and imports of **R5,9 billion**. Exports to our neighbouring countries decreased by **↓18,4%** (m/m) between November and December 2025, while imports dropped by **↓15,6%** (m/m) over the traditional quieter Festive Period. Cumulative figures for the year demonstrate a comparable trade balance with 2024, decreasing slightly from **R138 billion** in 2024 to **R132,5 billion** in 2025.

b. AGOA renewal

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.[8] DTIC Minister Parks Tau welcomed the extension as providing short-term relief and predictability for exporters, while urging the US to use the period to establish a durable investment-friendly framework aligned with AGOA's original objectives of export diversification and investment stimulus.

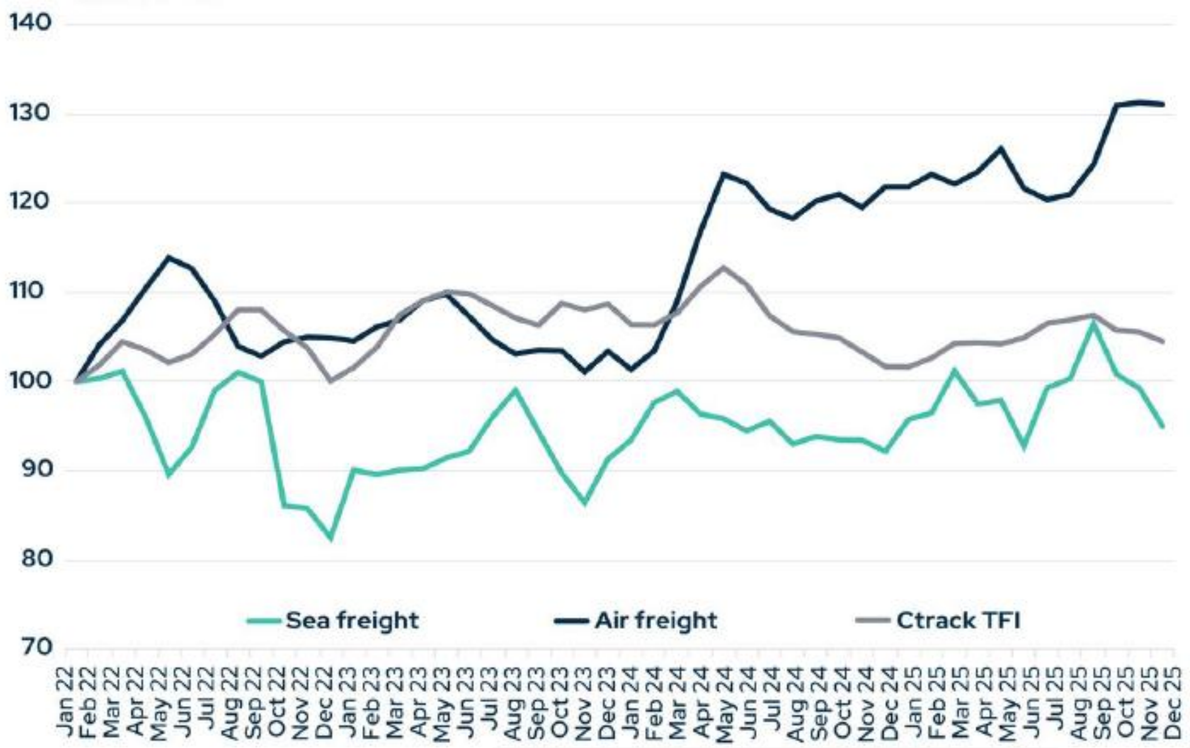
AGOA's importance to the South African economy is rooted in its preferential duty-free access to the US market for over **1,800 products**, which historically underpinned export-led sectors (e.g., automotive components, agriculture, textiles) and supported jobs and investment; uncertainty or exclusion from the programme poses risks to trade planning and investor confidence.

c. Ctrack Transport and Freight Index

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. The index notes that Q4 pressures were amplified by a sharp sea-freight pullback after weather-related disruptions at Cape Town, while rail continued a slow structural recovery trajectory. The index thus closed the year under strain despite reform-driven medium-term optimism.

[8] Shalal, A. 04/02/2026. Trump signs extension of Africa duty-free trade program, USTR says.

