

# Tariff Book

April 2026 to March 2027



Picture: Port of Saldanha

Tariff Book April 2026 - March 2027

## TRANSNET NATIONAL PORTS AUTHORITY

### PORT TARIFFS

Twenty Fifth Edition

1 April 2026

#### Issued by:

Transnet National Ports Authority  
N2 Neptune Road, Off Klub Road, Port of Ngqura, Gqeberha

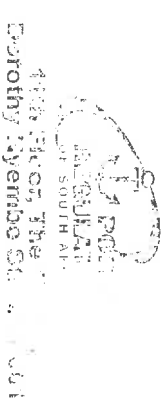
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Tariff Book April 2026 - March 2027

## CONTENTS

## CONTENTS

<b>DEFINITIONS</b>	<b>5-8</b>	<b>SECTION 4</b>	<b>PORT FEES ON VESSELS, MISCELLANEOUS FEES AND SERVICES</b>	
<b>SECTION 1</b>				
1.1 LIGHT DUES	9			
1.2 SOUTH AFRICAN MARITIME SAFETY AUTHORITY (SAMSA) LEVY	10	4.1	Port fees on vessels	21
<b>SECTION 2</b>		4.2	Port dues for small vessels, hulks and pleasure vessels	24
<b>VESSEL TRAFFIC SERVICES (VTS)</b>		4.3	Miscellaneous services	26
2.1 VTS Charges	11	4.3.1	Fire and emergency services	26
<b>SECTION 3</b>		4.3.2	Fire protection	27
<b>MARINE SERVICES</b>		4.3.3	Fire awareness training	28
3.1 General terms and conditions	12	4.3.4	Fire equipment maintenance	29
3.2 Marine Services Incentive	12	4.3.5	Fire equipment hire	30
3.3 Pilotage services	13	4.4	Security services	30
3.4 Survey/Examination of small vessels and life saving appliances	14	4.5	Fresh water	30
		4.6	Electricity	30
		4.7	Removal of refuse	30
		4.8	Combating of Oil Pollution	30
		4.9	Passenger baggage: All ports	31
		4.10	Passengers' levy: All ports	31
		4.11	Administrative fees	31
		<b>SECTION 5</b>	<b>PORT SERVICE LICENCE, PORT RULE LICENCE, PORT RULE REGISTRATION AND PORT RULE PERMIT FEES</b>	
3.5 Pilotage exemption certificate	14			
3.6 Tugs/Vessel assistance and/or attendance	15	5.1	Fees payable for Port Service licences to be issued by the Authority in terms of section 57 of the National Ports Act, No. 12 of 2005	32
3.7 Miscellaneous tug/vessel services	16	5.2	Fees payable for licences, registrations 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	32
3.8 Berthing services	18	5.3	Fees payable for licences for environmental compliance : Hull Cleaning	33
3.9 Running of vessel lines	19			
3.10 Hire of marine equipment/ marine services	20			
		<b>SECTION 6</b>	<b>DRYDOCKS, FLOATING DOCKS, SYNCRODLIFTS AND SLIPWAYS</b>	
		6.1	General terms and conditions	34
		6.2	Booking fees	34
		6.3	Penalties	35
		6.4	Preparation	35
		6.5	Docking and undocking of vessels	36
		6.6	Drydock, floating dock and syncrolift dries	36
		6.7	Slipway	39
		6.8	Wharf cranes	40
		6.9	Miscellaneous	40
		<b>SECTION 7</b>	<b>CARGO DUES ON IMPORTS, EXPORTS, TRANSHIPMENT'S AND COASTWISE</b>	
		7.1	Breakbulk	42
		7.2	Dry Bulk	43
		7.3	Liquid Bulk	44
		7.4	Containers	44
		7.5	Coastwise cargo	44
		7.6	Exemptions	45
		7.7	Transhipped cargo	46
		7.8	Late order and related fees	47
		7.9	Cargo conveyed by vessels permitted to service vessels within and outside the port	47
		<b>SECTION 8</b>	<b>BUSINESS PROCESSES AND DOCUMENTATION</b>	
		8.1	Cargo Dues Order	48
		8.1.1	Types of documentation	49
		8.1.2	Timing of documentation	50
		8.2	Responsible party	52
		8.3	Late order fees	52
		8.4	Amending orders	53
		8.5	Cancelling orders	53
		8.6	Terminal Outturn report	54
		8.7	Port Revenue Offices	54



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## LIST OF TRANSNET NATIONAL PORTS AUTHORITY FEES AT THE SOUTH AFRICAN PORTS OF TRANSNET SOC (LTD)

### 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 SOC Ltd.

“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 No. 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.

