



TARIFFS

APRIL 2024



NATIONAL CUSTOMER INTERACTION CENTRE:

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- Tariff Quotes
- Web Updates
- Wind Notification
- Spotlight App Announcements
- Updates on Stack Dates
- Updates on Import Completion Date
- Bulk Container Tracking
- Terminal Updates – Email/Web
- Email/Spotlight Weather Updates
- Email/Spotlight Terminal Incidents
- Email Queries
- Overstay Reports
- Unassigned Reports
- Truck Appointments - At DCT Pier 1, DCT Pier 2, Durban RORO Terminal, Cape Town Container Terminal and Ngqura Container Terminal.

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LIST OF TRANSNET PORT TERMINALS CHARGES

GENERAL TERMS AND CONDITIONS

“Transnet” shall mean Transnet SOC Ltd Registration No: 1990/000900/30.

“The Terminal Operator” shall mean Transnet Port Terminals, a division of Transnet SOC Limited.

Ports: Area of Jurisdiction

The area within which Transnet has jurisdiction at the respective ports is as appearing in The National Ports Act No. 12 of 2005 (“the Act”) and the Port Rules issued in terms of Section 80 (2) of the Act.

Application of Charges

The tariffs set out herein apply at all ports at which the Terminal Operator conducts business and where one or more of the services in respect of which tariffs are reflected herein are available. Unless expressly otherwise stated herein, the tariffs are effective from 1 April 2024. The Terminal Operator reserves the right to review and amend the tariffs set out herein from time to time, as and when deemed reasonably necessary, at its sole discretion. The tariffs set out herein relate specifically and only to the services in respect of which they are stipulated and additional charges may be levied, at the then usual rate charged in respect thereof by the Terminal Operator, for any service rendered by the Terminal Operator which is not specifically mentioned in relation to any tariff stipulated herein. Should the Terminal Operator, in rendering the services in respect of which any tariff is stipulated herein, incur any expenditure or be obliged to render any service in addition to those in respect of which tariffs are stipulated herein because of any directive or requirement to do so from or by any competent authority, or should any competent authority impose any charge, levy or other expense of whatever nature on the Terminal Operator which is related to or arises from the provision of the services provided for herein, the Terminal Operator is entitled to recover such expense and/or raise additional charges, over and above the tariff provided for herein on prior notice thereof. If a tariff is not published in this tariff book, then it can be obtained on enquiring from TPT Customer Interaction Centre.

Applicable Conditions

All business is undertaken subject to the terms and conditions contained in this Tariff Book and where applicable, all terms and conditions incorporated herein by reference in section 1, clause 1; section 2, clause 1; section 3, clause 1; section 4, clause 1; and section 5, clause 1.

National Ports Act No. 12 of 2005 (including the Port Rules and Harbour Master's Written Instructions)

The National Ports Act No. 12 of 2005 (“the Act”), Port Rules and Harbour Master's Written Instructions issued in terms of Section 80 (2) and 74 (3) respectively of the Act shall be deemed to form an integral part of this Tariff Book. In the event of any conflict arising between the interpretation of the Act, such Port Rules and Harbour Master's Written Instructions and this Tariff Book then the Act, Port Rules and Harbour Master's Written Instructions shall prevail.

Value Added Tax (VAT)

VAT at the standard rate will be applicable to all the Terminal Operator's services.

SECTION 1

Claims for Adjustment or Refund of Terminal Charges

All claims related to charges raised in accordance with the Terminal Operator's Tariff Book will, for prescription purposes, be dealt with strictly in terms of the Prescription Act, Act 68 of 1969.

Tariffs quoted in South African Rand and are exclusive of value added tax (VAT).

HANDLING OF CONTAINERS AT CONTAINER TERMINALS

1. GENERAL TERMS AND CONDITIONS

The services rendered by the Terminal Operator to the Customer or Container Operator are governed by this Tariff Book, read in conjunction with the Terminal Operator's Standard Terms and Conditions ("STC") for Container Terminals and the STC Appendices thereto and the Standard Operating Procedures for the Container Terminals ("SOPCT") and the SOPCT Appendices thereto (a copy of which are available on request and on the Terminal Operator's website: <https://www.transnetportterminals.net/Customer/Pages/Library.aspx>

Terminal Operator's conditions of credit as well as any commercial agreement ("Terminal Operator's Contracting Documents") (subject to any supplements and amendments thereto), all of which are incorporated by reference herein and which constitute the entire agreement between the parties to any aspect, matter or thing referred to herein or which arises out of or relates to such matters as are referred to, and shall be the sole and exclusive memorial thereof.

Save as otherwise defined in this Tariff Book, any capitalised words or expressions not defined but contained herein shall have the meanings ascribed to them in the Terminal Operator's Contracting Documents.

Container Terminal

An area especially set aside primarily for the handling of containers by specialised equipment in the following container terminals

- Durban (Pier 1 and Pier 2)
- Ngqura
- Port Elizabeth
- Cape Town

Container

Any container, reefer container, controlled atmosphere container, integral reefer container, transportable tank or flat rack container that conforms to the International Standards Organisation standard container type designations. Containers not complying with this standard will be handled at the discretion of the Terminal Operator.

Empty Container

Any container, reefer container, controlled atmosphere container, integral reefer container, transportable tank or flat rack container that conforms to the International Standards Organisation standard container type designations that is free of cargo (empty in content). In the case of transportable tanks which have previously contained hazardous cargo, these will only be considered empty if a gas-free certificate is presented in respect of such container.

Abnormal/Out of Gauge Containers

Any container in or on which there is cargo, the dimensions of which cargo exceed any of the external

SECTION 1

dimensions of the container in or on which such cargo is carried, or any container which, whether by reason of damage thereto, or its design, size, mass or any other reason, cannot be handled by means of the standard container handling equipment employed by the Terminal Operator for the handling of containers, from time to time. The Terminal Operator may, in its sole discretion, refuse to handle such abnormal/out of gauge containers and, should the Terminal Operator handle such containers, it does so without accepting or incurring any liability to any party for any loss of or damage to such container, any cargo in or on such container, or any other property whatsoever, excluding gross negligence

Reefer Containers

Any reefer containers, including reefer clip-on units, heated tanks and fantainers, that move via the reefer area and require power connection.

IMDG – (International Maritime Dangerous Goods) Containers

Any cargo/residue defined as dangerous/hazardous under the IMDG (International Maritime Dangerous Goods) Code and/or SANS (South African National Standard) 10228.

Transshipment Containers

Any container in respect of which both landing and shipping movements occur at the same container terminal. Without exception only those identified as transshipment containers in the ICL or EDI submitted in respect of such containers prior to their handling, will qualify and be charged as transshipment containers. Any subsequent change in the transshipment status will result in the container being treated as a normal import container from the time of landing, for billing purposes. Where either the landing or shipment takes place at any other terminal within the Port, the container so landed or shipped will not be regarded as a transshipment container.

Container Sizes

Size		L(mm)	X	W(mm)	X	H(mm)	Max mass
45'	13,7m	13 716	X	2 438	X	2 438	30 480 kg
45'	13,7m	13 716	X	2 438	X	2 591	30 480 kg
40'	12m	12 192	X	2 438	X	2 438	30 480 kg
40'	12m	12 192	X	2 438	X	2 591	30 480 kg
20'	6m	6 058	X	2 438	X	2 438	30 480 kg
20'	6m	6 058	X	2 438	X	2 591	30 480 kg

The maximum mass reflected is conditional on the container being plate rated to carry that mass.

High Cube Containers

The above dimensions but with a height of 2 896mm.

Direct Restow

The movement of a container by a container gantry crane from a position on a vessel to another position in the same bay on the same vessel, without the container being temporarily placed on the quay or elsewhere on the vessel.

Indirect Restow

The movement of a container from a position on a vessel to another position on the same vessel by means of a container gantry crane with the container being temporarily placed on the quay or elsewhere on the vessel before it is finally placed in the same, or in another position.

SECTION 1

Early Arrival Containers

A container that arrives in the terminal before the stack into which it is to be taken has been opened. The acceptance of early arrival containers is at the discretion of the Terminal Operator and additional charges will be raised in respect of early arrival containers.

Late Arrival Containers

A container that arrives in the terminal after the stack into which it is to be taken up has been closed. The acceptance of late arrival containers is at the discretion of the Terminal Operator and additional charges will be raised in respect of late arrival containers.

Load Ready

When a vessel is, in all aspects, ready to commence loading all containers in the export stack.

Arrives

The vessel reports its arrival within the boundaries of the relevant port as defined in the Standard Operating Procedures for Container Terminals (SOPCT).

Ro-Ro Vessel

A vessel which has certain cargo decks accessible only by means of a ramp which is lowered onto the quayside and over which cargo is driven on board or off the vessel by means of the ramp.

Fully Cellular Vessel

A vessel which is purpose built for the transportation of ISO standard containers stacked on top of each other in vertical guide shafts into and from which containers are loaded or discharged, where no general freight is carried.

Non-Cellular Vessel

A vessel which is not purpose built to carry only ISO standard containers and which may carry non-containerised cargo. Not all hatches into which containerised cargo will be loaded or discharged on this vessel will have vertical guide shafts although there may be some hatches which do.

Verified Gross Mass

Verified gross mass of the container weight in terms of the International Convention of the Safety of Life at Sea, enforced.

2. TERMINAL HANDLING AT CONTAINER TERMINALS

The following services are covered:

- Physical and administrative checks.
- Acceptance/delivery of the container at a designated interchange zone within the terminal from a container road haulage vehicle or at the railhead.
- Loading/unloading of the container at the terminal interchange zone to/from a hauler or when lifted from/placed on a rail wagon at the railhead.

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- Conveyance between the terminal interchange zones or railhead and the stack.
- Stacking/de-stacking, making reefer connections and monitoring.
- Conveyance between the stack and the vessel.
- Handling by container gantry crane and/or ships crane and/or rail transfer gantry crane, as the case may be.
- Stevedoring.
- Reefer containers moved via the reefer area, out of gauge, abnormal and IMDG containers are subject to the surcharges contained in the list of terminal handling charges.

Services not covered:

- Transport costs between the container terminal and other terminals/berths within the same port and between ports.