Figure 11 – Performance Comparison: Ctrack TFI vs Sea and Air freight (Jan 2022 = 100)



Source: *Ctrack*

4. Road and Regional Update

a. 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.

The following table summarises the flows in the last seven days:

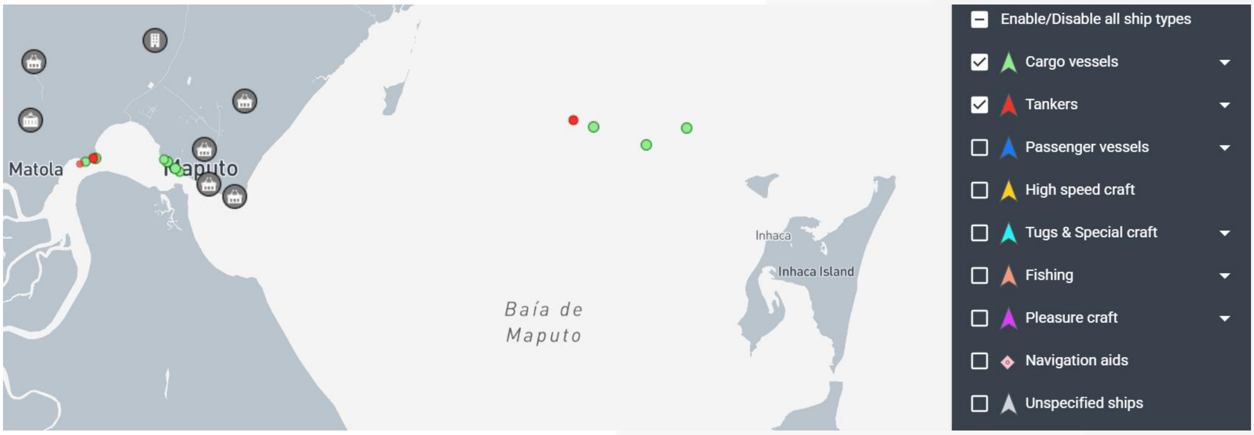
Table 5 – Lebombo border post update

	Trucks Entering KM4	Trucks Exit KM4	Mineral Trucks	General Cargo	Micro Importers	Export (full)	Fuel Tankers	Trucks staging in KM4
Average	1 447	1 390	1 097	212	54	56	38	236
% (w/w)	**5%**	**3%**	**10%**	**20%**	**26%**	**-35%**	**1%**	**0%**

Source: BUSA Bulletin - Mozambique Critical Supply Chain, week ending 01/02/2026.

The following shows a snapshot of the vessels waiting for the Port of Maputo:

Figure 12 – Maputo vessel view (per vessel group)



Source: Marine Traffic. Updated 01/02/2026 at 14:00.

b. SADC cross-border and road freight update

Notable trends this week in cross-border road freight within South Africa and the broader SADC region:

- 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:**
   c. Mobile-network disruptions were reported on Monday (2 February), but access via Teams and email remains available, and traffic flows are unaffected.
2. **Namibia:**
   c. 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.

The following table shows the changes in bidirectional flows through South African and SADC borders:

Table 6 – Delays[9] summary – South African borders[10] (both directions)

Border Post	Direction	HGV[11] 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	549	23,6	7,2	23,4	16 470	3 843
Beitbridge	Zimbabwe-SA	458	13,1	2,3	13,1	13 740	3 206
Groblersbrug	SA-Botswana	213	16,7	2,6	16,4	6 390	1 491
Martin's Drift	Botswana-SA	152	1,8	0,3	1,5	4 560	1 064
Kopfontein	SA-Botswana	198	6,8	1,2	6,5	5 940	1 386
Tlokweng	Botswana-SA	28	0,6	0,2	0,4	840	196
Vioolsdrift	SA-Namibia	30	4,1	1,6	4,1	900	210
Noordoewer	Namibia-SA	20	1,3	0,4	1,2	600	140
Nakop	SA-Namibia	30	2,9	0,5	2,6	900	210
Ariamsvlei	Namibia-SA	20	1,0	0,4	1,0	600	140
Skilpadshek	SA-Botswana	302	3,5	2,1	5,4	9 060	2 114
Pioneer Gate	Botswana-SA	72	0,0	0,0	0,0	2 160	504
Ramatlhabama	SA-Botswana	191	3,2	0,5	3,1	2 490	581
Ramatlhabama	Botswana-SA	83	0,8	0,2	0,5	5 730	1 337
Lebombo	SA-Mozambique	1 383	4,9	1,2	4,5	41 490	9 681
Ressano Garcia	Mozambique-SA	1 364	2,5	0,3	2,3	40 920	9 548
Sum/Average		**5 093**	**5,4**	**1,3**	**5,4**	**152 790**	**35 651**

