

Tariff Book

April 2020 to March 2021

TRANSNET



Port of Port Elizabeth

TRANSNET NATIONAL PORTS AUTHORITY

PORT TARIFFS

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Definitions

“**Act**” means the National Ports Act No. 12 of 2005.

“**Agent**” refers to all representatives having commercial dealings with a vessel or its cargo, unless the context indicates that it refers to a particular kind of agent, and includes a vessel’s agent and a cargo agent.

“**Authority**” means Transnet National Ports Authority, a division of Transnet.

“**Cargo**” means any cargo, goods, wares, merchandise, and articles of every kind whatsoever, including animals, birds, fish, plants and containers, carried, or intended to be carried, over the port infrastructure by sea.

Claims for adjustment or refund of port fees

All claims related to fees raised by the Authority in terms of the Authority’s Tariff Book will, for prescription purposes, be dealt with strictly in terms of the Prescription Act, Act 68 of 1969

“**Coaster**” refers to vessels carrying cargo exclusively between SA ports, on a regular schedule. To qualify as a bonafide coaster, an application must be lodged and approved by the Authority.

“**Coastwise cargo**” means cargo moving by sea between SA ports.

“**Container operator**” means any person providing international transportation of containerised goods, and approved by the Commissioner for the South African Revenue Service under section 96A of the Customs and Excise Act 91 of 1964, as amended, for operating containers in the Republic.

“**Entering port**” means a vessel entering the port’s limits.

“**passenger vessel**” means a vessel that carries more than 12 passengers.

“**pleasure vessel**” means a vessel, however propelled, that is used, or intended to be used, solely for sports and recreation and that does not carry more than 12 passengers.

“**fees**” means all fees, charges and dues contemplated in Section 73 of the Act. (The fees in the Tariff Book are for the basic services only and other fees may be levied in the event of a departure from or addition to basic services.) Fees will be raised at the time the service is performed excluding, where tariffs are adjusted annually where the actual time of vessel arrival will be used for cargo dues purposes.

“**fishing vessel**” means a vessel that is used for the purpose of catching fish or other living resources of the sea for financial gain or reward.

“**Harbour Master**” means the employee of the Authority appointed for each port as contemplated in section 74(3) of the Act.

“**length**” refers to the length overall (LOA) and means —

- i) in the case of a registered vessel, the length shown in the certificate of registry; and
- ii) in the case of a vessel licensed in terms of section 68 of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), the length shown in the licence.

“**master**” means any person, other than a pilot, having charge or command of a vessel or pleasure vessel.

“**ISO container**” means a freight container with the specifications prescribed by the International Organization for Standardisation.

“**owner**” means any person to whom a vessel or pleasure vessel or a share in a vessel or pleasure vessel belongs or any other organisation or person, such as the manager or charterer, who has assumed the responsibility for the operation of the vessel or pleasure vessel from the owner of the vessel or pleasure vessel.

“**passenger**” means any person carried in a vessel, except:

- i) a person employed or engaged in any capacity on board a vessel on the business of the vessel;
- ii) a person on board the vessel either in pursuance of the obligation laid upon the master to carry shipwrecked, distressed or other persons or by reason of any circumstance that neither the master nor the owner nor the charterer (if any) could have prevented; and
- iii) a child under one year of age.

“**area of jurisdiction**” means the area within which Transnet has jurisdiction at the respective ports as appearing in the Port Regulations.

“**Port Regulations**” means the Regulations that the Minister of Transport promulgated in the Government Gazette, 23 November 2007.

“**Port Rules**” are the rules that the Authority may, with the approval of the Minister of Transport, adopt in terms of Section 80(2) of the Act.

“**Republic**” means the Republic of South Africa.

“**Revenue Office**” means the Authority’s Revenue Office.

“**SAMSA**” means the South African Maritime Safety Authority, established as a juristic person by virtue of section 2(1) of the South African Maritime Safety Authority Act No. 5 of 1998.

“**shift**” means the movement of a vessel from one place in the port to another, and “**shifting**” bears a corresponding meaning.

“**small vessel**” means a commercial small vessel that:

- i) is registered in the Republic;
- ii) lies in, is used in or operates from a port; and
- iii) includes a tug, fishing vessel, launch, barge, lighter, rowing boat, ski boat, sailing boat, yacht or similar vessel, or a hulk of any of the vessels enumerated, but excludes a pleasure vessel.

“**tanker**” means a vessel designed to carry liquid cargo in bulk, including a combination carrier being used for this purpose.

“**Tariff Book**” means the Tariff Book contemplated in section 72 of the Act.

“**Transshipment**” means an act of off-loading cargo from one ship (generally at the hub port) and loading it onto another ship to be further carried to the final port of discharge.

“**Transnet**” means Transnet SOC(Ltd) registration No. 1990/00900/30.

“**Unit of tonnage**” means

1 metric ton (1 000 kg), subject to a minimum of 1 ton, except for the following:

- A vehicle is a purposely built mobile machine on wheels/tracks that is capable of being steered/driven/towed (Including wagons, bicycles, motor vehicles, motorcycles, cars, trucks, buses, railed vehicles, locomotives, tamping machines), Watercraft (ships, boats), Aircraft (helicopters and spacecraft).
- Bulk liquids = 1 kilolitre
- The metric tonnage for tariffing purposes of cargo dues shall include all packaging i.e. mass of cargo, cases, pallets, bags etc.

“**vessel**” means any water-navigable vessel or structure and includes a passenger vessel, ship, seaplane, small vessel and a non-displacement vessel, but excludes a pleasure vessel, to which Part B of Chapter 2 applies.

“**vessel agent**” means the agent or owner of the vessel.

“**vessel in need of assistance**” means a vessel in a situation, apart from one requiring rescue of persons on board, that could give rise to the loss of the vessel or an environmental or navigational hazard.

“**vessel’s tonnage**” (excluding Section 6) means the tonnage for port tariff purposes is the gross tonnage of a vessel as per the tonnage certificate issued in terms of the Tonnage Convention 1969. (NOT converted to cubic metres.)

Where the vessel's tonnage is not available, the highest tonnage reflected in Lloyds Register of Shipping, is acceptable.

“**VTS**” means the vessel traffic service of a port administered by the Authority in respect of a VTS zone.

Importer/Exporter – the responsible party at the time of ship to shore / shore to ship transfer of cargo.

- Importer = the buyer or nominated representative
- Exporter = the seller or nominated representative

SECTION 1

1. LIGHT DUES ON VESSELS

Light dues in accordance with the vessels tonnage definition as follows:

The tonnage of a vessel for port tariff purposes is the gross tonnage of a vessel as per the tonnage certificate issued in terms of the Tonnage Convention 1969. (NOT converted to cubic metres).

Where the vessel's tonnage certificate is not available, the highest tonnage reflected in Lloyds Register of Shipping, is acceptable.

The sea within a distance of twelve (12) nautical miles from the baselines shall be the territorial waters of the Republic. When vessels go beyond twelve (12) nautical miles it would be deemed as being outside the ports territorial waters.

LIGHT DUES

Payable by:

Self-propelled vessels, vessels licensed by the Department of Environmental Affairs and Tourism, at their registered port:

Per metre or part thereof of the length overall per financial year or part thereof.....18.74

All other vessels

Light dues raised at the first South African port of call and remains valid until the vessel departs from the last South African port of call, subject to the following conditions:

1. Vessel does not proceed beyond the borders of the South African coastline as defined.
2. Time spent in South African waters does not exceed 60 days.
 - After 60 days the vessel will be deemed coastal for Light Dues purposes only and will be liable for Light Dues raised on a per calendar month basis.
 - It would still be the vessel's prerogative to request for coastal status within the 60 day window.
3. Vessels remaining within a specific port for extended periods will only be charged once and would not be affected by the length of stay.:

Per 100 tons or part thereof.....89.02

Light dues in respect of coasters are payable in terms of a special agreement.

Coaster Light Dues will be raised on a monthly basis to vessels granted "Bonafide Coasters" status. In the event where bonafide coasters enter a South African port following a visit or call from a foreign port, full Light Dues is payable at the first South African port of call.

Exemptions

A reduction of 100% would be allowed in the following instances:

- SAPS and SANDF vessels;
- SAMSA vessels;
- SA Medical & Research vessels;
- Non-selfpropelled small and pleasure vessels not used for gain;
- Vessels that remain at the anchorage outside the port except in the following instances:
 - When moored at a single buoy mooring or any similar facility.

2. SOUTH AFRICAN MARITIME SAFETY AUTHORITY (SAMSA) LEVY

SAMSA levies as prescribed in the SAMSA Levy Determination Regulations in force are payable by the vessel's owner, charterer, operator or agent.