TERMINAL HANDLING CHARGES

Per Container	Container Terminals
2.1 Landing/Shipping for:	R
Normal Containers	
6m/20' containers	2,486
12m/40' containers	3,671
13,7m/45' containers	4,858
Empty Containers (Imports and exports only)	
6m/20' containers	2,134
12m/40' containers	3,152
13,7m/45' containers	4,174
Reefer Containers	
6m/20' containers	2,486
Surcharge per container	1,340
12m/40' containers	3,671
Surcharge per container	2,015
13,7m/45' containers	4,858
Surcharge per container	2,673
IMDG Containers (All classes)	
6m/20' containers	3,481
12m/40' containers	5,162
13,7m/45' containers	6,838

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Per Container	Container Terminals
Abnormal Containers	
6m/20' containers.....	3,481
12m/40' containers.....	5,162
13,7m/45' containers.....	6,838
2.2 Transhipping for:	
Transhipping – inwards and outwards movements at the same container terminal.	
Normal Containers	
6m/20' containers (inwards).....	2,486
6m/20' containers (outwards).....	2,486
12m/40' containers (inwards).....	3,671
12m/40' containers (outwards).....	3,671
13,7m/45' containers (inwards).....	4,858
13,7m/45' containers (outwards).....	4,858
Reefer Containers	
6m/20' containers (inwards).....	3,156
6m/20' containers (outwards).....	3,156
12m/40' containers (inwards).....	4,679
12m/40' containers (outwards).....	4,679
13,7m/45' containers (inwards).....	6,195
13,7m/45' containers (outwards).....	6,195
IMDG Containers (All Classes)	
6m/20' containers (inwards).....	2,984
6m/20' containers (outwards).....	2,984
12m/40' containers (inwards).....	4,417
12m/40' containers (outwards).....	4,417
13,7m/45' containers (inwards).....	5,848
13,7m/45' containers (outwards).....	5,848

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Per Container	Container Terminals
Abnormal Containers	
6m/20' containers (inwards).....	R 2,984
6m/20' containers (outwards).....	2,984
12m/40' containers (inwards).....	4,417
12m/40' containers (outwards).....	4,417
13,7m/45' containers (inwards).....	5,848
13,7m/45' containers (outwards).....	5,848
2.3 Movements of Containers within the Terminal, per movement	
6m/20' containers.....	729
12m/40' containers.....	1,094
13,7m/45' containers.....	1,456
2.4 Restowage	
2.4.1 Direct Restows	
Direct, per container (normal container).....	1,066
Direct, per container (reefer container).....	1,066
Direct, per container (IMDG container).....	1,066
Direct, per container (abnormal container).....	2,002
2.4.2 Indirect Restows	
2.4.2.1 Indirect Restows, for first 150 indirect restows (Durban (Pier 1 and pier 2, Cape Town, Ngqura, Port Elizabeth) per vessel	
6m/20' containers (normal container).....	2,607
6m/20' containers (reefer container).....	3,541
6m/20' containers (IMDG container).....	3,541
6m/20' containers (abnormal container).....	3,541
12m/40' containers (normal container).....	3,808
12m/40' containers (reefer container).....	5,204
12m/40' containers (IMDG container).....	5,204
12m/40' containers (abnormal container).....	5,204

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Per Container	Container Terminals
13,7m/45' containers (normal container).....	5,003
13,7m/45' containers (reefer container).....	6,875
13,7m/45' containers (IMDG container).....	6,875
13,7m/45' containers (abnormal container).....	6,875

2.4.2.2 Indirect Restows, (Durban (Pier 1 and Pier 2), Cape Town, Ngqura, Port Elizabeth) – above 150 indirect restows

6m/20' containers (normal container).....	4,972
6m/20' containers (reefer container).....	6,312
6m/20' containers (IMDG container).....	5,968
6m/20' containers (abnormal container).....	5,968
12m/40' containers (normal container).....	7,342
12m/40' containers (reefer container).....	9,358
12m/40' containers (IMDG container).....	8,834
12m/40' containers (abnormal container).....	8,834
13,7m/45' containers (normal container).....	9,716
13,7m/45' containers (reefer container).....	12,390
13,7m/45' containers (IMDG container).....	11,696
13,7m/45' containers (abnormal container).....	11,696

2.5 Hatchcovers

Per movement	1,223
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2.6 Reefer power supply charge for transshipment containers including fantainers from the date of discharge of the container until the earlier of the arrival or the stack opening of the final on-carrier vessel (Per day or part thereof).

In the event of a Shipping Line requesting a stack closing date which is later than the arrival of the on-carrier vessel or the on-carrier vessel making more than one call at the terminal, the reefer power supply charge will be applicable from date of discharge of the container until the stack opening of the final on-carrier vessel (Per day or part thereof).

6m/20' containers.....	451
12m/40' containers.....	669
13,7m/45' containers.....	669

2.7 Reefer power supply charge for export containers arriving in terminal before the stack opens

Reefer power supply charge for export containers including fantainers from

SECTION 1

Per Container	Container Terminals						
the date of arrival of the container in the terminal until the earlier of the arrival or the stack opening of the final on-carrier vessel (Per day or part thereof).							
In the event of a Shipping Line requesting a stack closing date which is later than the arrival of the on-carrier vessel or the on-carrier vessel making more than one call at the terminal, the reefer power supply charge will be applicable from date of arrival of the container until the stack opening of the final on-carrier vessel (Per day or part thereof).							
6m/20' containers.....	451						
12m/40' containers.....	669						
13,7m/45' containers.....	669						
2.8 Non-Cellular Vessels: 10% surcharge per container.							
2.9 Ro-Ro Vessels: 12% surcharge per container.							
3. LATE ARRIVAL OF CONTAINERS (Only applicable to exports) A late arrival container may be accepted in the terminal at the Terminal Operator's discretion and the following additional charges will be payable per container.	4,284						
4. AMENDMENT/CANCELLATION FEE For each and every amendment/cancellation per container/call advice to be applied only when the amendment/cancellation does not result in the container having to be moved.	216						
5. AMENDMENT/CANCELLATION WITH AN ADDITIONAL MOVE If any of the following criteria are amended and this amendment results in the container having to be moved, the following tariff which includes the move in stack, will be applicable:							
<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">■ Vessel</td> <td style="width: 50%;">■ Status full/empty</td> </tr> <tr> <td>■ Voyage</td> <td>■ Status normal to other or vice-versa</td> </tr> <tr> <td>■ Port of destination</td> <td>■ Mass</td> </tr> </table>	■ Vessel	■ Status full/empty	■ Voyage	■ Status normal to other or vice-versa	■ Port of destination	■ Mass	
■ Vessel	■ Status full/empty						
■ Voyage	■ Status normal to other or vice-versa						
■ Port of destination	■ Mass						
6m/20' containers.....	945						
12m/40' containers.....	1,310						
13,7m/45' containers.....	1,672						
6. PHOTOCOPYING/REPRINTING OF NAVIS EQUIPMENT INTERCHANGE REPORTS/AUTOGATE RECEIPTS Charges per copy.....	30						
7. REQUESTS FOR AUTOGATE SNAPSHOTS Charges per copy excludes Promotion of Access to Information Act 2 of 2000 (PAIA) related costs.....	55						

SECTION 1

Container Terminals

Per Container

8. HIRE OF GANTRY CRANES

For use of a container gantry crane, including the use of a heavy lift beam or other special purpose apparatus:

Per hour or part thereof 37,450

The handling of any un-containerised cargo is not included in the above charge and will be quoted for at the Terminal's discretion on a case by case basis.

9. REPLACEMENT OF AUTOGATE RFID CARD

First issue or replacement of autogate truck card.

Per card 977

10. PROVISION/REPLACEMENT OF TRUCK BAT NUMBER

Per number 118

11. STORAGE OF CONTAINERS

Within 72 hours of the discharge of each container from the vessel (in Durban terminals only) or from the date of completion of the vessel (in all other container terminals), in respect of each and every call of the vessel at the terminal, the Customer or the Container Operator shall provide the Terminal Operator with delivery instructions in respect of all containers discharged and shall, in respect of containers containing any cargo not cleared by the Customs authorities provide instructions for delivery in bond and, in respect of containers containing all cleared cargo, shall provide the required delivery instructions.

The onus remains on the Customer or Container Operator to ensure that the container and cargo is released by the Customs authorities before delivery is effected, unless released in bond to a depot licensed by Customs authorities. Further, the onus remains on the Customer or Container Operator to ensure that such delivery in bond is executed by a South African Revenue Services licensed transporter in terms of the Customs Act to transport such container and cargo in bond.

Import containers which have not been customs cleared (including consignments which have been stopped by any Government Department) or for which cargo dues orders have not been presented to the carrier, may be kept at the terminal until disposal instructions have been received. The period for which such containers will be kept in a terminal will be at the sole discretion of the Terminal Operator, and all containers remaining in the terminal after the expiry of the free storage period, shall incur storage charges at the applicable rate, regardless of the reason why such containers remain in the terminal.

Should the Customer or Container Operator fail to provide delivery instructions in respect of import containers within 72 hours after discharge of each container from the vessel (Durban terminals only) or from the date of completion of the vessel (all other container terminals), the Terminal Operator may arrange for the removal and storage of such containers, in bond, to a South African Revenue Services licensed Container Depot (if applicable) or to any recognised Container Depot, and such removal and storage of such containers shall be entirely at the risk and expense of

SECTION 1

Per Container

the Customer or Container Operator, and the Terminal Operator shall incur no liability whatsoever in respect of any loss or damage suffered by the Customer or Container Operator or any third party which may arise from or in connection with such removal and/or storage of such containers.

**11.1 Storage of import containers
(Per container, per day or part thereof)**

11.1.1 Storage of import containers excluding abnormal containers at the Port of Durban (Durban Container Terminal Pier 1 and Pier 2) (Uncleared/cleared)

Storage will be payable as follows:

First 3,25 days (78 hours) free, the free period is applied from 00h01 on the day after the container is discharged until the container leaves the gate.

Day 4 (06h00 - 23h59):

6m/20' containers.....	2,385
12m/40' containers.....	4,771
13,7m/45' containers.....	7,162

From day 5 onwards:

6m/20' containers.....	3,882
12m/40' containers.....	7,756
13,7m/45' containers.....	11,634

11.1.2 Storage of mport abnormal containers at the Port of Durban (Durban Container Terminal Pier 1 and Pier 2. (Uncleared/cleared)

Storage will be applicable as follows:

First 3.25 days (78 hours) free, the free period is applied from 00h01 on the day after the container is discharged until the container leaves the gate.