Source: TLC, FESARTA, & Crickmay, week ending 25/01/2026.

Table 7 – Delays summary – Corridor perspective

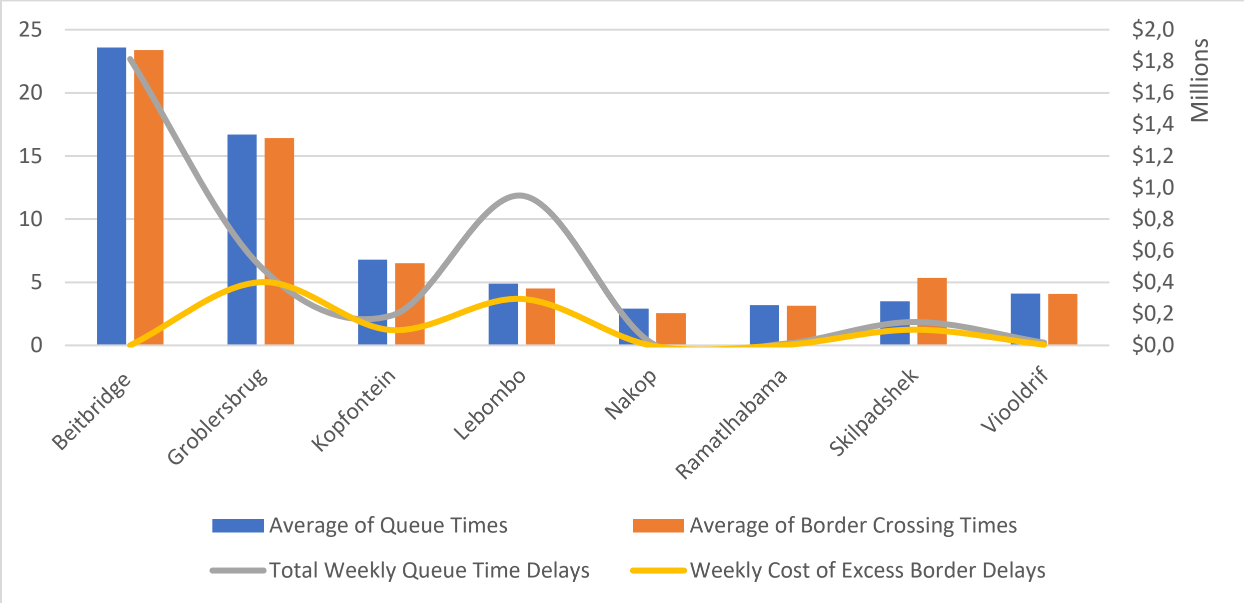
Corridor	HGV Arrivals per day	Queue Time	Border Time – Best 5%	Border Time – Median	Est. HGV Tonnage per day	Weekly HGV Arrivals
Beira Corridor	320	11,5	4,2	11,3	9 600	2 240
Central Corridor	798	0,6	0,2	0,6	23 940	5 586
Dar Es Salaam Corridor	1 819	19,2	3,5	19,2	54 570	12 733
Maputo Corridor	2 747	3,7	0,8	3,4	82 410	19 229
Nacala Corridor	127	0,0	0,0	0,0	3 810	889
North/South Corridor	3 329	15,6	2,8	15,4	99 870	23 303
Northern Corridor	2 817	0,3	0,0	0,2	92 520	21 588
WBNLD Corridor	904	2,5	0,6	2,5	27 120	6 328
Trans Cunene Corridor	100	2,3	0,7	2,2	3 000	700
Trans Kalahari Corridor	100	0,0	0,0	0,0	3 000	700
Trans Oranje Corridor	116	16,1	2,8	15,8	3 480	812
Sum/Average	**13 177**	**6,6**	**1,3**	**6,6**	**403 320**	**94 108**

Source: TLC, FESARTA, & Crickmay, week ending 25/01/2026.

