



OCEAN FREIGHT

MEA PORT SITUATION UPDATE



PORT CONDITIONS – SOUTH AFRICA (1/3)

1 March 2024

SOUTH AFRICAN PORTS & CONTAINER FREIGHT STATIONS

DURBAN

- High levels of congestion continue to be experienced at Pier 2. The port reported low wind speeds during the week
- Appointment slots are constrained due to high volume of containers moving through Durban terminals.
- Our transport team is are working closely with hauliers, TPT to move containers as efficiently as possible. There are high volumes of containers and cargo being processed through Durban.

Pier	Vessel Berthing Waiting Times		
Pier 1	Up to 4 Days.		
Pier 2	Up to 22 Days.		
Durban Point	3 days		
All IDMs are moving as scheduled.			



OCEAN FREIGHT MEA PORT SITUATION UPDATE



PORT CONDITIONS – SOUTH AFRICA (2/3)

1 March 2024

SOUTH AFRICAN PORTS & CFS

CAPE TOWN

- Port berthing delays have reduced since week 7
- The port has reported strong winds during the week.
- Improved turn around for equipment upliftment experienced as weather conditions have improved.
- We have normal volumes of traffic and operations continue as per normal.

Terminal	Vessel Berthing Waiting Times
CTCT	Up to 7 days
MPT	5 days
IDMs are scheduled as normal.	



OCEAN FREIGHT

MEA PORT SITUATION UPDATE



PORT CONDITIONS – SOUTH AFRICA (3/3)

1 March 2024

**Port
Elizabeth**

- The port has reported strong winds during the week. No additional delays experienced.
- We have normal volumes of traffic and operations continue as per normal.

Terminal	Vessel Berthing Waiting Times
PECT	0-2 days
NCT	1-3 days
IDMs are scheduled as normal.	



OCEAN FREIGHT

MEA PORT SITUATION UPDATE



PORT CONDITIONS – AFRICA & INDIAN OCEAN ISLANDS (1/2)
(ONE, MSC, Maersk)

1 March 2024

Port congestion in West African ports continues to be experienced leading to increased delays and affecting overall transit times published on our services. East African ports are also experiencing congestion however no severe impact.

Country	Vessel Berthing Waiting Times
Mauritius	Berthing delay of 6-8 days experienced at Port Louis. This is due to Tropical Cyclone Eleanor which made landfall late during week 8. The port, terminal and depots all closed due to a class 2 warning being raised.
Angola	Increased berthing delays of 6 days experienced at Luanda port. Congestion experienced at the port.
Ghana	Berthing delays of 1 day experienced at Tema port.
Nigeria	Berthing delay of 1 day experienced at Apapa port.
Ivory Coast	Berthing delay of 1 day experienced at Abidjan port.



OCEAN FREIGHT

MEA PORT SITUATION UPDATE



PORT CONDITIONS – AFRICA & INDIAN OCEAN ISLANDS (12/2)
(ONE, MSC, Maersk)

1 March 2024

Port congestion in West African ports continues to be experienced leading to increased delays and affecting overall transit times published on our services. East African ports are also experiencing congestion however no severe impact.

Country	Vessel Berthing Waiting Times
Tanzania	Berthing delays of 12 days experienced at Dar es Salaam port. Slightly reduced draft at berths 8-11 (10m)
Kenya	Berthing delay of 2 days experienced at Mombasa port.
Mozambique	Berthing delay of 2 days experienced at Maputo port.
Namibia	Berthing delays of 8 days experienced at Walvis Bay port.



OCEAN FREIGHT **MEA PORT SITUATION UPDATE**



PORT CONDITIONS –MIDDLE EAST
(ONE, CMA-CGM, MSC, Maersk)

1 March 2024

UNITED ARAB EMIRATES

Berthing delay of 1 day experienced at Jebel Ali port.