Exemptions

- Foreign naval / war vessels.

SECTION 2

VESSEL TRAFFIC SERVICES (VTS)

1. VESSEL TRAFFIC SERVICES CHARGE ON VESSELS

Vessel Traffic Service (VTS) charges have been introduced in the interest of safe navigation, pollution and conservancy of the ports based on the gross tonnage of a vessel.

The tonnage of a vessel for port tariff purposes is the gross tonnage of a vessel as per the tonnage certificate issued in terms of the Tonnage Convention 1969. (NOT converted to cubic metres.)

Where the vessel's tonnage certificate is not available, the highest tonnage reflected in Lloyds Register of Shipping, is acceptable.

1.1 VTS CHARGES

Payable by:

- Vessels calling all Ports under the control of the Authority, and vessels performing port related services within port limits, as follows:

Payable per GT per port call at all ports excluding Durban and Saldanha Bay.....0.41

Payable per GT per port call at the ports of Durban and Saldanha Bay.....0.50

Minimum fee.....179.08

Exemptions

- Vessels belonging to the South African Police Services (SAPS) and the South African National Defence Force (SANDF);
- Vessels belonging to SAMSA;
- SA Medical & Research vessels;
- Vessels returning from anchorage at the order of the Harbour Master;
- Vessels resorting under Section 4, (small vessels and pleasure vessels).

SECTION 3

MARINE SERVICES

1. GENERAL TERMS AND CONDITIONS

“Ordinary Working Hours”

Port of Mossel Bay

Mondays to Fridays, other than public holidays: 06:00 to 18:00.

Surcharges may apply at the Port of Mossel Bay for marine services provided outside ordinary working hours.

Port of East London

Mondays to Fridays, other than public holidays: 06:00 to 22:00.

Saturdays, other than public holidays: 06:00 to 12:00.

Surcharges may apply at the Port of East London for marine services provided outside ordinary working hours.

Ports of Richards Bay, Durban, Ngqura, Port Elizabeth, Cape Town and Saldanha

00:01 to 24:00 (24 hours service)

Marine Operations available on special request on public holidays i.e. Workers Day, Christmas, New Year's Day, etc.

“Special Services”

Fees are not raised for services performed for the convenience of the port.

Fees for the use of appliances/equipment and for services not provided for herein are quoted on application.

“Tonnage of Vessels for Port Tariff Purposes”

- The gross tonnage of a vessel as per the tonnage certificate issued in terms of the Tonnage Convention 1969. (NOT converted to cubic metres):

Where the vessel's tonnage certificate is not available, the highest tonnage as reflected in Lloyds Register of Shipping is accepted.

2. MARINE SERVICES INCENTIVE

The following incentive applies to the service charges of pilotage, craft assistance and berthing ser-

Vessel/Cargo Type	Threshold No. of Vessel Calls	Discount Applicable	Maximum No. of Vessel Calls for Discount Determination
CONTAINER	500	1% (or proportionate) for every 50 calls above Threshold	1500
AUTO CARRIERS	100	1% (or proportionate) for every 10 calls above Threshold	300
BREAK BULK	100	1% (or proportionate) for every 10 calls above Threshold	300
DRY BULK	100	1% (or proportionate) for every 10 calls above Threshold	300
LIQUID BULK	100	1% (or proportionate) for every 10 calls above Threshold	300

These incentives apply per shipping line on a national basis (all port calls) to cargo working vessels only.

3. PILOTAGE SERVICES

All the Ports of Richards Bay, Durban, East London, Ngqura, Port Elizabeth, Mossel Bay, Cape Town and Saldanha pilotage is compulsory, the service being performed by the Authority . (Marine Services).

Tonnage of a vessel for Pilotage services purposes:

Ports	Richards Bay	Durban	Port Elizabeth / Ngqura	Cape Town	Saldanha	Other
Per Service (normal entering or leaving the port)	23 540.59	14 148.94	6 820.29	4 822.40	7 355.24	4 978.31
Per 100 tons or part thereof	8.31	7.39	10.89	7.76	10.38	7.98

Pilotage dues for services other than normal entering or leaving the port such as towage, standing by, etc. are available on application.

Any movement of vessels without the consent of the Authority will be subject to full pilotage charges as if the service was performed.

A surcharge of 50% is payable at all ports in the following instances:

- If the pilotage service terminates or commences outside ordinary working hours;
- If the vessel is not ready to be moved 30 minutes after the notified time or 30 minutes after the pilot has boarded, whichever is the later;
- If the request for a pilotage service is cancelled at any time within 30 minutes prior to the notified time and the pilot has not boarded.

A surcharge of 50% is only applicable at the Port of Durban in the following instance:

- If the request for a pilotage service is cancelled at any time within 60 minutes prior to the notified time and the pilot has not boarded.

At the Port of Saldanha:

PLO duties for pilots on board tanker vessels during stay charge per hour.....673.82

Exemptions

- Vessels belonging to the SAPS and SANDF except if pilotage services are performed on request.

4. SURVEY/EXAMINATION OF SMALL VESSELS AND LIFE SAVING APPLIANCES

Fees for surveying/examination of small vessels, Per service.....1 072.69

Fees for surveying/examination of life saving appliances, Per service.....468.11

5. PILOTAGE EXEMPTION CERTIFICATE

Vessels up to and including 30 metres in length overall

Per metre or part thereof.....105.51

Minimum.....1 055.16

Vessels over 30 metres up to 50 metres in length overall.....3 165.96

plus
per metre or part thereof over 30 metres.....158.32

Vessels over 50 metres up to 70 metres in length overall.....6 331.90

plus
per metre or part thereof over 50 metres.....211.08

Vessels belonging to the SAPS and SANDF are exempted.

Pilotage exemption certificates are valid per financial year.

Pilotage exemptions and ferryman or coxswain licences may be endorsed to cover all vessels belonging to the same company, provided all vessels are licenced and fall within the category covered by the licence. If a licence is extended to incorporate a larger vessel, the applicable fees must be adjusted accordingly.

Note: A pilotage exemption endorsement cannot be applied to vessels that do not have an exemption license.

6. TUGS/VESSEL ASSISTANCE AND/OR ATTENDANCE

The table hereunder shows the craft assistance allocation for the varied vessel size ranges.

VESSEL TONNAGE	MAXIMUM NUMBER OF CRAFT
Up to 2 000	0.50
2 000—10 000	1
10 001—50 000	2
50 001—100 000	3
100 000 plus	4

0.50 Represents workboat

The undermentioned fees are payable for tugs/vessels assisting and/or attending vessels, within the confines of the port and are as follows:

- The craft type and number thereof to be allocated for a service will be decided by the port.
- Per service based on vessel's tonnage:

	Richards Bay	Durban	East London	Port Elizabeth / Ngqura	Mossel Bay	Cape Town	Saldanha
Up to 2 000	5 323.67	6 189.20	4 274.77	5 479.78	4 802.74	4 114.58	6 872.31
2 001 to 10 000	9 900.18	9 606.17	6 198.43	8 491.86	6 198.43	6 005.63	11 693.16
Plus							
Per 100 tons or part thereof above 2 000	209.34	204.52	152.81	180.61	131.82	147.98	248.96
10 000 to 50 000	30 413.66	29 269.06	21 256.86	24 527.15	19 621.71	21 093.34	35 973.15
Plus							
Per 100 tons or part thereof above 10 000	76.86	64.59	50.69	55.58	45.78	49.06	78.49
50 001 to 100 000	60 827.32	55 594.87	42 513.72	49 054.30	n/a	41 042.09	68 676.01
Plus							
Per 100 tons or part thereof above 50 000	22.90	24.52	19.62	16.35	n/a	35.98	21.26
Above 100 000	79 075.52	71 128.73	n/a	62 760.64	n/a	60 500.30	85 027.44
Plus							
Per 100 tons or part thereof above 100 000	16.35	17.98	n/a	16.35	n/a	29.43	35.98

Incremental charge "Plus" is per additional 100 ton/part thereof

- A surcharge of 25% is payable for a service either commencing or terminating outside ordinary working hours on weekdays and Saturdays or on Sundays and public holidays;
- A surcharge of 50% is payable per tug when an additional tug/vessel is provided on the request of the master of the vessel or if deemed necessary in the interest of safety by the Harbour Master; (in addition to the maximum allocation as per craft allocation table)
- A surcharge of 50% is payable where a vessel without it's own power is serviced. Should an additional tug/vessel be provided on the request of the master to service such a vessel, a 100% surcharge is payable; (in addition to the maximum allocation as per craft allocation table)
- Should the request for a tug/vessel to remain/come on duty outside ordinary working hours be cancelled at any time after standby has commenced, the fees as if the service had been performed, are payable, i.e. normal fees enhanced by 25%.
- Should a vessel arrive or depart 30 minutes or more after the notified time the fee per tug per half hour or part thereof is (all ports excluding the port of Saldanha).....6 121.34
- Port of Saldanha.....7 719.15

7. MISCELLANEOUS TUG/VESSEL SERVICES

Tanker fire watch, fire fighting and standby services

For remaining/coming on duty outside ordinary working hours for purposes of tanker fire watch and/or fire fighting during or outside ordinary working hours for any other standby services, such as bad weather, for long uninterrupted periods:

When foam is used to combat a fire and/or oil spills all costs incurred will be recovered from the vessel.