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

[9] Delays result from various factors like inadequate infrastructure, congestion, poor coordination, and lack of transparent border processes. Issues can be reported through the UNCTAD/AfCFTA NTB platform or FESARTA's TRANSIST Bureau.
[10] Note: From this week onwards, bi-directional flows through the Ramatlhabama border post between South Africa and Botswana has been added.
[11] Heavy Goods Vehicles. Note: These statistics are rolling averages; therefore, they would not typically change weekly but rather monthly.

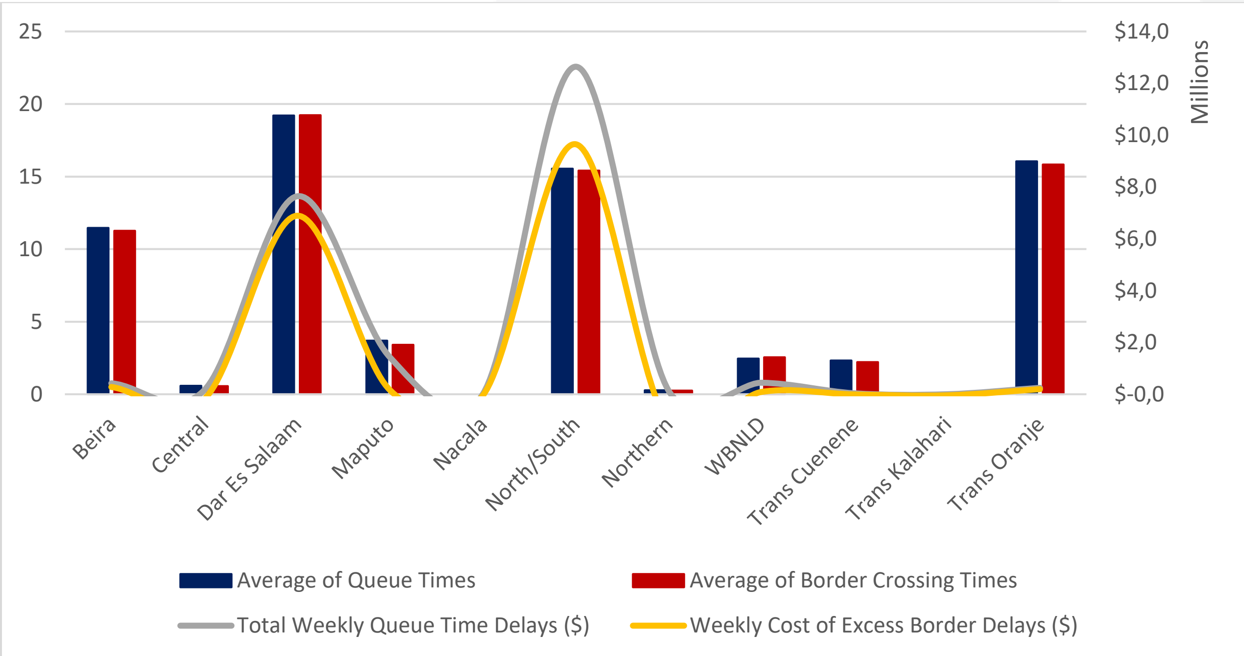
Figure 13 – Weekly cross-border delays & estimated cost from an SA border perspective (hours & $ millions)



Source: TLC, FESARTA, & Crickmay, week ending 25/01/2026.

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

Figure 14 – Weekly cross-border delays & estimated cost from a corridor perspective (hours & $ millions)



Source: TLC, FESARTA, & Crickmay, week ending 25/01/2026.

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).