Day 4 (06h00 - 23h59):

6m/20' containers.....	7,162
12m/40' containers.....	7,162
13,7m/45' containers.....	7,162

From day 5 onwards:

6m/20' containers.....	11,634
12m/40' containers.....	11,634
13,7m/45' containers.....	11,634

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Per Container	Container Terminals
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11.1.3 Storage of import containers at the Ports of Cape Town, Port Elizabeth and Ngqura (Uncleared/cleared)

Storage will be payable as follows:

First 4 days free, the free period is applied from 00h01 on the day the vessel completes discharge until the container leaves the gate.

Thereafter, per day or part thereof:

6m/20' containers.....	240
12m/40' containers.....	478
13,7m/45' containers.....	716

11.1.4 Storage of import reefer containers at the Port of Durban (Durban Container Terminal Pier 1 and Pier 2) (Uncleared/cleared)

Peak period is defined as the period of highest volume of reefer exports, where demand for available reefer plug points is the highest. Peak period only applies:

Durban Container Terminals: 1 May – 31 October

Off peak is the remainder of the year

Off-peak storage will be payable as follows:

First 3 days free, the free period is applied from 00h01 on the day after the container is discharged until the container leaves the gate.

Day 4 (06h00 - 23h59) and 5:

6m/20' containers.....	3,414
12m/40' containers.....	5,122
13,7m/45' containers.....	6,832

From day 6 onwards:

6m/20' containers.....	6,835
12m/40' containers.....	10,252
13,7m/45' containers.....	13,672

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Per Container	Container Terminals
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Peak period storage of import reefer containers:

First 2 days free, the free period is applied from 00h01 on the day after the container is discharged until the container leaves the gate.

Day 3 (06h00 - 23h59) and 4:

6m/20' containers.....	3,414
12m/40' containers.....	5,122
13,7m/45' containers.....	6,832

From day 5 onwards:

6m/20' containers.....	6,835
12m/40' containers.....	10,252
13,7m/45' containers.....	13,672

11.1.5 Storage of import reefer containers at the Ports of Port Elizabeth, Ngqura and Cape Town Container Terminals (Uncleared/cleared)

Peak period is defined as the period of highest volume of reefer exports, where demand for available reefer plug points is the highest. Peak period only applies:

Cape Town Container Terminals: 15 November – 31 March

Port Elizabeth and Ngqura : 1 May – 31 October

Off peak is the remainder of the year

Off Peak period storage of import reefer containers:

First 4 days free, the free period is applied from 00h01 on the day the vessel completes discharge until the container leaves the gate.

From day 5 onwards:

6m/20' container.....	3,414
12m/40' containers.....	5,122
13,7m/45' containers.....	6,832

Peak period storage of import reefer containers:

First 2 days free, the free period is applied from 00h01 on the day the vessel completes discharge until the container leaves the gate.

From day 3 onwards:

6m/20' containers.....	3,414
12m/40' containers.....	5,122
13,7m/45' containers.....	6,832

SECTION 1

Per Container	Container Terminals
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11.1.6 Storage of import abnormal containers at the Ports of Port Elizabeth, Ngqura and Cape Town Container Terminals (Uncleared/cleared)

Storage will be payable as follows:
First 4 days free, the free period is applied from 00h01 on the day the vessel completes discharge until the container leaves the gate.

Day 5 and 6:

6m/20' containers.....	2,411
12m/40' containers.....	2,411
13,7m/45' containers.....	2,411

From day 7 onwards:

6m/20' containers.....	5,300
12m/40' containers.....	5,300
13,7m/45' containers.....	5,300

11.1.7 Penalty storage of import and transhipment hazardous containers at the Ports of Durban (Durban Container Terminal Pier 1 and Pier 2) Port Elizabeth, Ngqura and Cape Town Container Terminals (Uncleared/cleared)

Storage will be payable as follows:

IMDG containers IMCO class 1; 2.1; 2.3; 4.1 (UN 1944); 4.2; 5.1 (UN 1748; UN1448; UN1485; UN1495; UN1513; UN1942; UN2067; UN 2880); 5.2; 6.2; and 7:

Immediate evacuation. No storage is permitted. If the container is not evacuated for whatever reason, from the date the container is discharged until the container leaves the gate then the penalty storage cost levied shall be the same as detailed below.

IMDG containers class 3, 4 (excluding 4.1 (UN 1944), 6, 8:

First 48 hours free, the free period is applied from the date the container is discharged until the container leaves the gate.

IMDG Containers class 9:

First 3.25 days free storage will be applicable.

From Day 3 onwards:

6m/20' containers.....	3,882
12m/40' containers.....	7,756
13,7m/45' containers.....	11,634

11.2 Storage of export containers excluding abnormal containers (Per container, per day or part thereof)

Storage will be applicable as indicated.

Free storage - calculated from the vessel's stack opening date up to and

SECTION 1

Container Terminals

Per Container

including the date the vessel arrives or is load ready, whichever is the later, provided the vessel does not fall back more than 48 hours from the firm stack closing date/time.

Containers taken up in the export stack, but the vessel falls back more than 48 hours from the firm stack closing date/time, will attract a daily storage fee as indicated hereunder from the date the stack closed until the date that the vessel arrives, or in the event that a vessel makes more than one call at a terminal during the same port call, (the load ready date).

6m/20' containers.....	118
12m/40' containers.....	240
13,7m/45' containers.....	335
Charges per reefer container including fantainers:	
6m/20' containers.....	551
12m/40' containers.....	902
13,7m/45' containers.....	1,053

11.3 Early Arrival of Containers

Early arrival containers - export containers arriving on terminal before the stack opens for the vessel are subject to the prior approval of the Shipping Line controlling the container and the Terminal Operator. The Shipping Line controlling the container will be billed an early arrival fee per container as follows:

6m/20' containers.....	1,753
12m/40' containers.....	2,814
13,7m/45' containers.....	3,871

Export containers amended from one vessel to another after arrival on terminal (including shut out containers) will attract an early arrival and an amending/cancellation fee.

11.4 Short Shipment Storage (only applicable if vessel cuts and runs) excluding transshipment containers (Per container, per day or part thereof)

If a vessel arrives later than 6 hours of the confirmed 7 day ETA and does not load all containers in the stack for the vessel, storage charges on the short shipment containers will be applied from the time the container entered the

SECTION 1

Per Container	Container Terminals
terminal up until it is either loaded onto a subsequent vessel or removed from the terminal.	
6m/20' containers.....	1,493
12m/40' containers.....	2,982
13,7m/45' containers.....	4,476

11.5 Storage of Transhipment Containers (Per container, per day or part thereof)

Transhipment containers, (excluding IMDG Transhipment containers), amended from one vessel to another after arrival in the terminal (including shut out containers), will attract an amending/cancellation fee with an additional move, in addition to the transhipment storage charges.

Containers stored in the terminal awaiting the on-carrying vessel - the free days allocated at the relevant container terminals are, calculated from the date the pre-carrier completes discharge, until the date that the on-carrier vessel arrives, or in the event that a vessel makes more than one call at a terminal during the same port call, the load ready date.

11.5.1 Storage of transhipment containers excluding abnormal containers at the port of Durban (Durban Container Terminal Pier 1 and Pier 2)

Storage will be payable as follows:

First 5 days	Free
Day 6 to 8:	
6m/20' containers.....	1,464
12m/40' containers.....	2,933
13,7m/45' containers.....	4,393
Day 9 to 12:	
6m/20' containers.....	2,385
12m/40' containers.....	4,771
13,7m/45' containers.....	7,162
From day 13 onwards:	
6m/20' containers.....	3,882
12m/40' containers.....	7,756
13,7m/45' containers.....	11,634

SECTION 1

Per Container	Container Terminals
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11.5.2 Storage of transshipment containers excluding abnormal containers at the Ports of Port Elizabeth Ngqura and Cape Town Container Terminals

First 7 days.....	Free
Day 8 to 10:	
6m/20' containers.....	45
12m/40' containers.....	93
13,7m/45' containers.....	141
Day 11 to 14:	
6m/20' containers.....	93
12m/40' containers.....	187
13,7m/45' containers.....	285
From day 15 onwards:	
6m/20' containers.....	187
12m/40' containers.....	381
13,7m/45' containers.....	569

11.6 Storage of exports of Abnormal containers (Per container, per day or part thereof)

Storage will be applicable as indicated.

Free storage - calculated from the vessel's stack opening date up to and including the date the vessel arrives or is load ready, whichever is the later, provided the vessel does not fall back more than 48 hours from the firm stack closing date/time. Abnormal container must be stacked on the last day of stack closing.

Containers taken up in the export stack but the vessel falls back more than 48 hours from the firm stack closing date/time, will attract a daily storage fee as indicated hereunder from the date the stack closed until the date that the vessel arrives, or in the event that a vessel makes more than one call at a terminal during the same port call, the load ready date.

