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Durban – Maputo comparison awaits one cost element

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THE STUDY on the comparative costing between the ports of Durban and Maputo should be completed shortly, according to Dineshan Moodley of the Automotive Industry Development Centre (AIDC) – which has conducted the study to assess the most cost-effective option for

Gauteng shippers.

This is a follow-up to the AIDC's May 2005 study comparing Walvis Bay, Durban and Port Elizabeth in terms of lead-time, warehouse-to-port transit time, port-to-port transit time, total transit time and total cost comparison.

This revealed that – while port charges in Walvis Bay were the cheapest – the

higher road transport cost to the port was a limiting factor. In the case of Maputo, landside logistics will again be an important element in the overall two-port costing comparison.

It has been designed to give the SA automotive industry a feel for any benefits that the Maputo Corridor could add, with a particular focus on the Far

East and the regular liner service run by Mitsui OSK Line (MOL).

It could also provide logistics cost guidelines to those other industry sectors in Gauteng and Mpumalanga which might possibly be looking for a Durban alternative.

There's only one cost element still outstanding, Moodley told FTW, before

the final report is ready.

"Already evident, however, is that transit times to-and-from Europe will certainly be longer through Maputo, as no European services call there directly and this cargo needs to be feedered through Durban," he said.

But the Far East connection still looks interesting.