5. International Update

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

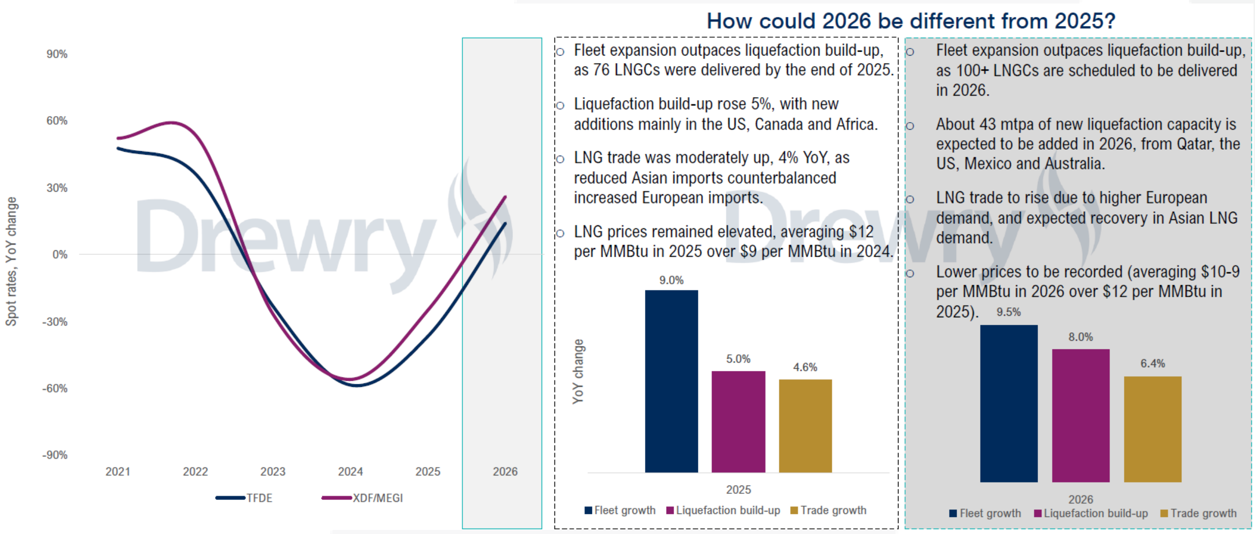
a. Global shipping industry

i. LNG shipping market outlook

Drewry's "*LNG Shipping Market Outlook*" webinar, presented on 29 January 2026, 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, led by Qatar and the US, coming online in 2026, placing downward pressure on prices and supporting trade growth.

However, more than **100 LNG carriers** are scheduled for delivery, limiting upside in spot rates and keeping charter markets fragile, while geopolitical flashpoints in the Middle East, Eastern Europe and US-China relations remain key swing factors for tonne-mile demand and routing risk. These factors are much the same as in the container industry. The following slides show the overview of the forecast for 2026:

Figure 15 – LNG shipping on a "road to recovery"

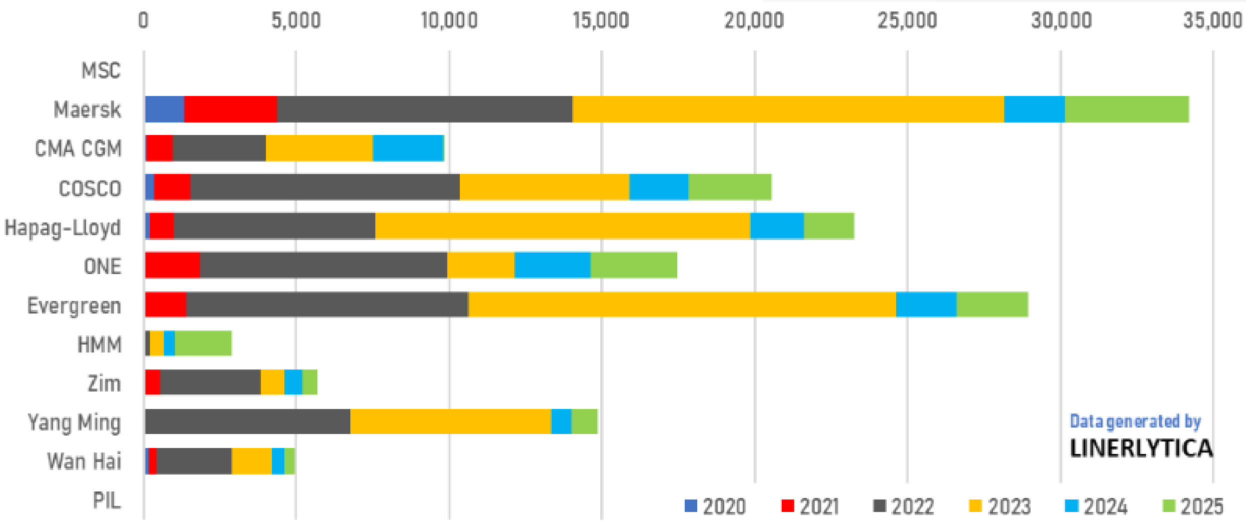


Source: [Drewry]