Fees available on application.

All ports excluding the port of Saldanha

First 12 hours, per tug per hour or part thereof12 240.24

Maximum.....97 921.99

Following 12 hours up to 24 hours per hour or part thereof.....8 162.55

Maximum for 24 hours.....171 414.09

Thereafter, per tug per hour or part thereof.....6 121.34

At the Port of Saldanha

First 12 hours, per tug per hour or part thereof	15 438.27
Maximum.....	123 513.48
Following 12 hours up to 24 hours per hour or part thereof.....	10 293.01
Maximum for 24 hours.....	216 172.10
Thereafter, per tug per hour or part thereof.....	7 719.15

Mobilisation and demobilisation charge for floating cranes

Minimum fee per service at the Port of Durban.....	33 739.60
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The mobilisation and demobilisation of the floating crane constitutes one service. The fee is applicable to each vessel serviced.

Floating cranes

For handling loads, per hour or part thereof: At the Port of Durban.....	14 459.84
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The hire period will be subject to a minimum of 2 hours calculated from the time the crane is placed in position to undertake the service, until it is released. The fee is applicable to each vessel serviced.

Other vessel services:

Fees for Large Tug per hour or part thereof. All Ports, except the Port of Ngqura, Port Elizabeth and Saldanha.....	12 237.82
Port of Ngqura/Port Elizabeth.....	16 765.81
At the Port of Saldanha for services of a special nature.....	15 435.87

Fees for Small Tug/ Workboat per hour or part thereof

All Ports, except the Port of East London, Ngqura and Port Elizabeth.....	4 528.25
Port of East London.....	7 490.19
Port of Ngqura/Port Elizabeth.....	6 203.70

Fees for launch per hour or part thereof

All Ports, Large Launch.....	1 802.66
All Ports, Small Launch.....	1 261.84
Port of Ngqura/Port Elizabeth, Large Launch.....	2 469.61
Port of Ngqura/Port Elizabeth, Small Launch.....	1 728.73

Tugs/vessels involved in salvage: Special conditions apply when services rendered constitute salvage. The Authority reserves the right to claim reward for salvage if the service rendered to a vessel in distress constitutes salvage.

8. BERTHING SERVICES

The following fees are payable per service, including conveyance of staff, for vessels entering or leaving a port, shifting berth (including warping along the line of a wharf and shifting to or from a drydock or slipway) undergoing engine trials, remooring and crewing, berthing gang standing by or detained at a vessel's request for similar purposes, with or without tug/vessel assisting or in attendance (unmooring and mooring of a vessel when shifting berth or warping alongside the berth.) Berthing services provided when a vessel shifts berth alongside the berth and will be charged on a per service basis and berthing and unberthing will be charged as two separate services.

	Richards Bay	Port Elizabeth / Ngqura	Cape Town	Saldanha	Other Ports
Basic fee	2 414.77	2 918.67	2 320.82	3 046.19	2 130.41
Plus					
Per 100 tons or part thereof	10.24	14.23	11.35	12.91	10.40

A surcharge of 50% will be payable in the following instances:

- If the service either terminates or commences outside ordinary working hours;
- Should the request for the berthing staff to remain/come on duty outside ordinary working hours be cancelled at any time after standby has commenced;
- If the vessel arrives or departs 30 minutes or more after the notified time.

For berthing staff in attendance during or outside ordinary working hours on board tanker vessels, discharging crude and petroleum products (including LPG vessels) at the Port of Mossel Bay and Port of Saldanha Bay, per hour or part thereof.....963.99

9. RUNNING OF VESSEL LINES

Running of vessels' lines is where a launch/mooring boat is used to run the vessels' lines (steel wire lines/mooring ropes) from the ship to the bollard. Running of the vessels' lines or standing by to run lines for vessels entering, leaving or shifting; per service during or outside ordinary working hours:

	Port Elizabeth / Ngqura	Cape Town	Saldanha	Other Ports
Per service	1 723.49	1 802.66	1 585.76	1 258.04
If the service terminates or commences outside ordinary working hours, minimum	3 446.96	2 516.01	3 171.53	2 516.01

If the vessel arrives or departs 30 minutes or more after the notified time, the following charges apply per hour or part thereof, calculated from the notified time until service is completed:

	Port Elizabeth / Ngqura	Cape Town	Saldanha	Other Ports
Per service	1 723.49	1 802.66	1 585.76	1 258.04
If the service terminates or commences outside ordinary	3 446.96	3 605.31	3 171.53	2 516.01

If the request for a tug/vessel to remain on duty outside ordinary working hours is cancelled at any time after standby has commenced, the following fee per hour or part thereof, will be maintained for the actual period that the tug/vessel remained on duty, subject to a minimum of 2 hours.....1 258.03

At the Port of Saldanha when remooring without tug/pilots occurs the following fee per service is applicable3 603.37

10. HIRE OF MARINE EQUIPMENT/MARINE SERVICES

Each per day of 24 hours or part thereof, if available

Passenger gangways.....	243.39
Mooring ropes at the Port of Saldanha.....	1 149.53

Each per hour or part thereof, if available

Punt hire per hour.....	111.22
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Forklifts at the Port of Mossel Bay per hour

3 ton Forklift.....	406.32
4 ton Forklift.....	452.60

Note: Any rope, mooring spring or strap damaged or destroyed by chafing or cutting shall be paid for by the owner of the vessel responsible. All other equipment damaged through other than by normal wear and tear may be repaired/replaced at the hirer's expense. Fees quoted on application.

Electric Power: Fees quoted on application

Compressed Air: Fees quoted on application

Any other equipment: Fees quoted on application.

Divers Services (where available): Fees quoted on application

Any other equipment: Fees quoted on application.

Any rope, mooring spring or strap damaged or destroyed by chafing or cutting shall be paid for by the owner of the vessel responsible. All other equipment damaged through other than by normal wear and tear may be repaired/replaced at the hirer's expense.

SECTION 4

PORT FEES ON VESSELS, MISCELLANEOUS FEES AND SERVICES

1. PORT FEES ON VESSELS

The tonnage of vessels for port tariff purposes is the gross tonnage of a vessel as per the tonnage certificate issued in terms of the Tonnage Convention 1969. (NOT converted to cubic metres)

Where the vessel's tonnage certificate is not available the highest tonnage as reflected in Lloyds Register of Shipping is accepted.

1.1 PORT DUES

Payable by:

- Vessels entering the port from the time of passing the entrance inwards until the time of passing the entrance outwards;
- Vessels taking in bunkers at the designated anchorage;
- Vessels at offshore moorings or similar facilities, as follows:

Basic fee per 100 per tons or part thereof.....	146.54
plus	
per 100 tons or part thereof per 24 hour period, a part of a 24 hour	
period being applied pro rata.....	43.94

Small vessels and pleasure vessels resorting under Section 4 when visiting a port other than at their registered port will be subject to a minimum fee358.11

A reduction of 25% will be allowed in the following instances:

- Vessels not engaged in cargo working for the first 30 days only;
- Bona fide coasters;
- Passenger vessels;
- Small vessels resorting under Section 4, Clause 2 when visiting a port other than their registered port.

Vessels in port for longer than 30 days not engaged in cargo working or undergoing repairs will be liable for a 20% surcharge on the incremental fee of port dues.

A reduction of 50% will be allowed to vessels calling for the sole purpose of taking on bunkers and/or stores and /or water or a combination of all three, provided the vessel's entire stay does not exceed 48 hours. This reduction will not be enjoyed in addition to the 25% reduction granted for vessels not engaged in cargo working for the first 30 days only, bona fide coasters, passenger vessels and small vessels resorting under Section 4, Clause 2.

A reduction of 10% will be allowed to certified double hulled liquid bulk tankers, liquid bulk tankers equipped with segregated ballast tanks and liquid bulk tankers in possession of a "Green Award." The reduction is applied for any one certification or a combination thereof with a maximum of 10%. Proof of aforementioned needs to be submitted to the Authority prior to Vessel sailing.