6m/20' containers.....	4,476
12m/40' containers.....	4,476
13,7m/45' containers.....	4,476

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Per Container	Container Terminals
11.7 Transhipment storage per day Abnormal containers	
11.7.1 Storage of transhipment abnormal containers at the Port of Durban (Pier 1 and Pier 2)	
Storage is applicable as follows:	
First 5 days.....	Free
Day 6 to 8:	
6m/20' containers.....	4,393
12m/40' containers.....	4,393
13,7m/45' containers.....	4,393
Day 9 to 12:	
6m/20' containers.....	7,162
12m/40' containers.....	7,162
13,7m/45' containers.....	7,162
From day 13 onwards:	
6m/20' containers.....	11,634
12m/40' containers.....	11,634
13,7m/45' containers.....	11,634
11.7.2 Storage of transhipment abnormal containers at the Port of Port Elizabeth, Ngqura and Cape Town Container Terminals	
First 7 days.....	Free
Day 8 to 10:	
6m/20' containers.....	141
12m/40' containers.....	141
13,7m/45' containers.....	141
Day 11 to 14:	
6m/20' containers.....	285
12m/40' containers.....	285
13,7m/45' containers.....	285
From day 15 onwards:	
6m/20' containers.....	569
12m/40' containers.....	569
13,7m/45' containers.....	569

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Per Container	Container Terminals	
12. TAILBOARD INSPECTION		
Movement of the container from the stack to the container terminal claims area:		
6m/20' containers.....	1,470	
12m/40' containers.....	2,210	
13,7m/45' containers.....	2,941	
13. SEALING & RESEALING OF CONTAINERS		
Per seal inserted onto container:		
All container types.....	245	
14. IMMOBILISATION OF CRANE WITHOUT AUTHORISATION		
1st hour or part thereof.....	37,450	
Thereafter per hour or part thereof.....	37,450	
15. IMMOBILISATION OF VESSELS WITHOUT AUTHORISATION		
1st hour or part thereof.....	509,999	
2nd hour or part thereof.....	680,000	
Thereafter per hour or part thereof.....	1,020,000	
16. PENALTY FOR MISDECLARED IMDG CARGO		
Per container mis declared.....	181,900	
17. BARGE HANDLING CHARGE FOR CONTAINERS (DURBAN)		
6m/20' containers.....	116	
12m/40' containers.....	116	
13,7m/45' containers.....	116	
18. CONTACT NUMBERS FOR CONTAINER TERMINALS		
Durban Container Terminal (Pier 2) Tel: 031 361 6705/6971	Port Elizabeth Container Terminal Tel: 041 507 1807/1638	Ngqura Container Terminal Tel: 041 507 8325/1638
Durban Container Terminal (Pier 1) Tel: 031 361 6284	Cape Town Container Terminal Tel: 021 449 2177/2176	

SECTION 2

Claims for Adjustment or Refund of Terminal Charges

All claims related to charges raised in accordance with the Terminal Operator's Tariff Book will, for prescription purposes, be dealt with strictly in terms of the Prescription Act, Act 68 of 1969.

HANDLING OF CONTAINERS AT RO-RO, BREAKBULK AND AGRICULTURAL TERMINALS

1. GENERAL TERMS AND CONDITIONS

The services rendered by the Terminal Operator to the Customer are governed by this Tariff Book, read in conjunction with the Terminal Operator's Standard Trading Terms and Conditions Standard Terms and Conditions for All Visitors to the Terminal Operator's Ro-Ro, Breakbulk and Agricultural Terminals and the Terminal Operating Guidelines for the Ro-Ro, Breakbulk and Agricultural Terminals (a copy of which are available on request and on the Terminal Operator's website: www.transnet-tpt.net) Terminal Operator's conditions of credit as well as any commercial agreement ("Terminal Operator's Contracting Documents") (subject to any supplements and amendments thereto), all of which are incorporated by reference herein and which constitute the entire agreement between the parties to any aspect, matter or thing referred to herein or which arises out of or relates to such matters as are referred to, and shall be the sole and exclusive memorial thereof.

Save as otherwise defined in this Tariff Book, any capitalised words or expressions not defined but contained herein shall have the meanings ascribed to them in the Terminal Operator's Contracting Documents.

Ro-Ro, Breakbulk and Agricultural Terminal

An area especially set aside primarily for the handling of general breakbulk cargo, bulk cargo, containers and vehicles by standard port equipment at the following Ro-Ro, Breakbulk and Agricultural Terminals:

- Richards Bay
- Durban
- Maydon Wharf
- East London
- Port Elizabeth
- Cape Town
- Saldanha

Container

Any container, reefer container, controlled atmosphere container, integral reefer container, transportable tank or flat rack container that conforms to the International Standards Organisation standard container type designations. Containers not complying with this standard will be handled at the discretion of the Ro-Ro, Breakbulk and Agricultural Terminals.

Empty Container

Any container, reefer container, controlled atmosphere container, integral reefer container, transportable tank or flat rack container that conforms to the International Standards Organisation standard container type designations that is free of cargo (empty in content). In the case of transportable tanks which have previously contained hazardous cargo, these will only be considered empty if a gas-free certificate is presented in respect of such container.

Abnormal/Out of Gauge Containers

Any container in or on which there is cargo, the dimensions of which cargo exceed any of the external dimensions of the container in or on which such cargo is carried, or any container which, whether by reason of damage thereto, or its design, size, mass or any other reason, cannot be handled by means of the standard container handling equipment employed by the Terminal Operator for the handling of

SECTION 2

containers, from time to time. The Terminal Operator may, in its sole discretion, refuse to handle such abnormal/out of gauge containers and, should the Terminal Operator handle such containers, it does so without accepting or incurring any liability to any party for any loss of or damage to such container, any cargo in or on such container, or any other property whatsoever.

Reefer Containers

Any reefer containers, including reefer clip-on units, heated tanks and fantainers, that move via the reefer area and require power connections.

IMDG – (International Maritime Dangerous Goods) Containers

Any cargo/residue defined as dangerous/hazardous under the IMDG (International Maritime Dangerous Goods) Code and/or SANS (South African National Standard) 10228.

Transshipment Containers

Any container in respect of which both landing and shipping movements occur at the same terminal. Without exception only those identified as transshipment containers in the ICL or EDI submitted in respect of such containers prior to their handling, will qualify and be charged as transshipment containers. Any subsequent change in the transshipment status will result in the container being treated as a normal import container from the time of landing, for billing purposes. Where either the landing or shipment takes place at any other terminal within the Port, the container so landed or shipped will not be regarded as a transshipment container.

Container Sizes

Size		L(mm)	X	W(mm)	X	H(mm)	Max mass
45'	13,7m	13 716	X	2 438	X	2 438	30 480 kg
45'	13,7m	13 716	X	2 438	X	2 591	30 480 kg
40'	12m	12 192	X	2 438	X	2 438	30 480 kg
40'	12m	12 192	X	2 438	X	2 591	30 480 kg
20'	6m	6 058	X	2 438	X	2 438	30 480 kg
20'	6m	6 058	X	2 438	X	2 591	30 480 kg

The maximum mass reflected is conditional on the container being plate rated to carry that mass.

High Cube Containers

The above dimensions but with a height of 2 896mm.

Direct Restow

The movement of a container by means of a Terminal Operator's crane from a position on a vessel to another position on the same vessel, without the container being temporarily placed on the quay or elsewhere on the vessel.

Indirect Restow

The movement of a container from a position on a vessel to another position on the same vessel by means of a crane, with the container being temporarily placed on the quay or elsewhere on the vessel before it is finally placed in the same, or in another position.

SECTION 2

Early Arrival Containers

A container that arrives in the terminal before the stack into which it is to be taken has been opened. The acceptance of early arrival containers is at the discretion of the Terminal Operator and additional charges will be raised in respect of early arrival containers.

Late Arrival Containers

A container that arrives in the terminal after the stack into which it is to be taken up has been closed. The acceptance of late arrival containers is at the discretion of the Terminal Operator and additional charges will be raised in respect of late arrival containers.

Ro-Ro Vessel

A vessel which has certain cargo decks accessible only by means of a ramp which is lowered onto the quayside and over which cargo is driven on board or off the vessel by means of the ramp.

Fully Cellular Vessel

A vessel which is purpose built for the transportation of ISO standard containers stacked on top of each other in vertical guide shafts into and from which containers are loaded or discharged, where no general freight is carried.

Non-Cellular Vessel

A vessel which is not purpose built to carry only ISO standard containers and which may carry non-containerised cargo. Not all hatches into which containerised cargo will be loaded or discharged on this vessel will have vertical guide shafts although there may be some hatches which do.

Verified Gross Mass

Verified gross mass of the container weight in terms of the International Convention of the Safety of Life at Sea, enforced.

2. TERMINAL HANDLING AT RO-RO, BREAKBULK AND AGRICULTURAL TERMINALS

The following services are covered:

- Physical and administrative checks.
- Acceptance/delivery of the container at a designated interchange zone within the Terminal from a container road haulage vehicle or at the railhead.
- Loading/unloading of the container at the terminal interchange zone to/from a hauler or when lifted from/placed on a rail wagon at the railhead.
- Conveyance between the terminal interchange zones or railhead and the stack.
- Stacking/de-stacking, making reefer connections and monitoring.
- Conveyance between the stack and the vessel.
- Loading and off-loading of rail wagons.
- Handling by crane onto/off a vessel where applicable.
- Reefer containers moved via the reefer area, out of gauge, abnormal and IMDG containers are subject to the surcharges contained in the list of terminal handling charges.

SECTION 2

Services not covered:

- Transport costs between the Ro-Ro, Breakbulk and Agricultural Terminal and other terminals/berths within the same port and between ports.
- Stevedoring.

TERMINAL HANDLING CHARGES

Per Container	Ro-Ro, Breakbulk and Agricultural Terminals	
2.1 Landing/Shipping for:	Ship's Gear R	Mobile Crane R
Normal Containers		
6m/20' containers.....	2,046	2,348
12m/40' containers.....	3,252	3,554
13,7m/45' containers.....	4,461	4,763
Empty Containers (Imports and Exports only)		
6m/20' containers.....	1,754	2,056
12m/40' containers.....	2,792	3,094
13,7m/45' containers.....	3,831	4,132
Reefer Containers		
6m/20' containers.....	2,046	2,348
Surcharge per container.....	1,411	1,411
12m/40' containers.....	3,252	3,554
Surcharge per container.....	2,124	2,124
13,7m/45' containers.....	4,461	4,763
Surcharge per container.....	2,825	2,825
IMDG Containers (all classes)		
6m/20' containers.....	2,046	2,348
Surcharge per container.....	1044	1044
12m/40' containers.....	3,252	3,554
Surcharge per container.....	1,571	1,571
13,7m/45' containers.....	4,461	4,763
Surcharge per container.....	2,091	2,091
Abnormal Containers		
6m/20' containers.....	2,046	2,348
Surcharge per container.....	1044	1044

SECTION 2

Per Container	Ro-Ro, Breakbulk and Agricultural Terminals	
12m/40' containers.....	3,252	3,554
Surcharge per container.....	1,571	1,571
13.7m/45' containers.....	4,461	4,763
Surcharge per container.....	2,091	2,091

2.2 Transhipping

Transhipping – inwards and outwards movements at the same Ro-Ro, Breakbulk and Agricultural Terminal.