ii. Liner shipping cash windfall set to end

Ten of the world's twelve largest container carriers have returned more than **$160 billion to shareholders** since 2020 through elevated dividend distributions and extensive share-buyback programmes. 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 in their liner-shipping divisions when they release earnings later this week.

Figure 16 – Dividends paid & Share buybacks by the top 12 carriers (2020-2025, $ millions)

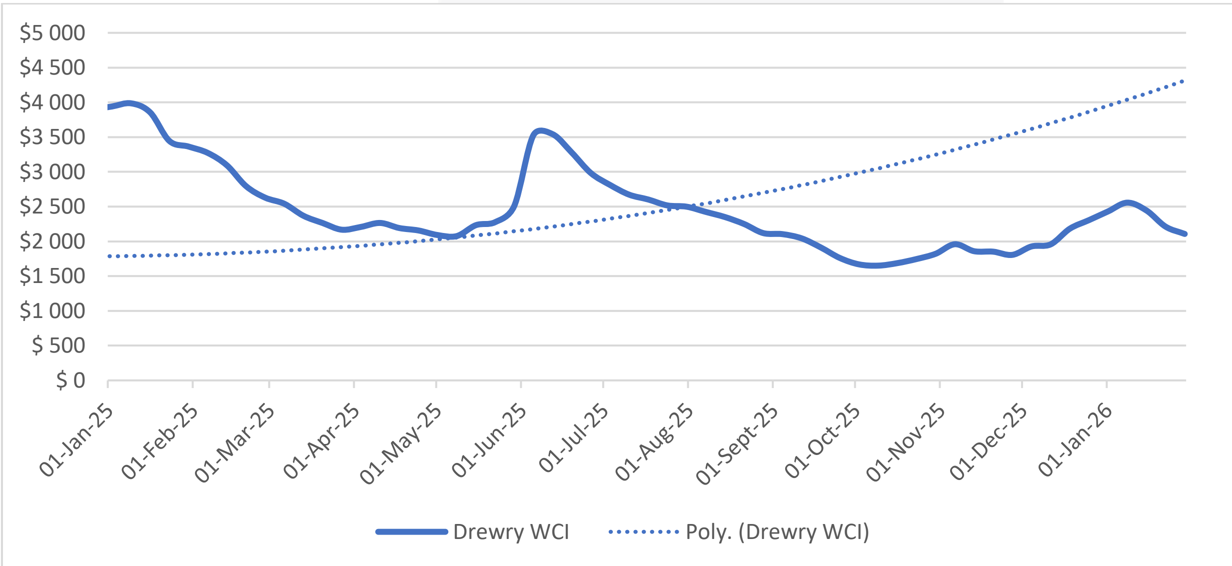


Source: Linerlytica

iii. Global freight rates

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. Capacity remains abundant relative to cargo volumes (demolitions are the lowest in 20 years[12]), exerting downward pressure on spot rates despite some carriers' tactical capacity adjustments. Rates have now moderated substantially across the last 12 months:

Figure 17 – World Container Index (WCI)



Source: Calculated from Drewry

[12] Alphaliner. 28/01/2026. Demolition sales lowest in twenty years!