A vessel remaining in port for less than 12 hours will be allowed a reduction of 15% in addition to other reductions that may be enjoyed.

Exemptions

- Vessels belonging to the SA Police Services (SAPS) and the SA National Defence Force (SANDF);
- Vessels belonging to SAMSAs.
- SA Medical & Research vessels;
- The time a vessel occupied a drydock, floating dock, syncrolift or slipway;
- Vessels resorting under Section 4, Clause 2 but only at their registered port;
- Fishing vessels licensed by the Department of Environmental Affairs and Tourism, but only within the fishing port declared under the Sea Fisheries Act, 1973 (Act 58 of 1973) at Saldanha.
- Vessels calling for the second time, returning from anchorage at the order of the port.

In the event of a coastal vessel entering from a foreign port full port dues would be payable at the first South African port of call.

1.2 BERTH DUES

Payable by any vessel occupying a repair quay or any other berth and not handling cargo, in addition to port dues, for each 24 hour period or part thereof as follows:

Per 100 tons or part thereof

Up to 17 700 tons.....	38.44
The following 17 600 tons (up to 35 300 tons.).....	25.44
The following 17 700 tons (up to 53 000 tons.).....	12.79

Over 53 000 tons: No additional fee.

A vessel paying the fees for the use of a drydock, floating dock, syncrolift or slipway can lie alongside a quay for repairs without paying berth dues for the same number of days as it did inside the drydock, floating dock, or on the syncrolift or slipway.

Vessels calling for the sole purpose of landing/shipping/transshipping cargo are allowed a free period of six cargo working hours before cargo working commences and six cargo working hours after cessation of cargo working per call, at berths other than container handling berths in respect of which the free period is two cargo working hours.

Berth dues are calculated by obtaining the following source documents from the Terminal Operators:

- Bulk and break bulk vessels: the source document is the Crane allocation sheet from the planning department at MPT/ TPT
- Container vessels: the source is the Terminal Performance Report from the MIS department at TPT
- Other vessels: the source is the Statement of Facts from the vessels agents.

Berth dues are calculated by deducting the number of hours worked as per the source document from the period the vessel is in port, taking into account the free periods before and after cargo working hours.

Exemptions

- SAPS and SANDF vessels;
- Vessels lying alongside a berth for the sole purpose of taking in vessel’s stores and/or coal and liquid fuel for own consumption are exempted for only 48 hours whereafter the fees specified are payable;
- Vessels resorting under Section 4, Clause 2 but only at their registered port;
- Vessels calling for the sole purpose of landing survivors;
- Vessels calling for the sole purpose of obtaining medical assistance;
- Passenger vessels on normal business;
- Vessels being fumigated prior to taking in cargo.

Berth dues payable by vessels shipping ore at the ore loading jetty at the Port of Saldanha

Any vessel shipping ore which, after berthing alongside the ore loading jetty and, through no fault of the port, is unable to commence loading within two hours, or which is unable to continue loading for a period exceeding two hours per occurrence, or which occupies the berth after completion of loading and/or a draught survey for a period exceeding two hours, will be subject to berth dues per hour or part thereof based on the vessel’s summer dead-mass tonnage (metric tons) and calculated separately for the time exceeding each period of two hours.....0.88

2. PORT DUES FOR SMALL VESSELS, HULKS AND PLEASURE VESSELS

Small vessels, hulks and pleasure vessels will be allowed access to the port at the discretion of the port.

Small vessels

Per financial year or part thereof, per metre of length overall, or part thereof:

Non-mechanically propelled boats.....	35.73
Selfpropelled boats.....	59.62
Fishing vessels (however propelled) operating from the fishing harbour at the Port of Saldanha.....	104.67
Fishing vessels (however propelled), with non-steel constructed hulls	
• For the first 10 metres.....	143.99
• Thereafter.....	287.93
Fishing vessels (however propelled), with steel constructed hulls	
• For the first 10 metres.....	290.68
• Thereafter.....	581.29

Hulks

Hulks: per metre, per day calculated on the length.....6.98
An application to the Authority must be lodged prior to the event after which written approval will be granted if favourably considered.

If broken up at a commercial wharf import cargo dues is also payable in addition to the hulk fee.

Pleasure vessels

Each per financial year or part thereof:

Rowing boats.....	85.11
Other vessels of up to and including 6 metres in length overall.....	170.22
Other vessels of over 6 metres in length overall.....	340.42

Visiting Vessels (not engaged in trade) Foreign/Local yachts (port dues)

Visiting vessels that are not engaged in trade and do not moor at a commercial berth are allowed a free stay of 30 days in port.

Fees per metre or part thereof of length overall, per day or part thereof.

The following rates must be applied after the 30 day free period.

For the next 90 days, per metre or part thereof of length overall per day.....2.14

The following 90 days, per metre or part thereof of length overall, per day.....4.23

Thereafter, for the remaining period up to 12 months, per metre or part thereof of length overall, per day.....8.47

If visiting yachts and other visiting pleasure vessels remaining in port for a period in excess of 12 months, per metre or part thereof of length overall, per day.....25.44

3. MISCELLANEOUS SERVICES

Fees applicable at ports where these services or equipment are available.

“A” Whether the fire has been extinguished or not on the arrival of the Fire and Emergency Services on the scene.

“B” Whether the “Hazmat” incident has been resolved or not on the arrival of the Fire and Emergency Services on the scene.

“C” Whether the rescue and/or salvage operation has been completed or not on the arrival of the Fire and Emergency Services.

Refer to A, B and C for the following emergency or incidents below

Fees:

3.1 FIRE AND EMERGENCY SERVICES

3.1.1 Fire tender turn-out fee — Heavy duty (7 000 kg).....2 860.56

3.1.2 Fire tender turn-out fee — Light duty.....2 025.67

3.1.3 Hazmat (Chemical) vehicle turn-out — Heavy duty (7 000 kg).....2 860.56

3.1.4 Hazmat (Chemical) vehicle turn-out — Light duty.....2 025.67

3.1.5 Use of the fire tender, equipment and crew.
The fee is per half hour or part thereof.....1 430.25

(Crew=1 x fire officer, 4 x fire fighters for any incident mentioned under numbers A,B,C).
The fee is per half hour or part thereof

3.1.6 Use of Hazmat vehicle, equipment and crew.....1 430.25

3.1.7 Additional fire fighting staff fee per half hour or part thereof —each additional member of the fire service assisting in any incident mentioned under A, B and C.....239.50

3.1.8 Fire fighter on standby duty at the incident including equipment —per half hour or part thereof.....239.50

3.1.9 Use of a portable fire pump, chemical transfer pump, generator, “veld fire” pump, bobcat including the fire fighter to operate the pump per half hour or part thereof...380.11

3.1.10 Use of additional breathing apparatus. Per set — this is in addition to the breathing apparatus sets carried on the fire tender or hazmat vehicle.....358.11

3.1.11 Use of additional chemical protection suits. Per suit — this is in addition to the chemical suit carried on the hazmat vehicle1 430.25

3.1.12 Use of fire extinguishers foam per litre.....71.66

3.1.13 Use of fire extinguishers. This is in addition to those carried on the fire tender or hazmat vehicle

The fees below include the cost of material, labour and supervision involved in the re-charging of the equipment.