Ship's Gear	Mobile Crane
R	R

Normal Containers

6m/20' containers (inwards).....	2,046	2,348
6m/20' containers (outwards).....	2,046	2,348
12m/40' containers (inwards).....	3,252	3,554
12m/40' containers (outwards).....	3,252	3,554
13.7m/45' containers (inwards).....	4,461	4,763
13.7m/45' containers (outwards).....	4,461	4,763

Reefer Containers

6m/20' containers (inwards).....	3,457	3,759
6m/20' containers (outwards).....	3,457	3,759
12m/40' containers (inwards).....	5,376	5,678
12m/40' containers (outwards).....	5,376	5,678
13.7m/45' containers (inwards).....	7,286	7,588
13.7m/45' containers (outwards).....	7,286	7,588

IMDG Containers (all classes)

6m/20' containers (inwards).....	3,090	3,392
6m/20' containers (outwards).....	3,090	3,392
12m/40' containers (inwards).....	4,823	5,125
12m/40' containers (outwards).....	4,823	5,125
13.7m/45' containers (inwards).....	6,552	6,854
13.7m/45' containers (outwards).....	6,552	6,854

SECTION 2

Per Container

Ro-Ro, Breakbulk and Agricultural Terminals

	Ship's Gear	Mobile Crane
	R	R
Abnormal Containers		
6m/20' containers (inwards).....	3,090	3,392
6m/20' containers (outwards).....	3,090	3,392
12m/40' containers (inwards).....	4,823	5,125
12m/40' containers (outwards).....	4,823	5,125
13,7m/45' containers (inwards).....	6,552	6,854
13,7m/45' containers (outwards).....	6,552	6,854

2.3 Movements of Containers within the Terminal, per movement

6m/20' containers.....	725
12m/40' containers.....	1,088
13,7m/45' containers.....	1,449

2.4 Restowage

2.4.1 Direct Restows

Direct, per container (normal container).....	NA	908
Direct, per container (reefer container).....	NA	908
Direct, per container (IMDG container).....	NA	908
Direct, per container (abnormal container).....	NA	1,894

2.4.2 Indirect Restows

6m/20' containers (normal container).....	2,446	2,748
6m/20' containers (reefer container).....	3,394	3,696
6m/20' containers (IMDG container).....	3,394	3,696
6m/20' containers (abnormal container).....	3,394	3,696
12m/40' containers (normal container).....	3,673	3,975
12m/40' containers (reefer container).....	5,091	5,393
12m/40' containers (IMDG container).....	5,091	5,393
12m/40' containers (abnormal container).....	5,091	5,393
13,7m/45' containers (normal container).....	4,897	5,199
13,7m/45' containers (reefer container).....	6,790	7,092
13,7m/45' containers (IMDG container).....	6,790	7,092
13,7m/45' containers (abnormal container).....	6,790	7,092

SECTION 2

Ro-Ro, Breakbulk and Agricultural Terminals

Per Container

2.5 Hatchcovers	
Per movement using the Terminal Operator's crane.....	1,182
Per placement on quayside using ship's gear (once only).....	1,182
3. LATE ARRIVAL OF CONTAINERS (Only applicable to exports)	
A late arrival container may be accepted in the terminal at the Terminal Operator's discretion and the following additional charges will be payable per container:.....	4,284
4. AMENDMENT/CANCELLATION FEE	
For each and every amendment/cancellation per container to be applied only when the amendment/cancellation does not result in the container having to be moved:.....	216
5. AMENDMENT/CANCELLATION WITH AN ADDITIONAL MOVE	
If any of the following criteria are amended and this amendment results in the container having to be moved, the following tariff which includes the move in stack, will be applicable:	
■ Vessel	
■ Voyage	
■ Port of destination	
■ Status full/empty	
■ Status normal to other or vice-versa	
■ Mass	
6m/20' containers.....	941
12m/40' containers.....	1,304
13,7m/45' containers.....	1,665
6. PHOTOCOPYING/ REPRINTING OF NAVIS EQUIPMENT INTERCHANGE REPORTS	
Charges per copy.....	30

7. STORAGE OF CONTAINERS

Within 72 hours of the discharge of each container from the vessel, in respect of each and every call of the vessel at the terminal, the Customer or Container Operator shall provide the Terminal Operator with delivery instructions in respect of all containers discharged and shall, in respect of containers containing any cargo not cleared by the Customs authorities provide instructions for delivery in bond and, in respect of containers containing all cleared cargo, shall provide delivery instructions.

The onus remains on the Customer or Container Operator to ensure that the container and cargo is released by Customs authorities before delivery is effected, unless released in bond to a depot licensed by Customs authorities. Further, the onus remains on the Customer or Container Operator to ensure that such delivery in bond is executed by a South African Revenue Services licensed transporter in terms of the Customs Act to transport such container and cargo in bond.

Import containers which have not been customs cleared (including consignments which have been stopped by any Government Department) or for which cargo dues orders have not been presented to the carrier, may be kept at the terminal until disposal instructions have been received. The period for which such containers will be kept in a terminal will be at the sole discretion of the Terminal Operator, and all containers remaining in the terminal after the expiry of the free storage period, shall incur storage charges at the applicable rate, regardless of the reason why such containers remain in the terminal.

Should the Customer or Container Operator fail to provide delivery instructions in respect of import containers within 72 hours after completion of discharge of a vessel, the Terminal Operator may arrange for the removal and storage of such containers, in bond, to a South African Revenue Services licensed Container Depot (if applicable) or to any recognised Container Depot, and such removal and storage of such containers shall be entirely at the risk and expense of the Customer or Container Operator, and the Terminal Operator shall incur no liability whatsoever in respect of any loss or damage suffered by the Customer or Container Operator or any third party which may arise from or in connection with such removal and/or storage of such containers.

Per Container

**7.1 Storage of import containers
(Per container, per day or part thereof)**

**7.1.1 Storage of import containers including abnormal containers
(Uncleared/cleared) for Cape Town and the Eastern Cape**

Storage will be payable as follows:

First 4 days free, the free period is applied from 00h01 on the day the vessel completes discharge until the container leaves the gate:

Day 5 and 6:

6m/20' containers	240
12m/40' containers	478
13,7m/45' containers	716

From day 7 onwards:

6m/20' containers	1,554
12m/40' containers	3,100
13,7m/45' containers	4,647

**7.1.2 Storage of import containers including abnormal containers – the Port of Durban
(Durban Point Terminal)**

Storage will be payable as follows:

First 3 days free, the free period is applied from 00h01 on the day the vessel completes discharge until the container leaves the gate.

(Uncleared/cleared)

Day 4:

6m/20' containers	2,385
12m/40' containers	4,771
13,7m/45' containers	7,162

From day 5 onwards:

6m/20' containers	3,882
12m/40' containers	7,756
13,7m/45' containers	11,634

7.1.3 Penalty storage of import and transhipment hazardous containers at the Ro-Ro, Breakbulk and Agricultural Terminals

Where handling of hazardous containers is allowed Storage will be payable as follows:

IMDG containers Imco class 1; 2.1; 2.3; 4.1 (UN 1944); 4.2; 5.1 (UN 1748; UN1448; UN1485; UN1495; UN1513; UN1942; UN2067; UN 2880); 5.2; 6.2; and 7:

Immediate evacuation. No storage is permitted. If the container is not evacuated for whatever reason, from the date the container is discharged until the container leaves the gate then the penalty storage cost levied shall be the same as detailed below

IMDG containers class 3, 4 (excluding 4.1 (UN 1944), 6, 8:

First 48 hours free, the free period is applied from the date the container is discharged until the container leaves the gate.

IMDG Containers class 9:

First 3.25 days free storage will be applicable.

From Day 3 onwards:

6m/20' containers.....	3,882
12m/40' containers.....	7,756
13,7m/45' containers.....	11,634

7.1.4 Storage of import reefer containers (Uncleared/cleared)

Peak period is defined as the period of highest volume of reefer exports, where demand for available reefer plug points is the highest. Peak period only applies:

Cape Town: 15 November – 31 March

Durban and Eastern Cape: 1 May – 31 October

Off peak is the remainder of the year.

Storage will be payable as follows:

Off Peak period storage of import reefer containers

First 3 days free, the free period is applied from 00h01 on the day the vessel completes discharge until the container leaves the gate

From day 4 onwards:

6m/20' containers.....	3,414
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SECTION 2

Ro-Ro, Breakbulk and Agricultural Terminals

Per Container

12m/40' containers	5,122
13,7m/45' containers	6,832

Peak period storage of import reefer containers:

First 2 days free, the free period is applied from 00h01 on the day the vessel completes discharge until the container leaves the gate.

From day 3 onwards:

6m/20' containers	3,414
12m/40' containers	5,122
13,7m/45' containers	6,832

7.2 Storage of export containers (Per container, per day or part thereof)

Storage will be applicable as indicated.

Free storage - calculated from the vessel's stack opening date up to and including the date the vessel arrives, provided the vessel does not fall back more than 48 hours from the firm stack closing date/time.

Containers taken up in the export stack but the vessel falls back more than 48 hours from the firm stack closing date/time, will attract a daily storage fee as indicated hereunder from the date the stack closed until the date that the vessel arrives, or in the event that a vessel makes more than one call at a terminal during the same port call, the load ready date.

6m/20' containers.....	120
12m/40' containers.....	246
13,7m/45' containers.....	369

7.3 Short Shipment Storage (Only applicable if a vessel cuts and runs excluding transshipment containers)(Per container, per day or part thereof)

If a vessel arrives later than 8 hours (one shift) of the confirmed 5 day ETA and does not load all containers in the stack for the vessel, storage charges on the short shipment containers will be applied from the time the container entered the terminal up until it is either loaded onto a subsequent vessel or removed from the terminal.

6m/20' containers.....	1,580
12m/40' containers.....	3,165
13,7m/45' containers.....	4,744

Per Container

7.4 Storage of Transshipment Containers at the Ports of Cape Town and Eastern Cape

(Per container, per day or part thereof)

Transshipment containers, amended from one vessel to another after arrival on terminal (including shut out containers), will attract an amending/cancellation fee with an additional move, in addition to the transshipment storage charges.

Containers stored in the terminal awaiting the on-carrying vessel - first 7 days free, calculated from the date the pre-carrier completes discharge, until the date that the on-carrier vessel arrives.