OCEAN FREIGHT

MEA PORT SITUATION UPDATE



PORT CONDITIONS –MIDDLE EAST

Updates

1 March 2024

Vessel Scheduling Amendments (NB to note that these schedule amendments will impact both inbound and outbound cargo and container movements). Scheduling changes are announced by carriers with minimal notice, and we do recommend monitoring carrier publications and schedule amendments. Information below is correct at time of weekly Trade Summary publication date, but information is subject to change as per carrier discretion:

Due to the extreme productivity challenges in Durban as well as delays in Port Louis due to the recent cyclone impact, maintaining the current Eastbound calls into Port Louis on Maersk Stadelhorn 405N and CMA CGM La Scala 406N is no longer feasible. Both safari EB vessels will omit Port Louis and sail straight from Durban to the Far East to ensure she is on time for her next rotation back into Southern Africa



OCEAN FREIGHT MEA PORT SITUATION UPDATE



PORT CONDITIONS –MIDDLE EAST

1 March 2024

Surging rates reflect impact of shipping route disruption

“The United Nations Conference on Trade and Development (Unctad) has warned of far-reaching implications for inflation and food and energy security thanks to unprecedented threats to shipping in the Red Sea, Black Sea and Panama Canal. The organisation points out that recent attacks on commercial vessels in the Red Sea have severely affected shipping through the Suez Canal, adding to existing geopolitical and climate-related challenges facing global trade and supply chains. According to a new report released yesterday (February 22), the Red Sea crisis is compounding the ongoing disruptions in the Black Sea due to the war in Ukraine, which have resulted in shifts in oil and grain trade routes and altered established patterns. Additionally, the Panama Canal, a critical artery linking the Atlantic and Pacific oceans, is confronting a separate challenge. Dwindling water levels have raised concerns about the long-term resilience of global supply chains, underscoring the fragility of the world's trade infrastructure.

Unctad estimates that transits passing the Suez Canal have decreased by 42% compared to its peak. With major players in the shipping industry temporarily suspending Suez transits, weekly container ship transits have fallen by 67%, and container-carrying capacity, tanker transits, and gas carriers have experienced significant declines.

Meanwhile, total transits through the Panama Canal have plummeted by 49% compared to its peak. Mounting uncertainty and shunning the Suez Canal to reroute around the Cape of Good Hope have both economic and environmental repercussions, particularly for developing economies, says the report”.



OCEAN FREIGHT MEA PORT SITUATION UPDATE



PORT CONDITIONS –MIDDLE EAST (1/2)

1 March 2024

Ocean Carriers determined to hang onto containers as supply tightens

““To facilitate the extra ships taken on charter due to the Red Sea crisis, ocean carriers have put a temporary moratorium on selling any containers, as well as pausing the return of equipment to lessors.

With the exception of in some isolated trades, carriers have largely been able to manage the supply of equipment across their networks, due to prompt evacuation and judicious container control; however, supply remains tight in certain regions, including India, as reported by The Loadstar yesterday.

And carriers will not want to be commercially hobbled by equipment availability problems as and when the markets settle into the new ‘new normal’ of transits around the Cape of Good Hope.

When the Cape diversions began in earnest, it was estimated that shipping lines were sitting on a global surplus of around 5m teu, accumulated during an ordering spree triggered by the huge spike in pandemic-induced demand, resulting in chronic port and landside congestion.

However, in its Container Equipment Forecaster report in November, Drewry said it expected the global fleet to have contracted by 2.6% last year, with a further decrease predicted for this year, as carriers ramped up efforts to retire some of their ageing boxes and return as much equipment as possible to leasing companies.

At that point, thousands of surplus boxes, a global equipment fleet of some 55m teu, were stacked up in empty-container depots, incurring storage charges on top of their daily lease-hire rates.



OCEAN FREIGHT MEA PORT SITUATION UPDATE



PORT CONDITIONS –MIDDLE EAST (2/2)

1 March 2024

Ocean Carriers determined to hang onto containers as supply tightens

It was an issue that became a top priority for lines desperate to slash operating costs against a background of tumbling freight rates and declining revenue.

In the early days of the Red Sea disruptions, before the temporary new networks kicked in and the supply chain adapted to longer voyage times, several lines warned of equipment availability issues, particularly in China ahead of the traditional lunar new year cargo rush.

Some carriers decided to offer nervous shippers equipment availability guarantees by way of premium surcharges, but this was relatively short-lived, with several shippers telling The Loadstar they were not having any issues with container supply.

Nevertheless, according to online container leasing and trading platform Container xChange, one-way leasing rates from Chinese ports to, for example, US destinations, have soared by over 200% since November.

CEO and co-founder of Container xChange Christian Reoloffs attributed the spike in leasing rates to “a notable shift in supply-demand dynamics”.

He explained: “While the pre-Chinese New Year surge contributed, it was the disruptions caused by the Red Sea rerouting that served as the primary catalyst for the shooting up of leasing rates for containers.”

Meanwhile, it follows that the major container leasing firms are enjoying another boost from an increase in demand for equipment.