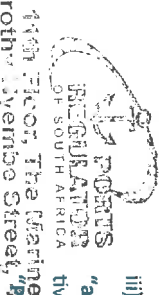
“Coastwise cargo” means cargo moving by sea between SA ports.

“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.



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“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.



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**"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 outside SA ports.

**"Transnet"** means Transnet SOC(Ed) 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 purposefully 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.

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**"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.

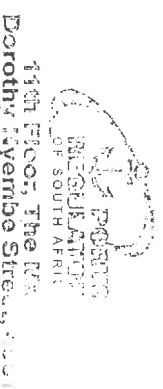
**"vessel's tonnage"** (excluding Section 6) means the tonnage for port tariff purposes is the gross tonnage of a vessel as per the tonnage certificate issued in terms of the Tonnage Convention 1969. (NOT converted to cubic metres.)

Where the vessel's tonnage is not available, the highest tonnage reflected in Lloyd's 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



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## SECTION 1

### 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 Lloyd's 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.

#### 1.1.1 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.....28,67  
**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.....136,21

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.

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#### Exemptions

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

- South African Police Services (SAPS) and South African National Defence Force (SANDF) vessels;
- SAMSA vessels;
- SA Medical & Research vessels;
- Non-self-propelled 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.

### 1.2 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.

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## SECTION 2

### VESSEL TRAFFIC SERVICES (VTS)

#### 2.1 VTS CHARGES ON VESSELS

VTS charges have been introduced in the interest of safe navigation, pollution and conservation 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.

#### 2.1.1 VTS CHARGES

Payable by:

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

Payable per GT per port call at all ports excluding Durban and Saldanha Bay.....0.62

Payable per GT per port call at the ports of Durban and Saldanha Bay.....0.76

Minimum fee.....274.00

Exemptions

- Vessels belonging to the SAPS and the SANDF;
- Vessels belonging to SAMSA;
- SA Medical & Research vessels;
- Vessels returning from anchorage at the order of the Harbour Master; and
- Vessels resorting under Section 4, Clause 4.2 (small vessels and pleasure vessels).

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## SECTION 3

### MARINE SERVICES

#### 3.1 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 00:00 to 23:59 (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.

Helicopter Services for Jobs of a Special Nature will be 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.

#### 3.2 MARINE SERVICES INCENTIVE

The following incentive applies to the service charges of pilotage, craft assistance and berthing services.

Vessel/Cargo Type	Threshold No. of Vessel Calls	Discount Applicable	Maximum No. of Vessel Calls for Discount
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.

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### 3.3 PILOTAGE SERVICES

Pilotage is compulsory at the Ports of Richards Bay, Durban, East London, Ngqura, Port Elizabeth, Mossel Bay, Cape Town and Saldanha with 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)	36 019.52	21 649.33	10 435.74	7 378.77	11 254.27	7 617.33
Per 100 tons or part thereof	12.71	11.31	16.67	11.87	15.89	12.21

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.

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**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..... 1 031.01

#### Exemptions

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

### 3.4 SURVEY/EXAMINATION OF SMALL VESSELS AND LIFE SAVING APPLIANCES

Fees for surveying/examination of small vessels, Per service..... 1 641.33

Fees for surveying/examination of life saving appliances, Per service..... 716.26

### 3.5 PILOTAGE EXEMPTION CERTIFICATE

Vessels up to and including 30 metres in length overall

Per metre or part thereof..... 161.44

Minimum..... 1 614.51

Vessels over 30 metres up to 50 metres in length overall..... 4 844.24 plus

per metre or part thereof over 30 metres..... 242.26

Vessels over 50 metres up to 70 metres in length overall..... 9 688.45 plus

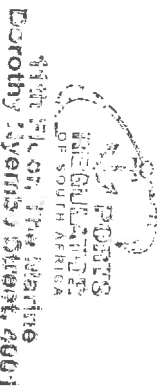
per metre or part thereof over 50 metres..... 322.98

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.