A: 9 Lt water fire extinguisher.....118.66

B: 9 Lt foam fire extinguisher.....143.23

C: 9 kg Dry powder fire extinguisher.....179.08

D: 5-7 kg Carbon Dioxide fire extinguisher.....286.50

3.1.14 Emergency support vehicle — R/km.....6.70

3.1.15 Tanker Fire Watch at the Port of Saldanha

12-36 Hours Tanker Fire Watch - Tug.....6 518.49

(Maximum fee).....292 498.83

12-48 Hours Tanker Fire Watch - Tug.....5 172.30

(Maximum fee).....353 005.52

3.2 FIRE PROTECTION

3.2.1 Vessel fire protection duties — fire fighter per hour.....266.35

3.2.1.1 At the port of Durban — fire fighter (including security) per hour.....451.99

3.2.2 Cargo fire protection duties — fire fighter per hour.....266.35

3.2.2.1 At the port of Durban — fire fighter (including security) per hour.....451.99

3.2.3 “Hotwork” fire safety inspection service.....286.50

3.3 FIRE AWARENESS TRAINING (MEALS EXCLUDED)

3.3.1 Fire induction course per person per day (1 day).....893.08

3.3.2 Hazmat awareness course per person (2 days).....1 788.38

3.3.3 Fire marshal course per person (1 day).....893.08

3.3.4 Fire team course per person (2 days).....1 788.38

3.3.5 Fire co-ordination course per person (3 days).....2 681.48

3.3.6 On site evacuation drills / simulations and feedback.....4 767.56

3.3.7 Hazmat training for drivers (2 days).....1 788.38

3.3.8 Fire risk assessment per day.....2 383.78

3.4 FIRE EQUIPMENT MAINTENANCE

3.4.1 Labour cost per hour.....	261.88
3.4.2 Service of CO2 fire extinguisher.....	132.05
3.4.3 Pressure test and recharge of CO2 fire extinguisher.....	286.50
3.4.4 Recharge of CO2 fire extinguisher.....	286.50
3.4.5 Service of 9 kg powder fire extinguisher.....	132.05
3.4.6 Pressure test and recharge of 9 kg powder fire extinguisher.....	308.91
3.4.7 Recharge of 9 kg powder fire extinguisher.....	286.50
3.4.8 Service of 9 Lt water fire extinguisher	132.05
3.4.9 Pressure test and recharge of 9 Lt water fire extinguisher.....	154.43
3.4.10 Recharge of 9 Lt water fire extinguisher.....	132.05
3.4.11 Service of 9 Lt foam fire extinguisher.....	132.05
3.4.12 Pressure test and recharge of 9 Lt foam fire extinguisher.....	167.85
3.4.13 Recharge of 9 Lt foam fire extinguisher.....	143.23
3.4.14 Service fire hose reel.....	82.82
3.4.15 Service and pressure test hose.....	132.05
3.4.16 Service mobile foam fire unit (>9 Lts capacity).....	132.05
3.4.17 Pressure test and recharge mobile foam fire unit.....	667.02
3.4.18 Recharge mobile foam fire unit (>9 Lts capacity).....	501.38
3.4.19 Service mobile powder fire unit.....	132.05
3.4.20 Pressure test and recharge mobile powder fire unit (>9 kg capacity).....	667.02
3.4.21 Recharge mobile powder fire unit (>9 kg capacity).....	501.38

3.5 FIRE EQUIPMENT HIRE

3.5.1 Training Facilities Hire per day (excluding fire equipment).....	4 172.20
3.5.2 Fire pump hire (per half hour).....	380.53
3.5.3 Ejector pump hire (per half hour).....	143.23
3.5.4 Fire hose hire (per half hour).....	35.82
3.5.5 Branch pipe and nozzle hire (per 8 hr day).....	35.82
3.5.6 Fire extinguisher hire (per 8 hr day).....	118.66
3.5.7 Fire tender and driver — social functions (per hour).....	2 860.56

4. SECURITY SERVICES

4.1 Crew Transportation

Port of Durban:

Vehicle provided by TNPA security to crew members for vessels at Island View berths 1-8 to transport crew members from vessel to Check Point

Crew Transportation per day.....906.41

4.2 Fees for other security services are available on application.

5. FRESH WATER

Fees for the supply of fresh water are available on application.

6. ELECTRICITY

Fees for electricity are available on application.

7. REMOVAL OF REFUSE

Fees for the removal of refuse from the port are compulsory (where applicable) and available on application.

8. COMBATING OF OIL POLLUTION

The following fees must be raised for the combating of oil pollution in the port area.

- Utilisation of oil boom per hour or part thereof.....783.24
- Oil spill emulsifier will be charged per litre on applicationOn application
- Fees for any tugs used in the combating operation will be raised separately.

9. PASSENGER BAGGAGE: ALL PORTS

Where the Authority is involved in the handling of passenger’s baggage, other than manifested baggage, the following fees shall be collected from owners/agents of passenger-carrying vessels for all passengers on embarkation or on disembarkation.

Per passenger.....68.58

10. PASSENGERS’ LEVY: ALL PORTS

The levy charge will be in addition to the abovementioned baggage charge for all passengers on embarkation or on disembarkation.

Embarkation per passenger.....72.29

Disembarkation per passenger.....72.29

Visiting passenger in transit per call.....72.29

The passenger levy is raised at all ports where passengers embark , disembark or visit the ports. The levy is raised on a per call basis.

11. ADMINISTRATIVE FEES

11.1 Amending Fees

Amending fees will be applicable for all changes to marine order post invoicing which arise from customer initiated requests

Amending Fee per request.....349.28

11.2 Split Account Fees

PRIOR to vessel sailing per party.....358.11

AFTER vessel sailing will result in the split account fee being levied twice per party.

Credit & Re-debit of marine invoice as per client’s request after vessel sailing will result in a fee being levied twice.

SECTION 5

PORT SERVICE LICENCE, PORT RULE LICENCE, PORT RULE REGISTRATION AND PORT RULE PERMIT FEES

1. FEES PAYABLE FOR PORT SERVICE LICENCE TO BE ISSUED BY THE AUTHORITY IN TERMS OF SECTION 57 OF THE NATIONAL PORTS ACT, No. 12 of 2005

Fee for duration of licence per port

Floating crane services licence fee.....31 318.57

Stevedore services licence fee.....31 318.57

Waste disposal services licence fee.....31 318.57

2. FEES PAYABLE FOR LICENCES, REGISTRATION AND PERMITS TO BE ISSUED BY THE AUTHORITY IN TERMS OF PORT RULES MADE BY THE AUTHORITY IN TERMS OF SECTION 80(2) OF THE NATIONAL PORTS ACT, No. 12 of 2005:

2.1 Port Rule Licences (Fee for duration of licence) per port

Bunkering licence fee.....31 318.57

Diving licence fee.....31 318.57

Fire protection and fire equipment installation and maintenance licence fee.....31 318.57

Pest control licence fee.....31 318.57

Pollution control licence fee.....31 318.57

2.2 Port Rule Registration (Fee for duration of registration) per port

Vessel agent registration fee.....686.82

2.3 Port Rule access permit for persons and vehicles

Persons ad hoc access permit fee.....free

Persons longer-term access permit fee.....free

Motor vehicle access permit fee per financial year.....322.72

2.4 Port Rule permits for small vessels and pleasure vessels

Small vessel permit fee.....free

Pleasure vessel permit fee.....free

2.5 Replacement of permits

Permit replacement fee.....387.28

SECTION 6

DRYDOCKS, FLOATING DOCKS, SYNCROLIFTS AND SLIPWAYS

1. GENERAL TERMS AND CONDITIONS

“Ordinary working hours”

Ports of Cape Town and East London

According to the custom of the facility.

Port of Durban

07h00 - 17h00 Weekdays

“Week-ends and Public Holidays”

Special permission must be obtained for work to be undertaken on Saturdays, Sundays and public holidays. Special arrangements must also be made for the provision of salt water, compressed air, cranes etc. outside normal working hours.

“Tonnage of vessels for tariff purposes”

The gross tonnage of a vessel in cubic metres (conversion factor 2,83) of a vessel as per the tonnage certificate issued in terms of the Tonnage Convention 1969,

Plus

The tonnage is mass, of all cargo on board.

Where the vessel’s tonnage certificate is not available the highest tonnage as reflected in Lloyds Register of Shipping converted (x2,83) to cubic metres is accepted.

2. BOOKING FEES

2.1 Bookings at the Ports of Cape Town and East London

The following deposits are required for the use of a drydock, floating dock or syncrolift when a firm booking has been made:

Drydock.....	47 808.30
Syncrolift.....	11 952.07

2.2 Bookings at the Port of Durban

The following deposits are required for the use of a drydock, floating dock or syncrolift when a firm booking has been made:

Drydock.....	47 808.30
Floating Dock.....	47 808.30

2.3 Bookings for Slipways at the port of Mossel Bay and Port Elizabeth

The following deposits are required for the use of slipway when a firm booking has been made:

Slipways.....	1 434.25
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3. PENALTIES

Should the booking not be taken up or cancelled within 60 consecutive days prior to the booked date, the deposit will be forfeited. If the booking is cancelled greater than 60 days, a full refund will be given.

4. PREPARATION

4.1 Preparation at the Ports of Cape Town and East London

Note: Should the booking of a drydock be cancelled after the preparatory work has begun, preparation fees are payable.

Tons shall mean gross tonnage in cubic metres

Vessels up to 1 000 tons.....	1 835.85
Vessels from 1 001 up to 10 000 tons.....	3 671.70
Vessels from 10 001 up to 20 000 tons.....	7 343.35
Vessels from 20 001 up to 50 000 tons.....	11 015.07
Vessels above 50 000 tons.....	14 686.70

4.2 Preparation at the Port of Durban

The following fees for the preparation of a drydock and floating dock per vessel, are payable:

Drydock.....	14 696.27
Floating Dock.....	14 426.16

5. DOCKING AND UNDOCKING OF VESSELS

5.1 Docking and undocking of vessels at the Ports of Cape Town and East London

The following fees are payable, per service, for the docking and undocking of vessels (the docking and undocking are regarded as separate services):

Drydock.....	11 125.00
Syncrolift.....	4 907.51

In the event of a request for services outside ordinary working hours being cancelled after the staff have been brought on duty, fees are payable as if the service was rendered.