7.4.1 Storage will be payable as follows:

First 7 days	Free
From day 8 onwards:	
6m/20' containers	120
12m/40' containers	246
13,7m/45' containers	369

7.4.2 Storage of transshipment containers at the Port of Durban (Durban Point Terminal)

Storage will be payable as follows:

First 7 days	Free
Day 8 to 10:	
6m/20' containers	1,464
12m/40' containers	2,933
13,7m/45' containers	4,393
Day 11 to 14:	
6m/20' containers	2,385
12m/40' containers	4,771
13,7m/45' containers	7,162
From day 15 onwards:	
6m/20' containers	3,882
12m/40' containers	7,756
13,7m/45' containers	11,634

Per Container

7.5 Reefer power supply charge for transshipment containers including fantainers from the date of discharge of the container until the earlier of the arrival or the stack opening of the final on-carrier vessel (Per day or part thereof).

In the event of a Shipping Line requesting a stack closing date which is later than the arrival of the on-carrier vessel or the on-carrier vessel making more than one call at the terminal, the reefer power supply charge will be applicable from date of discharge of the container until the stack opening of the final on-carrier vessel (Per day or part thereof).

6m/20' containers	451
12m/40' containers	669
13,7m/45' containers	669

7.6 REEFER POWER SUPPLY CHARGE FOR EXPORT CONTAINERS ARRIVING IN TERMINAL BEFORE THE STACK OPENS.

Reefer power supply charge for export containers including fantainers from date of arrival of the container in the terminal until the earlier of the arrival or the stack opening of the final on-carrier vessel (Per day or part thereof).

In the event of a Shipping Line requesting a stack closing date which is later than the arrival of the on-carrier vessel or the on-carrier vessel making more than one call at the terminal, the reefer power supply charge will be applicable from date of arrival of the container until the stack opening of the final on-carrier vessel (Per day or part thereof).

6m/20' containers	451
12m/40' containers	669
13,7m/45' containers	669

8. EARLY ARRIVAL OF CONTAINERS

Early arrival containers - export containers arriving on terminal before the stack opens for the vessel are subject to the prior approval of the Shipping Line controlling the container and the Terminal Operator. The party presenting the documentation for the container will be billed an early arrival fee over and above the normal export storage as follows:

6m/20' containers	362
12m/40' containers	723
13,7m/45' containers.....	1,085

Export containers amended from one vessel to another after arrival on terminal (including shut out containers) will attract an early arrival and amending/cancellation fee.

SECTION 2

9. TAILBOARD INSPECTION

Movement of the container from the stack to claims area of the Ro-Ro, Breakbulk and Agricultural Terminal area:

6m/20' containers	1,470
12m/40' containers	2,210
13,7m/45' containers	2,941

10. LIFT ON/LIFT OFF CHARGES

6m/20' containers	1,303
12m/40' containers	1,955
13,7m/45' containers	2,609

11. STUFFING AND DESTUFFING OF CONTAINERS

Tariffs for these value add services are available on application from the respective Key Account Manager at the TPT Terminal where the service is required.

12. BARGE HANDLING CHARGE FOR CONTAINERS (DURBAN)

6m/20' containers	116
12m/40' containers	116
13,7m/45' containers	116

13. SEALING & RESEALING OF CONTAINERS

Per seal inserted onto container: All container types	245
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14. TARIFF FOR CRUISE VESSELS UTILISING TPT MULTI-PURPOSE TERMINALS BERTH

Passenger cruise vessels that occupy a berth at any of the TPT's Multi-purpose Terminals, will be charged a tariff per day for the duration of time which the passenger cruise line vessel is on the affected berth. The applicable tariff will be applied by the Terminal per day based on the number of bollards used. Please contact your local TPT Office for the applicable tariffs.

15. PENALTY FOR MISDECLARED IMDG CARGO

Per container mis declared	181,900
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16+. CONTACT NUMBERS FOR RO-RO, BREAKBULK AND AGRICULTURAL TERMINALS

Richards Bay
Tel: 035 905 3104

Port Elizabeth
Tel: 041 507 1638

East London
Tel: 043 700 1027

Durban
Tel: 031 361 3596

Cape Town
Tel: 021 449 4187

Maydon Wharf: Agri
Tel: 031 361 3959

Saldanha
Tel: 022 703 4929/4204

SECTION 3

HANDLING OF CARGO AT RO-RO, BREAKBULK AND AGRICULTURAL TERMINALS

1. GENERAL TERMS AND CONDITIONS

The services rendered by the Terminal Operator to the Customer are governed by this Tariff Book, read in conjunction with the Terminal Operator's Standard Trading Terms and Conditions and Standard Terms and Conditions for All Visitors to the Terminal Operator's Ro-Ro, Breakbulk and Agricultural Terminals and the Terminal Operating Guidelines for the Ro-Ro, Breakbulk and Agricultural Terminals (a copy of which are available on request and on the Terminal Operator's website www.transnet-tpt.net), Terminal Operator's conditions of credit as well as any commercial agreement ("Terminal Operator's Contracting Documents") (subject to any supplements and amendments thereto), all of which are incorporated by reference herein and which constitute the entire agreement between the parties to any aspect, matter or thing referred to herein or which arises out of or relates to such matters as are referred to, and shall be the sole and exclusive memorial thereof.

Save as otherwise defined in this Tariff Book, any capitalised words or expressions not defined but contained herein shall have the meanings ascribed to them in the Terminal Operator's Contracting Documents.

1.1 Ro-Ro, Breakbulk and Agricultural Terminal

An area set aside primarily for the handling of breakbulk cargo, bulk cargo, containers and vehicles, by means of the Terminal Operator's equipment (as per local arrangement) at the following Ro-Ro, Breakbulk and Agricultural Terminals:

- Richards Bay
- Durban
- Maydon Wharf
- East London
- Port Elizabeth
- Cape Town
- Saldanha

1.2 Ordinary Working Hours

As per local terminal arrangement.

1.3 Submission of Documentation

All cargo shall be SARS cleared and the landing, shipping or transshipping orders (together with supporting documentation) shall be presented for acceptance not later than the closing time of the Terminal Operator's revenue offices on the day of posting, failing which a late order charge will apply.

1.4 Ton

Unit of metric tonnage (1 000 kg = 1 ton).

The minimum charge levied per commodity per consignment will be for one ton, thereafter rounding up will be in 0,1 fractions.

1.5 Penalty Charges

In instances where the tonnage has been under-declared, whether wilful or not, penalty

SECTION 3

charges will be payable on a per item, per order basis where the variance exceeds 1 000 kg (1 ton). Amending orders with subsequent charges will have to be passed reflecting the correct tonnage.

1.6 Breakbulk Cargo

Any cargo, which is not classified as Containers, Bulk Cargo or as Vehicles in these General Terms and Conditions, will be regarded as Breakbulk Cargo.

1.7 Abnormal Breakbulk Cargo

Any cargo which exceeds any one of the following measurements:

- Mass: 30 tons (30 000 kg)
- Length: 12,0 metres
- Width: 2,5 metres
- Height: 2,87 metres

The Terminal Operator may, in its sole discretion, refuse to handle abnormal breakbulk cargo unless arrangements satisfactory to the Terminal Operator have been made for the forwarding and carriage thereof. Should the Terminal Operator elect to handle abnormal breakbulk cargo it does so without accepting or incurring any liability to any party for any loss of or damage to such cargo or any other property whatsoever.

The Tariff charged by the Terminal Operator, for handling abnormal breakbulk cargo excludes the cost of any special equipment, including but not limited to mobile cranes, reach stackers, straddle carriers and extended trailers, which may be required for the handling of such cargo. The Customer is liable for all costs and expenses associated with obtaining and using such equipment including rigging.

1.8 Bulk Cargo

A homogenous commodity in solid or liquid form discharged/shipped by means of grabs, skips, buckets, baskets, connecting pipes or conduits and by any other technical means, onto/from vessels, vehicles, rail trucks, tanks or storage areas.

1.9 Vehicles

A vehicle shall mean a device designed or adapted mainly to travel on wheels or crawler tracks that is capable of being driven or towed and includes such a device, which is connected with a draw-bar to another vehicle.

Vehicle tariffs are based on a per unit base rate subject to any or all of the following criteria per vehicle category:

1.9.1 Passenger Unit

- Any vehicle unit on rubber wheels not exceeding 3 500 kg in gross weight.
- Any vehicle unit on rubber wheels not exceeding 5,00 metres in length.
- Any vehicle unit on rubber wheels not exceeding 2,50 metres in width.
- Any vehicle unit on rubber wheels not exceeding 2,87 metres in height.
- Boats on trailers, trailers, agricultural/mining/industrial units and forklift units are excluded from this vehicle category.

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1.9.2 Commercial Unit

- Any vehicle unit on rubber wheels exceeding 3 500 kg but not exceeding 8 500 kg in gross weight.
- Any vehicle unit on rubber wheels exceeding 5.00 metres in length but not exceeding 12,0 metres.
- Any vehicle unit on rubber wheels not exceeding 2,50 metres in width.
- Any vehicle unit on rubber wheels not exceeding 2,87 metres in height.
- Boats on trailers, trailers, agricultural/mining/industrial units and forklift units are excluded from this vehicle category.

1.9.3 Heavy Commercial Unit

- Any vehicle unit on rubber wheels exceeding 8 500 kg in gross weight.
- Any vehicle unit on rubber wheels exceeding 12,0 metres in length.
- Any vehicle unit on rubber wheels exceeding 2,50 metres in width.
- Any vehicle unit on rubber wheels exceeding 2,87 metres in height.
- Any vehicle unit NOT on rubber wheels.
- Boats on trailers, trailers, agricultural/mining/industrial units and forklift units are included in this vehicle category irrespective of mass, length, width or height.

1.10 Landing (Excluding abnormal cargo)

- Receiving the cargo and loading out per instruction; and
- Giving the Master a receipt and/or an import outturn report for Roro.

1.11 Shipping (Excluding abnormal cargo)

- Receiving the cargo for shipping; and
- Obtain a signed/ stamped receipt from the Master and/or an export outturn report for Roro.