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### 3.6 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
2 001–10 000	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	8 145,77	9 470,11	6 540,84	8 384,63	7 348,68	6 295,73	10 515,33
2 001 to 10 000	15 148,30	14 698,43	9 484,24	12 993,42	9 484,24	9 189,23	17 891,73
Plus							
Per 100 tons or part thereof above 2 000	320,31	312,94	233,81	276,35	201,70	226,43	380,94
10 000 to 50 000	46 536,02	44 784,66	32 525,18	37 529,07	30 023,23	32 274,98	55 042,62
Plus							
Per 100 tons or part thereof above 10 000	117,60	98,83	77,56	85,05	70,05	75,07	120,10
50 001 to 100 000	93 072,05	85 065,85	65 050,36	75 058,11	n/a	62 798,61	105 081,36
Plus							
Per 100 tons or part thereof above 50 000	35,03	37,51	30,02	25,01	n/a	55,05	32,54
Above 100 000	120 993,67	108 834,27	n/a	96 030,23	n/a	92 571,67	130 100,71
Plus							
Per 100 tons or part thereof above 100 000	25,01	27,51	n/a	25,01	n/a	45,03	55,05

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### General

- 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)..... 9 366,28
- Port of Saldanha..... 11 811,10

### 3.7 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 thereof	18 728,78
Maximum	149 830,70
Following 12 hours up to 24 hours per tug per hour or part thereof	12 489,53
Maximum for 24 hours	262 281,16
Thereafter, per tug per hour or part thereof	9 366,28

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**At the Port of Saldanha**

First 12 hours, per tug per hour or part thereof .....	23 622.14
Maximum.....	188 988.31
Following 12 hours up to 24 hours per hour or part thereof.....	15 749.38
Maximum for 24 hours.....	330 765.51
Thereafter, per tug per hour or part thereof.....	11 811.10

**Mobilisation and demobilisation charge for floating cranes**

Minimum fee per service at the Port of Durban.....	51 625.05
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.....	22 125.04

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:**

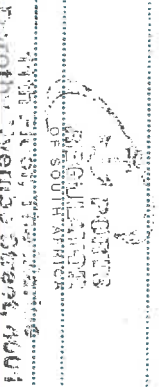
Fees for Large Tug per hour or part thereof:	
All Ports, except the Port of Ngqura, Port Elizabeth and Saldanha.....	18 725.13
Port of Ngqura/Port Elizabeth.....	25 653.40
At the Port of Saldanha for services of a special nature.....	23 618.47

**Fees for Small Tug/ Workboat per hour or part thereof**

All Ports, except the Port of East London, Ngqura and Port Elizabeth.....	6 928.69
Port of East London.....	11 460.76
Port of Ngqura/Port Elizabeth.....	9 492.29

**Fees for launch per hour or part thereof**

All Ports, Large Launch.....	2 758.26
All Ports, Small Launch.....	1 930.75



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Port of Ngqura/Port Elizabeth, Large Launch.....	3 778.74
Port of Ngqura/Port Elizabeth, Small Launch.....	2 645.14

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.

**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.

**3.8 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, removing 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.

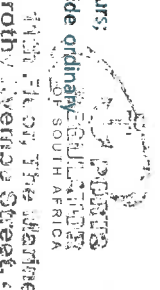
	Richards Bay	Port Elizabeth / Ngqura	Cape Town	Saldanha	Other Ports
Basic fee	3 694.85	4 465.87	3 551.09	4 660.99	3 259.76
Plus					
Per 100 tons or part thereof	15.66	21.78	17.36	19.74	15.91

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 of arrival.

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

1 475.00



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### 3.9 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:

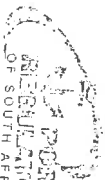
	Port Elizabeth / Ngqura	Cape Town	Saldanha	Other Ports
Per service	2 637.12	2 758.25	2 426.38	1 924.93
If the service terminates or commences outside ordinary working hours, minimum	5 274.20	3 849.77	4 852.77	3 849.77

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	2 637.12	2 758.25	2 426.38	1 924.93
If the service terminates or commences outside ordinary working hours, minimum	5 274.20	5 516.50	4 852.77	3 849.77

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:.....1 924.93

At the Port of Saldanha when remooing without tug/pilots occurs, the following fee per service is applicable ..... 5 513.54

  
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### 3.10 HIRE OF MARINE EQUIPMENT/MARINE SERVICES