5.2 Docking and undocking of vessels at the Port of Durban

The following fees are payable, per service, for the docking and undocking of vessels (the docking and undocking are regarded as separate services):

Drydock.....	11 125.00
Floating Dock.....	10 917.00

In the event of a request for services outside ordinary working hours being cancelled after the staff have been brought on duty, fees are payable as if the service was rendered.

6. DRYDOCK, FLOATING DOCK AND SYNCROLIFT DUES

All charges below are subject to the minimum charges as specified in Clause 6.5 on page 38.

6.1 Drydock: Ports of Cape Town and East London

The following fees which include cranes and salt water during ordinary working hours are payable for the use of a repair facility:

Tons shall mean gross tonnage in cubic metres.

Drydock	First period of 24 hours or part thereof	Each subsequent 12 hour period or part thereof
Vessels up to 3 000 tons Plus per ton	7 300.34 2.14	3 650.14 0.71
3 001 to 6 000 tons Plus per ton	9 609.47 2.45	4 804.75 0.80
6 001 up to 10 000 tons Plus per ton	16 876.33 3.00	8 438.16 1.18
10 000 tons to 30 000 tons Plus per ton	17 669.94 3.00	8 834.98 1.18
30 001 to 60 000 tons Plus per ton	36 826.72 3.00	18 413.38 1.02
60 001 to 80 000 Plus per ton	43 787.59 3.00	21 893.81 0.80

Above 80 000 tons, fees are available on application.

6.2 Drydock: Port of Durban

The following fees which include crange and salt water during ordinary working hours are payable for the use of a repair facility:

Tons shall mean gross tonnage in cubic metres.

Drydock	First period of 24 hours or part thereof	Each subsequent 12 hour period or part thereof
0 to 30 000 tons Plus per ton	17 684.27 3.00	8 842.12 1.17
30 001 to 60 000 tons Plus per ton	36 826.72 3.00	18 413.38 1.02
60 001 up to 80 000 tons Plus per ton	43 787.59 3.00	21 893.81 0.79

Above 80 000 tons, fees are available on application.

6.3 Floating Dock: Port of Durban

The following fees which include crange, salt water, equipment, keel etc. during ordinary working hours are payable for the use of a repair facility:

Tons shall mean gross tonnage in cubic metres.

Floating Dock	First period of 24 hours or part thereof	Each subsequent 12 hour period or part thereof
0 up to 10 500 tons Plus per ton	17 354.43 2.98	8 677.21 1.18

6.4 Syncrolift at the Port of Cape Town

Syncrolift	First 24 hour period or part thereof:	Each subsequent 12 hour period or part thereof
Vessels up to 2000 tons Plus per ton	1 362.53 3.00	681.29 1.24
Vessel above 2000 tons Plus per ton	1 792.81 3.00	896.40 1.24

6.5 Minimum fees

	First 24 hour period or part thereof:	Each subsequent 12 hour period or part thereof
Sturrock and Prince Edward drydocks	41 301.56	17 337.69
Princess Elizabeth and Robinson drydocks	15 846.06	7 082.80
Floating docks	17 354.43	8 677.21
Syncrolift	5 634.21	1 876.48

Note:

Shifting of docking blocks are obtainable on application.

The damage occurred by bar/box keel vessels at any vessel repair facility will be recovered as per damage incurred and at the Authority's discretion.

Special conditions may be applied to Medical, Research vessels or where four and more vessels of a company are drydocked at any of the Authority's drydocks (excluding syncrolift, floating docks and slipways) during a 12 month period.

Details are available on application.

7. SLIPWAY

Slipway preparation costs

Note: Should the booking of a slipway be cancelled after the preparatory work has begun, the above mentioned fees are payable:

Vessels up to 1 000 tons.....1 833.44

Docking and Undocking of vessels at a slipway

The following fee is payable, per service for the docking and undocking of vessels (the docking and undocking) are regarded as separate services)

Slipway.....960.96

Docking and Undocking of vessels at a slipway	First 24 hour period or part thereof:	Each subsequent 12 hour period or part thereof
Vessels up to 2 000 tons Plus per ton	1 362.53 3.00	681.29 1.24
Vessels above 20 00 tons Plus per ton	1 792.81 3.00	747.02 1.24
Minimum fees	3 681.22	1 350.58

8. WHARF CRANES

8.1 Wharf cranes at the Ports of Cape Town and East London

Outside ordinary working hours only:

Irrespective of the crane lifting capacity, per hour.....1 075.68

8.2 Wharf cranes at the Port of Durban

Outside ordinary working hours only:

One crane will be provided per vessel if required, inclusive in the dues.

Additional cranes, irrespective of the crane lifting capacity, will be charged as follows:

Per hour.....1 075.68

9. MISCELLANEOUS

Fresh water

Fees for the supply of water when available on application.

Electricity

Fees for the supply of electricity are available on application.

Compressed air

Fees for the supply of compressed air are available on application.

SECTION 7

CARGO DUES ON IMPORTS, EXPORTS, TRANSHIPMENTS AND COASTWISE

Cargo dues on all commodities, articles, things or containers (full or empty) is levied at all ports. Cargo dues are charged to recover the cargo contribution towards port infrastructure.

UNIT OF TONNAGE

1 metric ton (1 000 kg), subject to a minimum of 1 ton, except for the following:

A vehicle is a purposely built mobile machine on wheels/tracks that is capable of being steered/driven/towed (Including wagons, bicycles, motor vehicles, motorcycles, cars, trucks, buses, railed vehicles, locomotives, tamping machines), Watercraft (ships, boats), Aircraft (helicopters and spacecraft)

Bulk liquids: 1 kilolitre

The metric tonnage for tariffing purposes of cargo dues shall include all packaging i.e. mass of cages, cases, pallets, bags, etc.

- Cargo dues on all commodities, articles, things or containers (full or empty) is levied at all ports.
- The tonnage must be substantiated by presentation of a bill of lading, manifest, packing declaration or supplier's invoices, as the case may be.
- In instances where the tonnage for cargo dues purposes has been incorrectly declared, whether wilful or not, a late order fee will be charged.
- The minimum fee for cargo dues on breakbulk cargo will be based on 1 ton.
- The minimum fee for cargo dues on containers will be based on 1 TEU.
- A new category 'other' has been implemented for all bulk commodities at the base rate. The following fees will apply per ton with the exception of those listed thereafter:

	Imports	Exports
Breakbulk	36.07	36.07
Liquid bulk	23.54	23.54
Dry bulk	6.39	6.39
Breakbulk empty returns	4.50	4.50
Motor vehicles on own wheels per metre	168.94	66.65

1. BREAKBULK

Commodity	Imports	Exports
1. Alumina	31.50	27.04
2. Articles of cement / sand / stone	27.04	27.04
3. Bait	31.50	27.04
4. Bricks	31.50	27.04
5. Cement & clinker	27.04	5.40
6. Chrome ore	18.65	15.31
7. Citrus fruit	24.87	24.87
8. Clay	27.04	27.04
9. Coal	10.44	4.27
10. Fertilizers	26.48	18.93
11. Fish meal & products thereof	30.65	30.65
12. Fluorspar	27.04	27.04
13. Glass & glassware	31.50	16.99
14. Granite & products thereof	31.50	10.45
15. Gypsum & products thereof	27.04	27.04
16. Iron ore	27.04	27.04
17. Lead & products thereof	27.04	21.61
18. Lime & products thereof	27.04	27.04
19. Logs	31.50	7.23
20. Maize & products thereof	29.76	29.76
21. Manganese ore	18.93	18.93
22. Ores & minerals: Olivine	27.04	31.50
23. Ores & minerals: Other	27.04	27.04
24. Pig iron	27.04	14.40
25. Pitch pencil	27.04	25.26
26. Potash & products thereof	26.48	18.93
27. Salt	27.04	27.04
28. Scrap steel	8.98	8.98
29. Stainless steel (excluding pipes & tubes)	31.50	27.52
30. Steel pellets	9.91	9.91
31. Steel rebars / sheets / plates / angles	27.52	27.52
32. Steel: Cold rolled coils, galvanised, aluzinc coils	27.52	27.52
33. Steel: Hot rolled coils, slabs, billets	27.52	27.52
34. Timber & products thereof (excluding furniture)	31.50	19.80
35. Zinc & products thereof	27.04	27.04
36. Zircon	31.50	27.04