1.12 Transshipping

- Cargo landed and subsequently shipped onto the on-carrying vessel within the same terminal is treated as transshipment cargo.
- Cargo not transhipped within 90 days after the date the discharging vessel was posted as having arrived, shall, for the SARS and the Terminal Operator's purposes be regarded as cargo landed and shipped.
- Where cargo is landed and subsequently shipped onto the on-carrying vessel a separate landing and shipping charge will be raised in respect of each ton of such cargo.
- Direct vessel to vessel transshipments require the prior approval of Transnet National Ports Authority as well as Transnet Port Terminals. In such cases, a surcharge of a minimum of R 29,00 per ton will be raised by the Terminal Operator for the occupation by the transshipment vessel of a berth and for utilizing terminal time and will be subject to the following conditions:
 - That such transshipping operations do not interfere with or compromise efficient Terminal Operations.
 - Cargo is not placed on the quayside.

SECTION 3

- In the event that the quayside is required by the terminal for Terminal Operations, then the berth must be vacated for such period as required by the Terminal Operator and all costs associated with such movement(s) will be borne by the: Customer, Vessel Owner, Shipping Line and/or their duly authorised representative(s).

1.13 EOHP

Except as otherwise herein provided.

1.14 Dangerous Goods

Any cargo/residue defined as dangerous/hazardous under the IMDG (International Maritime Dangerous Goods) Code and/or SANS (South African National Standard) 10228. A MSDS (Material Safety Data Sheet) must be provided.

1.15 Unitised/Palletised Cargo

Cargo landed/shipped on pallets, in paraweb slings, slip-sheeted cargo and tote/bulk bags as well as cargo strapped to platforms subject to the requirements listed hereunder.

Such consignments must be manifested, landed and tallied as units and the receipt issued for units. In addition, the type of package (unit) must be declared on the landing/shipping/transhipping documents.

- Packages/units must as a minimum, equal 1 000 kg each (excluding the pallet/bag).
- Packages/units must not exceed 4 000 kg in mass (including the pallet/bag).
- Packages/units must be suitably strengthened to allow handling by appliances and, in respect of cases and platforms, the forklift tunnels must be clearly indicated thereon.
- Packages/units must remain intact throughout all handling and transportation operations.

1.16 Cleared Cargo

Cleared cargo is when cargo has been released by Customs and processed by the Terminal Operator's Revenue Office with a TPT Order Number.

1.17 Uncleared Cargo

Cargo is uncleared when cargo is not released by Customs and/or documentation has not been presented to the Terminal Operator's Revenue office.

1.18 Storage Principles on Cleared Cargo Landed and Cargo for Shipment

Storage charges, per ton, for the first week and thereafter per day or part thereof, applied as follows:

1.18.1 Cargo Landed

3 days free – from and including the day the vessel completes discharge until the day of removal.

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1.18.2 Cargo Shipped

3 days free – from and including the day of receipt of the cargo until the day shipping commences.

1.19 Storage Principles on Uncleared Landed Cargo

Storage charges, per ton, per day or part thereof, will be applicable from the uncleared storage date up to and including the date the order was passed including weekends.

1.20 Storage Principles on Transhipped Cargo

Storage charges, per ton, per day or part thereof, will be applicable from the 8th day after the discharging vessel completes discharge up to and including the day that the on-carrying vessel commences shipping.

1.21 Miscellaneous Services

Any other service which is not included in these General Terms and Conditions may be available on request and is subject to additional charges.

2. TERMINAL HANDLING CHARGES

The terminal handling, storage and other miscellaneous charges are available on application to the Customer Interaction Centre.

2.1 Miscellaneous Charges

Examples of miscellaneous services for which charges may be raised are set out below, but these examples do not constitute a closed list and there may be services or situations where miscellaneous service charges will apply, which are not set out in the examples below:

2.1.1 Additional Handling – All services over and above the normal landing, shipping, transhipping services, including additional handling charges incurred in the event that the mode of transport is amended after arrival of the carrying vessel. Additional handling charges will be raised per ton per move.

2.1.2 Amending/Cancelling Orders/Adjustment Fees – In the event of an order being amended, cancelled or adjusted in any manner whatsoever, the applicable amending or cancellation order charge will be raised against the Customer in respect of such amendment, cancellation or adjustment as the case may be.

2.1.3 Late Arrival of Cargo – All cargo must be available in the stack at the terminal before the stack closes prior to the time of shipment of such cargo (for example, in Durban the stack closes at 10h00 the day before the vessel ETA). Failure to bring cargo into the terminal before the stack closes will result in late arrival charges being raised in respect of each unit of such cargo.

2.1.4 Standby Charges – Standby charges will not be raised in respect of a delay of four hours or less. Where the delay exceeds four hours, then, irrespective of the extent by which four hours is exceeded, standby charges will be charged per gang, per hour for the entire period of the delay including the first four hours.

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- 2.1.5 Late Order Charges** – All cargo must be SARS cleared and the landing or transshipping orders (together with supporting documentation) must be presented for acceptance by the Terminal Operator not later than closing time of the Terminal Operator's revenue office on the day of posting, failing which a late order charge will be raised in respect of each ton of such cargo.
- 2.1.6 Direct Restow** – The movement of cargo from a position on a vessel to another position on the same vessel, without the cargo being temporarily placed on the quay.
- 2.1.7 Indirect Restow** – The movement of cargo from a position on a vessel to another position on the same vessel by means of the cargo being temporarily placed on the quay before it is finally placed back on the vessel.
- 2.1.8 Sorting Charges** – In the event that a consignment in a bill of lading is split for delivery:
- 2.1.8.1** To different consignees.
 - 2.1.8.2** To the same consignee at the same address on different dates.
 - 2.1.8.3** By different modes of transport (excluding goods for conveyance by passenger or fast freight and/or priority fast freight services); or
 - 2.1.8.4** for a portion of the consignment to be reshipped or transhipped then sorting charges will be raised in respect of each ton of such cargo.
- 2.1.9 Conveyance Charges** – Conveyance charges will apply in the following instances and will be raised in respect of each ton of such cargo:
- 2.1.9.1** Conveyance between the Port and the State Warehouse (where the Terminal Operator is able to provide the service).
 - 2.1.9.2** Conveyance of cargo between the Terminal Operator berth.

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3. CONTACT NUMBERS FOR RO-RO, BREAKBULK AND AGRICULTURAL BULK TERMINALS

Richards Bay

Tel: 035 905 3104

Port Elizabeth

Tel: 041 507 1638/1735

Durban

Tel: 031 361 3596

Cape Town

Tel: 021 449 4187

Maydon Wharf: Agri

Tel: 031 361 3959

Saldanha

Tel: 022 703 4204

East London

Tel: 043 700 1027

Note – In view of the different types of neo- bulk commodities handled at the Maydon Wharf precinct in the Port of Durban, some degree of contamination may take place, despite all precautionary measures taken for which the Terminal Operator shall not be liable.

SECTION 4

HANDLING OF BULK CARGO AT BULK TERMINALS

1. GENERAL TERMS AND CONDITIONS

The services rendered by the Terminal Operator to the Customer are governed by this Tariff Book, read in conjunction with the Terminal Operator's Standard Trading Terms and Conditions and the Standard Terms and Conditions for All Visitors to the Terminal Operator's Ro-Ro, Breakbulk and Agricultural Terminals and the Terminal Operating Guidelines for the Ro-Ro, Breakbulk and Agricultural Terminals (a copy of which are available on request and on the Terminal Operator's website www.transnet-tpt.net), Terminal Operator's conditions of credit as well as any commercial agreement ("Terminal Operator's Contracting Documents") (subject to any supplements and amendments thereto), all of which are incorporated by reference herein and which constitute the entire agreement between the parties to any aspect, matter or thing referred to herein or which arises out of or relates to such matters as are referred to, and shall be the sole and exclusive memorial thereof.

Save as otherwise defined in this Tariff Book, any capitalised words or expressions not defined but contained herein shall have the meanings ascribed to them in the Terminal Operator's Contracting Documents.

1.1 Bulk Terminal

An area especially set aside primarily for the handling of bulk cargo by specialised equipment at the following Bulk Terminals:

- Richards Bay
- Agriport-Durban
- Maydon Wharf
- East London
- Port Elizabeth
- Saldanha
- Inland Terminals

1.2 Ordinary Working Hours

As per local arrangement.

1.3 Submission of Documentation

All cargo shall be SARS cleared and the landing, shipping or transshipping orders (together with supporting documentation) shall be presented for acceptance not later than the closing time of the Terminal Operator's revenue offices on the day of posting, failing which a late order charge will apply.

1.4 Ton

Unit of metric tonnage (1 000 kg = 1 ton)

The minimum charge levied per commodity per consignment will be for one ton, thereafter rounding up will be in 0,1 fractions.

SECTION 4

1.5 Bulk Cargo

A homogenous commodity in solid or liquid form discharged/shipped by means of grabs, skips, skiptainers, buckets, baskets, connecting pipes or conduits and by any other technical means, onto/from vessels, vehicles, rail trucks, tanks or storage areas.

1.6 Cleared Cargo

Cleared cargo is when cargo has been released by Customs and processed by the Terminal Operator's Revenue Office with a TPT Order Number.

1.7 Uncleared Cargo

- Cargo is uncleared when cargo is not released by Customs and/or documentation has not been presented to the Terminal Operator's Revenue office.

2. TERMINAL HANDLING CHARGES

The terminal handling, storage and other miscellaneous charges are available on application to the Customer Interaction Centre.

2.1 Miscellaneous Charges – Any other service which is not included in the General Terms and Conditions may be available on request and is subject to additional charges.

Examples of miscellaneous services for which charges may be raised are set out below, but these examples do not constitute a closed list and there may be services or situations where miscellaneous service charges will apply, which are not set out in the examples below:

2.1.1 Additional Handling – All services over and above the normal landing, shipping, transhipping services, including additional handling charges incurred in the event that the mode of transport is amended after arrival of the carrying vessel. Additional handling charges will be raised per ton per move.

2.1.2 Amending/Cancelling Orders/Adjustment Fees – In the event of an order being amended, cancelled or adjusted in any manner whatsoever, the applicable amending or cancellation order charge will be raised against the Customer in respect of such amendment, cancellation or adjustment as the case may be.

2.1.3 Late Arrival of Cargo – All cargo must be available in the stack at the terminal at least 12 hours prior to the time of shipment of such cargo. Failure to do so will result in late arrival charges being raised in respect of each ton of such cargo.