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

Passenger gangways.....372.41

Mooring ropes at the Port of Saldanha..... 1 758.89

Each per hour or part thereof, if available

Punt hire per hour.....170.18

Forklifts at the Port of Mossel Bay per hour

3 ton Forklift.....621.71

4 ton Forklift.....692.52


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

**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.

  
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## SECTION 4

### PORT FEES ON VESSELS, MISCELLANEOUS FEES AND SERVICES

#### 4.1 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.

##### 4.1.1 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 tons or part thereof ..... 224.22  
plus  
per 100 tons or part thereof per 24 hour period, a part of a 24 hour  
period being applied pro rata..... 67.23

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 fee ..... 547.95

A reduction of 35% 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 4.2 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 60% will be allowed to vessels calling for the sole purpose of taking on bun-  
kers 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 35%  
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 4.2

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A reduction of 10% will be limited to liquid bulk tankers in possession of a "Green Award"  
Certification. Proof of this must 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 SAPS and SANDF;
- Vessels belonging to SAMSA;
- SA Medical & Research vessels;
- The time a vessel occupied a drydock, floating dock, syncrolift or slipway;
- Vessels resorting under Section 4, Clause 4.2 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 No. 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 paya-  
ble at the first South African port of call.

#### 4.1.2 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 ..... 58.82  
The following 17 500 tons (up to 35 300 tons.) ..... 38.92  
The following 17 700 tons (up to 53 000 tons.) ..... 19.56  
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/transhipping 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:

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- Bulk and break bulk vessels: the source document is the Crane allocation sheet from the planning department at Multi Purpose Terminal (MPT)/ Transnet Port Terminal (TPT)
- Container vessels: the source is the Terminal Performance Report from the Management Information Systems (MIS) department at TPT
- Other vessels: the source is the Voyage Performance Report 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 4.2 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;
- SA Medical & Research vessels;
- Passenger vessels on normal business;
- Vessels being fumigated prior to taking in cargo;
- Vessels performing a humanitarian service to South Africans.

**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.....1,34



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**4.2 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.....54,68

Self-propelled boats.....91,22

Fishing vessels (however propelled) operating from the fishing harbour at the Port of Saldanha.....160,16

Fishing vessels (however propelled), with non-steel constructed hulls

- For the first 10 metres.....220,32
- Thereafter.....440,56

Fishing vessels (however propelled), with steel constructed hulls

- For the first 10 metres.....444,78
- Thereafter.....889,45

**Hulks**

Hulks: per metre, per day calculated on the length.....10,69

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.

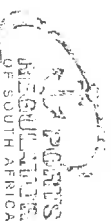
**Pleasure vessels**

Each per financial year or part thereof:

Rowing boats.....130,22

Other vessels of up to and including 6 metres in length overall.....260,46

Other vessels of over 6 metres in length overall.....520,86



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**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.

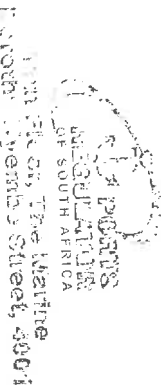
The following rates must be applied after the 30 day free period.

For the next 90 days, per metre or part thereof of length overall, per day.....3.28

The following 90 days, per metre or part thereof of length overall, per day.....6.47

Thereafter, for the remaining period up to 12 months, per metre or part thereof of length overall, per day.....12.97

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.....38.92



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**4.3 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:

**4.3.1 FIRE AND EMERGENCY SERVICES**

4.3.1.1 Fire tender turn-out fee — Heavy duty (7 000 kg).....4 376.94

4.3.1.2 Fire tender turn-out fee — Light duty.....3 099.50

4.3.1.3 Hazmat (Chemical) vehicle turn-out — Heavy duty (7 000 kg).....4 376.94

4.3.1.4 Hazmat (Chemical) vehicle turn-out — Light duty.....3 099.50

4.3.1.5 Use of the fire tender, equipment and crew.  
The fee is per half hour or part thereof.....2 188.44

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

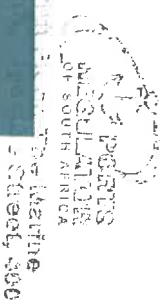
4.3.1.6 Use of Hazmat vehicle, equipment and crew.....2 188.44