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**.[13]

iv. Industry summary

The following developments throughout the industry are worth taking note of:

1. **MSC hit with $22,7 million FMC fine:**
    a. The US Federal Maritime Commission (FMC) has assessed a $22.67 million civil penalty against Mediterranean Shipping Company (MSC) for multiple violations of the US Shipping Act, concluding a multi-year enforcement proceeding initiated in 2023.[14]
    b. The violations included improper billing practices: charging demurrage and detention fees to parties not involved in cargo movement, failure to publish tariff terms for non-operating reefers (NORs) correctly, and systematic overcharging of demurrage/detention fees on NORs in 2021, which the FMC deemed an "unreasonable practice."[15]
2. **AMP Terminals appointed to Panama's container terminals:**
    a. AMP Terminals has been appointed as the interim operator of Panama's two principal container gateways – Port of Balboa and Port of Cristóbal – to ensure operational continuity while longer-term arrangements are determined.
    b. The move stabilises throughput at both the Pacific and Atlantic entrances to the Panama Canal, limiting disruption to regional and intercontinental liner networks during the transition period.[16]
3. **Global port congestion driven by severe North Atlantic weather:**
    a. Severe North Atlantic weather drove global port congestion to a post-pandemic peak, with more than **10% of the world's container fleet** temporarily held at anchorages.[17]
    b. Container-ship deliveries fell sharply in January to **84,850 TEU** – the lowest level in 35 months – well below the three-year monthly average of **206,000 TEU**.
    c. Delivery volumes are expected to rebound as the orderbook has expanded to **36% of the existing fleet**, the highest level since 2010.
    d. New contracting remains exceptionally strong, with **550,000 TEU** ordered in January alone, signalling sustained capacity inflows ahead.

b. Global air cargo 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.

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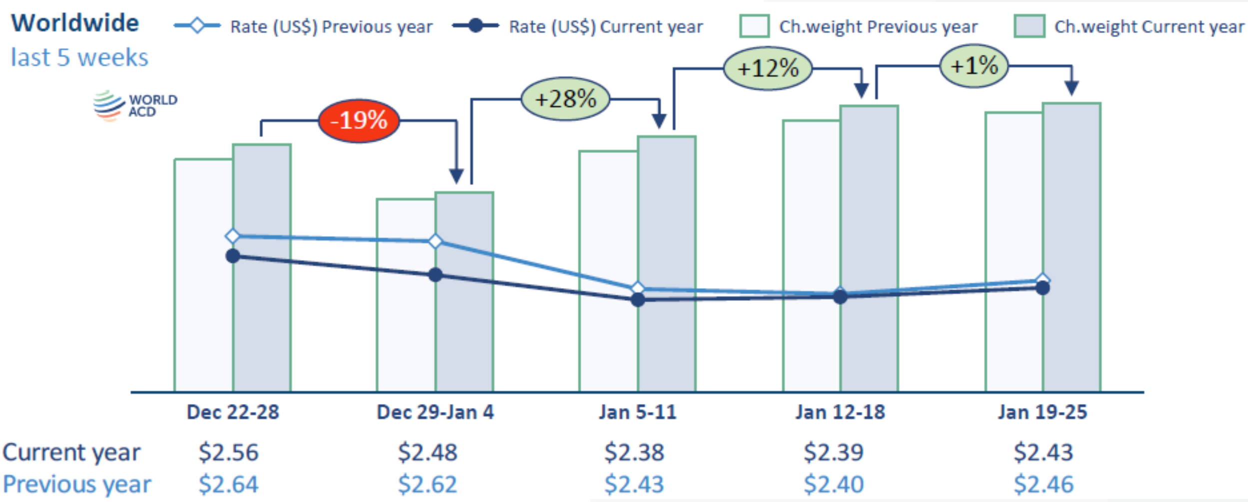
[13] Harpex. 30/01/2026. Harper Petersen Charter Rates Index.
[14] Whiteman, A. 29/01/2026. MSC hit with $22.7m fine for bad behaviour.
[15] FMC. 28/01/2026. MSC Assessed Civil Penalties Totaling $22.67 Million.
[16] Van Marle, G. 02/02/2026. APMT appointed temporary operator of Panama ports Balboa and Cristobal.
[17] Linerlytica. 02/02/2026. Market Pulse 2026 Week 05.

Figure 18 – Chargeable weight and rates (past five weeks)



Source: World ACD

ENDS [18]

[18]**ACKNOWLEDGEMENT:**

*This initiative – **The Cargo Movement Update** – was developed collectively by the Private Sector at large to provide visibility of the movement of goods during the COVID-19 pandemic. The report is authored by the Southern African Association of Freight Forwarders (SAAFF) and distributed by Business Unity South Africa (BUSA). SAAFF acknowledges the input of several key business partners and associations in compiling these reports, which have become a weekly industry staple.*