2.1.4 Standby Charges – Standby charges will not be raised in respect of a delay of four hours or less. Where the delay exceeds four hours, then, irrespective of the extent by which four hours is exceeded, standby charges will be charged per gang, per hour for the entire period of the delay including the first four hours.

SECTION 4

2.1.5 Late Order Charges – All cargo must be SARS cleared and the landing, shipping or transshipping orders (together with supporting documentation) must be presented for acceptance by the Terminal Operator not later than the closing time of the Terminal Operator’s revenue office on the day of posting, failing which a late order charge will be raised in respect of each ton of such cargo.

2.1.6 Conveyance Charges – Conveyance charges will apply in the following instances and will be raised in respect of each ton of such cargo:

2.1.6.1 Conveyance between the Port and the State Warehouse (where the Terminal Operator is able to provide the service).

2.1.6.2 Conveyance of cargo between Terminal Operator’s berths.

3. CONTACT NUMBERS FOR BULK TERMINALS

Richards Bay

Tel: 035 905 3104

Port Elizabeth

Tel: 041 507 1638/1735

Maydon Wharf

Tel: 031 361 3596/3959

Saldanha

Tel: 022 703 4204

East London

Tel: 043 700 1027

SECTION 5

HANDLING OF VEHICLES AT RO-RO AUTOMOTIVE TERMINALS

1. GENERAL TERMS AND CONDITIONS

The services rendered by the Terminal Operator to the Customer are governed by this Tariff Book, read in conjunction with the Terminal Operator's Standard Trading Terms and Conditions and the Standard Terms and Conditions for All Visitors to the Terminal Operator's Ro-Ro, Breakbulk and Agricultural Terminals and the Terminal Operating Guidelines for the Ro-Ro, Breakbulk and Agricultural Terminals (a copy of which are available on request and on the Terminal Operator's website www.transnet-tpt.net), Terminal Operator's conditions of credit as well as any commercial agreement ("Terminal Operator's Contracting Documents") (subject to any supplements and amendments thereto), all of which are incorporated by reference herein and which constitute the entire agreement between the parties to any aspect, matter or thing referred to herein or which arises out of or relates to such matters as are referred to, and shall be the sole and exclusive memorial thereof.

Save as otherwise defined in this Tariff Book, any capitalised words or expressions not defined but contained herein shall have the meanings ascribed to them in the Terminal Operator's Contracting Documents.

1.1 Ro-Ro Automotive Terminal

An area especially set aside primarily for the handling of vehicles at the following Ro-Ro Automotive Terminals:

- Durban
- East London
- Port Elizabeth

1.2 Vehicles

A vehicle shall mean a device designed or adapted mainly to travel on wheels or crawler tracks that is capable of being driven or towed and includes such a device, which is connected with a draw-bar to another vehicle.

Vehicle tariffs are based on a per unit base rate subject to any or all of the following criteria per vehicle category:

1.2.1 Passenger Unit

- Any vehicle unit on rubber wheels not exceeding 3 500 kg in gross weight.
- Any vehicle unit on rubber wheels not exceeding 5,00 metres in length.
- Any vehicle unit on rubber wheels not exceeding 2,50 metres in width.
- Any vehicle unit on rubber wheels not exceeding 2,87 metres in height.
- Boats on trailers, trailers, agricultural/mining/industrial units and forklift units are excluded from this vehicle category.

SECTION 5

1.2.2 Commercial Unit

- Any vehicle unit on rubber wheels exceeding 3 500 kg but not exceeding 8 500 kg in gross weight.
- Any vehicle unit on rubber wheels exceeding 5.00 metres in length but not exceeding 12,0 metres.
- Any vehicle unit on rubber wheels not exceeding 2,50 metres in width.
- Any vehicle unit on rubber wheels not exceeding 2,87 metres in height.
- Boats on trailers, trailers, agricultural/mining/industrial units and forklift units are excluded from this vehicle category.

1.2.3 Heavy Commercial Unit

- Any vehicle unit on rubber wheels exceeding 8 500 kg in gross weight.
- Any vehicle unit on rubber wheels exceeding 12,0 metres in length.
- Any vehicle unit on rubber wheels exceeding 2,50 metres in width.
- Any vehicle unit on rubber wheels exceeding 2,87 metres in height.
- Any vehicle unit NOT on rubber wheels.
- Boats on trailers, trailers, agricultural/mining/industrial units and forklift units are included in this vehicle category irrespective of mass, length, width or height.

1.3 Storage Principles on Cleared Cargo Landed and Cargo for Shipment

Storage charges, per unit, per day or part thereof, applied as follows:

1.3.1 Cargo Landed

3 days free - from and including the day the vessel completes discharge until and including the day of removal.

1.3.2 Cargo Shipped

3 days free - from and including the day of receipt of the cargo until and including the day shipping commences.

1.3.3 Return to Client

From and including the day of receipt of the cargo into the terminal until and including the day shipping commences, storage will be calculated for each day in the terminal, (excluding the days the units have left the terminal). The free days will only be applied once off from the total storage days and the free days will only be applicable when the cargo returns for shipment. Storage shall be calculated on a cumulative basis in excess of the free days. The handling fee will be fifty percent (50%) of the normal terminal handling charge.

1.3.4 Strapping/Bundling

The strapping/bundling of units or loose units, stacked onto another vehicle/trailer will be treated as individual units and must be declared as such.

SECTION 5

1.4 Storage Principles on Transhipment Cargo

7 days free. Storage charges, per unit, per day or part thereof, will be applicable from the 8th day after the discharging vessel completes discharge up to and including the day that the on-carrying vessel commences shipping.

1.5 Storage Principles on Uncleared Cargo Landed

Storage charges, per unit, per day or part thereof, will be applicable from the uncleared storage date up to and including the date the order was passed including weekends and public holidays.

1.6 Transhipment Vehicles

- Vehicles landed and subsequently shipped onto the on-carrying vessel within the same terminal are treated as transhipment cargo.
- Vehicles not transhipped within 90 days after the date the discharging vessel was posted as having arrived, shall, for the SARS and the Terminal Operator's purposes be regarded as vehicles landed and shipped.
- Where a vehicle is landed and subsequently shipped onto the on-carrying vessel a separate landing and shipping charge will be raised in respect of each unit.
- Direct vessel to vessel vehicle transhipments require the prior approval of Transnet National Ports Authority as well as Transnet Port Terminals. In such cases, a surcharge of a minimum of R29,00 per ton will be raised by the Terminal Operator for the occupation by the transshipment vessel of a berth and for utilizing terminal time and will be subject to the following conditions.
 - That such transshipping operations do not interfere with or compromise efficient Terminal Operations.
 - Vehicles are not placed on the quayside.
 - In the event that the quayside is required by the terminal for Terminal Operations, then the berth must be vacated for such period as required by the Terminal Operator and all costs associated with such movement(s) will be borne by the Customer/ Vessel Owner/ Shipping Line and/or their duly authorised representative(s).

2. TERMINAL HANDLING CHARGES

The terminal handling charges, storage and other miscellaneous charges are available on application to the Customer Interaction Centre.

2.1 Miscellaneous Charges – Any other service which is not included in the General Terms and Conditions may be available on request and is subject to additional charges.

SECTION 5

Examples of miscellaneous services for which charges may be raised are set out below, but these examples do not constitute a closed list and there may be services or situations where miscellaneous service charges will apply, which are not set out in the examples below:

- 2.1.1 Additional Handling** – All services over and above the normal landing, shipping, transhipping services, including additional handling charges incurred in the event that the mode of transport is amended after arrival of the carrying vessel. Additional handling charges will be raised per vehicle per move.
- 2.1.2 Amending/Canceling Orders/Adjustment Fees** – In the event of an order being amended, cancelled or adjusted in any manner whatsoever, the applicable amending or cancellation order charge will be raised against the Customer in respect of such amendment, cancellation order or adjustment as the case may be.
- 2.1.3 Late Arrival of Vehicles** – All vehicles must be available in the stack at the terminal at least 12 hours prior to the time of shipment of such cargo. Failure to do so will result in late arrival charges being raised in respect of each vehicle.
- 2.1.4 Standby Charges** – Standby charges will not be raised in respect of a delay of four hours or less. Where the delay exceeds four hours, then, irrespective of the extent by which four hours is exceeded, standby charges will be charged per gang, per hour for the entire period of the delay including the first four hours.
- 2.1.5 Late Order Charges** – Late Order Charges – All cargo must be SARS cleared and the landing, shipping or transhipping orders (together with the supporting documentation) must be presented for acceptance by the Terminal Operator not later than the closing time of the Terminal Operator's revenue office on the day of posting, failing which a late order charge will be raised in respect of each vehicle. The late order charge will be levied as follows:
 - R1120,50 for the first unit.
 - R111,50 for each subsequent unit.
 - Subject to a maximum total late order charge of R112 050,00 per document.

3. CONTACT NUMBERS FOR RORO AND AUTOMOTIVE TERMINALS

Durban

Tel: 031 361 8646

Port Elizabeth

Tel: 041 507 1807/1638

East London

Tel: 043 700 1027

CONTACT DETAILS

National Customer Interaction Centre	0861 204 485
New Business Sales	0860 999 333
Compliance and Legal Queries	0860 999 333

CONTAINER TERMINALS

Durban: Pier 2	031 361 6705/6971
Durban: Pier 1	031 361 6284
Ngqura	041 507 8325/1638
Port Elizabeth	041 507 1807/1638
Cape Town	021 449 2177/2176

RO-RO, BREAKBULK AND AGRICULTURAL TERMINALS

Richards Bay	035 905 3104
Durban	031 361 3596
Maydon Wharf: Agri	031 361 3596/3959
East London	043 700 1027
Port Elizabeth	041 507 1807/1638
Cape Town	021 449 4187
Saldanha	022 703 4204

BULK TERMINALS

Richards Bay	035 905 3104
Maydon Wharf *	031 361 3596
East London *	043 700 1027
Port Elizabeth *	041 507 1807/1638
Saldanha	022 703 4204

RO-RO AUTOMOTIVE TERMINALS

Durban	031 361 8646
East London	043 700 1027
Port Elizabeth	041 507 1807/1638

* The Bulk Operations at Maydon Wharf, East London, Cape Town and Port Elizabeth reside under the Ro-Ro, Breakbulk and Agricultural Terminals at Maydon Wharf, East London, Cape Town and Port Elizabeth respectively.

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