4.3.1.7 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.....366.45

4.3.1.8 Fire fighter on standby duty at the incident including equipment —per half hour or part thereof.....366.45

4.3.1.9 Use of a portable fire pump, chemical transfer pump, generator, "wild fire" pump, bobcat including the fire fighter to operate the pump per half hour or part thereof.....582.22

4.3.1.10 Use of additional breathing apparatus. Per set — this is in addition to the breathing apparatus sets carried on the fire tender or hazmat vehicle.....547.95



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4.3.1.11 Use of additional chemical protection suits. Per suit — this is in addition to the chemical suit carried on the hazmat vehicle ..... 2 188.44

4.3.1.12 Use of fire extinguishers foam per litre ..... 109.64

4.3.1.13 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 ..... 181.56

B: 9 Lt foam fire extinguisher ..... 219.15

C: 9 kg Dry powder fire extinguisher ..... 274.00

D: 5-7 kg Carbon Dioxide fire extinguisher ..... 438.37

4.3.1.14 Emergency support vehicle — R/km ..... 10.25

4.3.1.15 Tanker Fire Watch at the Port of Saldanha

12-36 Hours Tanker Fire Watch - Tug ..... 9 973.95

(Maximum fee) ..... 447 553.25

12-48 Hours Tanker Fire Watch - Tug ..... 7 914.15

(Maximum fee) ..... 540 134.70

#### 4.3.2 FIRE PROTECTION

4.3.2.1 Vessel fire protection duties — fire fighter per hour or part thereof ..... 407.54

4.3.2.1.1 At the port of Durban — fire fighter (including security) per hour ..... 691.60

4.3.2.2 Cargo fire protection duties — fire fighter per hour ..... 407.54

4.3.2.2.1 At the port of Durban — fire fighter (including security) per hour ..... 691.60

4.3.2.3 "Hotwork" fire safety inspection service ..... 438.37

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#### 4.3.3 FIRE AWARENESS TRAINING (MEALS EXCLUDED)

4.3.3.1 Fire induction course per person per day (1 day) ..... 1 366.50

4.3.3.2 Hazmat awareness course per person (2 days) ..... 2 736.41

4.3.3.3 Fire marshal course per person (1 day) ..... 1 366.50

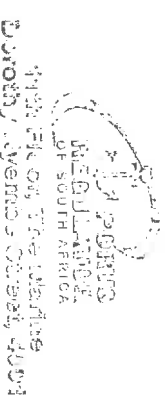
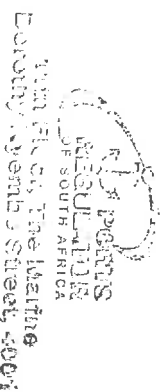
4.3.3.4 Fire team course per person (2 days) ..... 2 736.41

4.3.3.5 Fire co-ordination course per person (3 days) ..... 4 102.94

4.3.3.6 On site evacuation drills / simulations and feedback ..... 7 294.84

4.3.3.7 Hazmat training for drivers (2 days) ..... 2 736.41

4.3.3.8 Fire risk assessment per day ..... 3 647.43



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#### 4.3.4 FIRE EQUIPMENT MAINTENANCE

4.3.4.1 Labour cost per hour.....	400.71
4.3.4.2 Service of CO2 fire extinguisher.....	202.06
4.3.4.3 Pressure test and recharge of CO2 fire extinguisher.....	438.37
4.3.4.4 Recharge of CO2 fire extinguisher.....	438.37
4.3.4.5 Service of 9 kg powder fire extinguisher.....	202.06
4.3.4.6 Pressure test and recharge of 9 kg powder fire extinguisher.....	472.67
4.3.4.7 Recharge of 9 kg powder fire extinguisher.....	438.37
4.3.4.8 Service of 9 Lt water fire extinguisher.....	202.06
4.3.4.9 Pressure test and recharge of 9 Lt water fire extinguisher.....	236.30
4.3.4.10 Recharge of 9 Lt water fire extinguisher.....	202.06
4.3.4.11 Service of 9 Lt foam fire extinguisher.....	202.06
4.3.4.12 Pressure test and recharge of 9 Lt foam fire extinguisher.....	256.84
4.3.4.13 Recharge of 9 Lt foam fire extinguisher.....	219.15
4.3.4.14 Service fire hose reel.....	126.72
4.3.4.15 Service and pressure test hose.....	202.06
4.3.4.16 Service mobile foam fire unit (>9 Lts capacity).....	202.06
4.3.4.17 Pressure test and recharge mobile foam fire unit.....	1 020.62
4.3.4.18 Recharge mobile foam fire unit (>9 Lts capacity).....	767.06
4.3.4.19 Service mobile powder fire unit.....	202.06
4.3.4.20 Pressure test and recharge mobile powder fire unit (>9 kg capacity).....	1 020.62
4.3.4.21 Recharge mobile powder fire unit (>9 kg capacity).....	767.16