2. DRY BULK

Commodity	Imports	Exports
1. Agricultural products / seaweed	18.00	18.00
2. Alumina	18.00	18.00
3. Andalusite	18.00	12.62
4. Barley & products thereof	18.00	18.00
5. Cement & clinker	18.00	5.40
6. Chrome ore	18.00	6.49
7. Coal	10.93	4.69
8. Copper concentrates	18.00	18.00
9. Cotton seed & products thereof	18.00	18.00
10. Ferro alloys	18.00	18.00
11. Fertilizer & products thereof	18.00	18.00
12. Fluorspar & products thereof	18.00	18.00
13. Grain & products thereof	18.00	18.00
14. Gypsum & products thereof	18.00	18.00
15. Iron Ore	18.00	9.39
16. Iron Oxide (Hematite)	18.00	9.18
17. Lead & products thereof	18.00	18.00
18. Maize & products thereof	18.00	14.40
19. Malt & products thereof	18.00	18.00
20. Manganese ore	18.00	9.39
21. Ores & minerals: Magnetite	18.00	3.96
22. Ores & minerals: Silico Manganese	18.00	18.00
23. Petroleum Coke	18.00	18.00
24. Pig iron	18.00	14.40
25. Potash & products thereof	18.00	18.00
26. Rice & products thereof	18.00	18.00
27. Rockphosphate	10.28	10.28
28. Rutile	18.00	18.00
29. Salt	6.32	18.00
30. Soda ash	18.00	18.00
31. Steel: Steel pellets	9.91	7.23
32. Sugar	18.00	18.00
33. Sulphur	6.86	6.86
34. Timber products: Wood shavings, sawdust	18.00	7.56
35. Titanium slag	18.00	18.00
36. Vermiculite	18.00	17.67
37. Wheat & products thereof	18.00	18.00
38. Woodchips	18.00	7.56
39. Zinc & products thereof	18.00	18.00
40. Zircon	18.00	18.00

3. LIQUID BULK

Commodity	Imports	Exports
1. Ammonium & products thereof	28.85	28.85
2. Anhydrous ammonia	28.85	28.85
3. Animal / vegetable oils / fats & products thereof	37.00	37.00
4. Caustic soda	37.00	37.00
5. Crude & petroleum products	32.44	18.03
6. Molasses & products thereof	7.06	3.60
7. Phosphoric acid	37.00	37.00
8. Pitch pencil	15.14	37.00
9. Sunflower seed oil	37.00	37.00

4. CONTAINERS

The following fees will apply per container as specified:

	Imports	Exports
6m / 20' containers	1 932.10	457.94
12m / 40' , 13,7m/45' containers	3 864.17	915.89
Empty containers, all sizes	75.43	75.43

- ISO containers filled with MT returns of whatever nature being returned for filling, provided a certificate is given to the effect that they are being returned to the original sender for refilling as well as new MT ISO containers will be regarded as an empty container. Transshipments are excluded from this ruling.
- All containers up to the size of a 6m / 20' container will be charged at 6m / 20' container rate.

5. COASTWISE CARGO

Breakbulk/Bulk

All cargo per leg inwards or outwards , per ton.....	16.61
Breakbulk empty returns, per ton.....	4.50

Containerised

All cargo per leg inwards or outwards irrespective of contents, per container:	
6m / 20' containers.....	76.95
12m / 40' , 13,7m / 45' containers.....	153.88
Empty containers, all sizes.....	76.95

6. EXEMPTIONS

- Bunkers and/or water for the vessel's own consumption at a commercial berth, jetty or mooring;
- Cargo landed in error and reshipped onto the same vessel;
- Fish landed for local consumption at a leased berth from locally registered fishing vessels licensed by the Department of Environmental Affairs & Tourism;
- Clip-on units for ISO reefer containers and the cribs in which they are conveyed when returned to the original port of shipment;
- Cargo restowed by utilizing the wharf.

Vessel's spares / stores for own consumption

- Vessel's stores including bait and packaging materials, vessel's spares all for the vessel's own consumption at any commercial berth, jetty or mooring;
- Bona fide transshipments will qualify for the above exemption only if the import and export documents have been suitably endorsed.

Notes:

i. Vessel's spares/stores imported and moved to a bonded warehouse pending placing on board another vessel are liable for cargo dues on the incoming leg. After placing on board as vessel for own use, import cargo dues will be refunded whilst the outgoing transaction is exonerated from payment of cargo dues provided that both transactions are done within 30 day period. Failing which normal import / export cargo dues will be maintained. (Both import and export cargo dues documentation) must be suitably endorsed, certified and cross-referenced)

ii. Vessel's spares/stores transhipped from one vessel to another are exempted from cargo dues. Documents must be certified to the effect that the cargo is vessel spares/stores for the receiving vessel's own use and consumption

iii. Vessel's spares/stores emanating from local suppliers or being airfreighted are exempted from cargo dues. In these instances, documents must also be certified

iv. Vessel's spares/stores or duty free vessel's stores/spares imported and moved to a private warehouse (not bonded) as a normal import transaction will attract normal import cargo dues and if placed on board a vessel at a later stage as vessel's spare/stores for own use, the outgoing transaction is exonerated from payment of cargo dues

v. Notes (i) and (iv) only apply where vessel's spares/stores transaction take place at a commercial berth, jetty or mooring of Transnet

7. TRANSHIPPED CARGO

The fees for:

- Cargo/Empty containers manifested to the port of discharge for transshipment to another port; or
- Cargo/Empty containers for which transshipping orders have been accepted prior to, or within 3 days of the discharging vessel having commenced discharge; or
- Cargo/Empty containers transhipped from one vessel to another without touching a wharf or jetty; or
- Cargo/Empty containers landed in error or overcarried and reshipped onto a different vessel; or
- Bunker fuel oil supplied to vessels direct from tankers (excluding bunkers barges);
- Cargo loaded at a South African port and then discharged from the same vessel due to container malfunction/damage/unpack/repack;
- Cargo not manifested.
- Cargo not manifested for SA that is discharged due to damage/malfunction and then shipped/ airfreighted to the country of final destination within 90 days of cargo being discharged. Unpack and repack must be done at a Customs bonded warehouse/ Custom’s supervision. Documentary proof must be available to the Authority.

Are as follows:

Containerised cargo, **per container per leg inwards or outwards;**

6m / 20’ containers.....	76.95
12m / 40’ , 13,7m / 45’ containers.....	153.88
Empty containers, all sizes.....	75.42
Other cargo, per ton per leg inwards or outwards	4.44

Fees payable on bulk liquids transhipped direct from one vessel to another or on bulk liquids pumped into private storage installations awaiting the on carrying vessel are, per ton (kilolitre)

First 100 000 tons (kilolitres), per ton (kilolitre), per consignment, **per leg inwards or outwards**.....4.44

Thereafter, per ton (kilolitre), per consignment, per leg inwards or outwards.....2.22

Perishable cargo and in bond cargo not transhipped within 30 days after the date that the discharging vessel commenced cargo working, shall for cargo dues purposes be regarded as cargo imported and exported.

8. LATE ORDER AND RELATED FEES

Late order fee is applicable for cancellations and late submission of cargo documentation are as follows:

Cargo dues order amendment fee per order.....	331.05
Late, incomplete and non-submission of manifests and outturn reports per manifest/ outturn report.	
per manifest and outturn report.....	1 655.31
Cargo dues order framing fee per order.....	331.05

All amended orders to be accompanied by the original order (upon request from the Authority).

9. CARGO CONVEYED BY VESSEL PERMITTED TO SERVICE VESSELS WITHIN AND OUTSIDE THE PORT

Per trip.....	392.46
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Administrative fees

for photocopies per page.....	10.37
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SECTION 8

BUSINESS PROCESSES AND DOCUMENTATION

1. CARGO DUES ORDER

Cargo Dues Orders must be presented at the port where the consignment will be landed/shipped/transhipped.

Cargo dues is payable by the importer/exporter of cargo who may appoint a clearing and forwarding agent to undertake transactions on their behalf. The account number appearing on the cargo dues order will be debited accordingly.

In instances where cargo dues orders have not been received, such charges will be billed to the container operator for container traffic and the vessel agent for bulk and breakbulk traffic.

ISO containers filled with MT returns of whatever nature being returned for filling, provided a certificate is given to the effect that they are being returned to the original sender for refilling, as well as new MT ISO containers will be regarded as an empty container. Transshipments are excluded from this ruling.

Cargo Dues Orders can be grouped and submitted as a list, i.e. one order supported by a list containing the relevant container numbers, to the relevant Port Revenue Offices, as follows (Imports and Exports separately):

- **Containers: On a per vessel, per container operator basis, separated between deepsea, coastwise and transshipment movements.**
- **Breakbulk and Bulk: On a per vessel, per agent basis, separated between deepsea, coastwise and transshipment movements.**

A single Cargo Dues Order can also be submitted for multiple containers provided that the container numbers are indicated on the order and import and export orders are submitted separately. Orders should further be separated between deepsea, coastwise and transshipments.

Any cancellations and amendments on this order will be applicable per each container on the list. Any applicable fees will be levied per cargo dues order.

1.1 TYPES OF DOCUMENTATION

The following documentation must be provided to the Authority:

Container Import and Exports:

- Cargo Dues Order
- Vessel Manifest
- Empty Container List

Bulk and Breakbulk Exports:

- Cargo Dues Order
- Mates Receipt
- Vessel Manifest
- Draft survey for bulk exports

Bulk and Breakbulk Imports:

- Cargo Dues Order
- Bill of Lading / Delivery Order
- Vessel Manifest
- Landing Order

Coastal Cargo:

- Cargo Dues Order per inward and outwards movement, supported by an inwards or outwards list, differentiated between full, empty, 6m (20'), 12m (40') or 13,75m (45').

Transshipment Cargo:

- Cargo Dues Order per inward and outwards movement, supported by an inwards or outwards list, differentiated between full, empty, 6m (20'), 12m (40') or 13,75m (45').

At the request of the Authority, including relevant Customs documentation must be provided to substantiate cargo declarations.

Supporting documentation: Vehicles

In addition to the types of documentation listed in Section 8, Clause 1.1 above please include any of the following documentation below specifying the length/s of the vehicle/s when passing Cargo Dues Orders for vehicles:

- Post load / Delivery Report
- Certificate and list of Measurement and Weight
- Export Certificate
- Packing Specification
- Suppliers Invoice
- Affidavit — **(only applicable** to instances where owners are relocating and vehicle/s form part of 'personal/household effects')

Where such documentation cannot be provided the following average length will be applied for tariffing purposes:

- Passenger vehicle.....5.00 metres
- Light commercial vehicles/tractors.....8.00 metres
- Heavy commercial vehicles (trucks, tractors, etc.).....10.00 metres
- Cranes/excavators/bulldozers, etc.....12.00 metres
- Trailers.....14.00 metres

1.2 TIMING OF DOCUMENTATION

IMPORT DOCUMENTATION

1. Cargo Dues Orders must be submitted within five (5) days after vessel departure for bulk (dry and liquid) cargo and within three (3) days after vessel departure for all other cargo types. The only exception to this rule being fresh fish imports where cargo dues orders must be submitted within seven (7) days after vessel arrival.
2. Manifests must be submitted within one (1) day before vessel arrival.
 - 2.1 Manifest in respect of empties must be submitted within three (3) days after vessel departure.
3. Breakbulk and Bulk Cargo Dues Orders must be supported by the Bill of Lading or Delivery Order or survey reports for bulk vessels.
4. The supporting documents are required for empty returns and a Customs approved Bill of Entry for vessel stores / spares for vessels own consumption.

EXPORT DOCUMENTATION

1. Cargo Dues Orders must be submitted within three (3) days after vessel departure for all other cargo types.
2. Manifests must be submitted within seven (7) days after vessel departure.
 - 2.1 Manifests in respect of empties must be submitted within seven (7) days after vessel departure.
3. Breakbulk and Bulk Cargo Dues Orders must be supported by the mate's receipt or draft survey.
4. The supporting documents are required for empty returns and a Customs approved Bill of Entry for vessel stores / spares for vessels own consumption.

INBOUND TRANSSHIPMENT AND COASTWISE DOCUMENTATION

1. Cargo Dues Orders must be submitted within seven (7) days after vessel arrival.
2. Inbound transshipment manifests must be submitted within three (3) days after vessel departure.
3. Coastal manifests must be submitted within three (3) days after vessel departure for inward moves.
4. Manifests in respect of empties must be submitted within three (3) days after vessel departure.

OUTBOUND TRANSSHIPMENT AND COASTWISE DOCUMENTATION

1. Cargo Dues Orders must be submitted within three (3) days after vessel departure.
2. Outbound transshipment manifests must be submitted within three (3) days after vessel departure.
3. Coastal manifests must be submitted within three (3) days after vessel departure for outward moves.
4. Manifests in respects of empties must be submitted within three (3) days after vessel departure.

The above time frames excludes the first weekend and public holiday.

2. RESPONSIBLE PARTY

Cargo dues is payable by the importer/exporter of cargo who may appoint a clearing and forwarding agent to undertake transactions on their behalf. The account number appearing on the cargo dues order will be debited accordingly.

In instances where cargo dues orders have not been received, such charges will be billed to the container operator per TEU for container traffic and the vessel agent for bulk and breakbulk traffic.

Cargo Dues and all related charges for uncleared containers will be billed to the container operator per TEU for containerised cargo.

Cargo Dues Orders submitted for individual LCL consignments will be invoiced at the full cargo dues tariff per TEU as published in the Tariff Book. In all cases, a Cargo Dues Order must be presented, indicating all the container numbers on the order, or alternatively the Cargo Dues Order can be presented, with an attached list containing the relevant container numbers.

3. LATE ORDER FEES

3.1 Late order fees for late submission of Cargo Dues Orders

Cargo Dues Orders will be considered late when submitted to the Authority after the stipulated timeframes. The Authority will charge interest on the normal cargo dues payable, calculated at the prevailing prime rate plus one percent of the value of the Cargo Dues Order. The following **example** illustrates this calculation:

Prime Rate 9.0%
Prime Rate plus 1% = 10.0%
Value of Order R10 000
Number of days late 14
Interest Calculation $(10.0\% \times (14/365)) = R38.37$
Total Cargo Dues Payable R10 038.37

The first public holiday and first weekend will be excluded if it falls within the number of days that the Order has been submitted late for purposes of interest calculation.

3.2 Non-submission of Cargo Dues Orders

The Authority will apply an incremental late order fee based on the cargo dues payable and dependent on how late documentation is submitted or when a non-submission is discovered by the Authority's internal verification process. Refer below for late order application:

Number of days late	Penalty application
31-60 days	(10% Value of Cargo dues order)
61-90 days	(30% Value of Cargo dues order)
91-120 days	(50% Value of Cargo dues order)
>120 days	(100% Value of Cargo dues order)

Where cargo documentation is submitted, whether timeously or not subsequently amended for whatever reason and resubmitted, late order fee charges if applicable will be levied from the date of the new order, on the difference in value, in addition to the amendment fee of **R331.05** per order

3.3 Late and incomplete or non-submission of Manifests/Outturn reports

The late order fee for late and incomplete or non-submission of manifests/outturns will be **R1 655.31** per manifest/outturn.

3.4 The responsible parties for the late order fee is stipulated in Section 8, Cargo Dues Orders (Page 49) and Responsible Party (Page 52).

4. AMENDING ORDERS

1. Incorrect orders amended within seven (7) days from the date of submission (inclusive of public holidays) will not attract an amending fee for any changes to container/engine numbers/country of origin or country of destination/Bill of lading or Mates receipt/Port of loading and discharge/Terminal/Container Operator or Shipping Agent. (Note that the same order number and invoice number will be retained and an updated confirmation will be issued).

2. After seven (7) days, an amending fee of R 331.05 will be charged per order.

5. TERMINAL OUTTURN REPORT

Outturn reports are required on a per vessel basis from all terminals at the respective ports, within 5 days after the vessel departure.

6.1 PORT REVENUE OFFICES

The Authority's Port Revenue Office at the various ports, are located as follows:

Johannesburg 30 Wellington Road Parktown 2193	Port of Port Elizabeth/ Ngqura Ground Floor Customer Service Centre Port Admin Building Port of Port Elizabeth	Port of Durban 1st Floor 45 Bay Terrace Point
Port of Richards Bay Ground Floor Venture Road Bayvue Centre Port of Richards Bay	Port of Cape Town Ground Floor Customer Service Centre TNPA House South Arm Road Port of Cape Town	Port of East London Port Admin Building Hely Hutchinson Road Quigney Port of East London
Port of Saldanha Bayvue Centre Marine Drive Port of Saldanha	Port of Mossel Port Admin Building 55 Bland Street Port of Mossel Bay	

6.2 Order-to-Cash

Registered customers may submit electronic cargo dues or EDI data. For additional information visit our website www.transnetnationalportsauthority.net or contact our call centre on 086 010 9330. Email: customercare.tnpa@transnet.net

6.3 IMPORT AND EXPORT CARGO DUES ORDER

Import and export cargo dues order forms are available on the website at: www.transnetnationalportsauthority.net