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#### 4.3.5 FIRE EQUIPMENT HIRE

4.3.5.1 Training Facilities Hire per day (excluding fire equipment).....	6 383.89
4.3.5.2 Fire pump hire (per half hour).....	582.25
4.3.5.3 Ejector pump hire (per half hour).....	219.15
4.3.5.4 Fire hose hire (per half hour).....	54.81
4.3.5.5 Branch pipe and nozzle hire (per 8 hr day).....	54.81
4.3.5.6 Fire extinguisher hire (per 8 hr day).....	181.56
4.3.5.7 Fire tender and driver — social functions (per hour).....	4 376.94

#### 4.4 SECURITY SERVICES

4.4.1 Crew Transportation	
Port of Durban:	
Vehicle provided by the Authority's 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.....	1 386.90
4.4.2 Fees for other security services are available on application.	

#### 4.5 FRESH WATER

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

#### 4.6 ELECTRICITY

Fees for electricity are available on application.

#### 4.7 REMOVAL OF REFUSE

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

#### 4.8 COMBATING OF OIL POLLUTION

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

- Utilization of oil boom per hour or part thereof.....1 198.44
- Oil spill emulsifier will be charged per litre.....On application
- Fees for any tugs used in the combating operation will be raised separately.....On application



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#### 4.9 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.....104.93

#### 4.10 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.....110.61

Disembarkation per passenger.....110.61

Visiting passenger in transit per call.....110.61

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.

#### 4.11 ADMINISTRATIVE FEES

##### 4.11.1 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.....534.43

##### 4.11.2 Split Account Fees

PRIOR to vessel sailing per party.....547.95

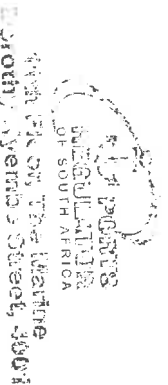
AFTER vessel sailing will result in the split account fee being levied twice per party.

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

##### 4.11.3 Voyage Performance Report

Voyage Performance Report must be submitted electronically on the Integrated Port Management System (IPMS), within 48 hours after vessel departs.

Penalty for non submission of Voyage Performance Report .....2 241.84



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### SECTION 5

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

#### 5.1 FEES PAYABLE FOR PORT SERVICE LICENCE TO BE ISSUED BY THE AUTHORITY IN TERMS OF SECTION 57 OF THE ACT

Licence fees are payable in equal installments, on an annual basis, over the period of the licence.

##### Fee for duration of licence per port

Floating crane services licence fee.....26 265.37

Stevadore services licence fee.....26 265.37

Waste disposal services licence fee.....26 265.37

#### 5.2 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 ACT

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

Bunkering licence fee.....26 265.37

Diving licence fee.....26 265.37

Fire protection and fire equipment installation and maintenance licence fee.....26 265.37

Pest control licence fee.....26 265.37

Pollution control licence fee.....26 265.37

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

Vessel agent registration fee.....864.00

##### 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.....382.39

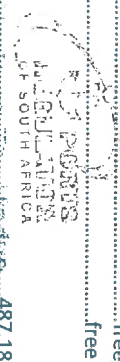
##### 2.4 Port Rule permits for small vessels and pleasure vessels

Small vessel permit fee.....free

Pleasure vessel permit fee.....free

##### 2.5 Replacement of permits

Permit replacement fee.....487.18



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### 5.3. FEES PAYABLE FOR LICENCES FOR ENVIRONMENTAL COMPLIANCE

Hull Cleaning Permit Fee per annum .....22 056,98

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### SECTION 6

#### DRYDOCKS, FLOATING DOCKS, SYNCRODLIFTS AND SLIPWAYS

#### 6.1 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, craneage 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.

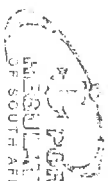
#### 6.2 BOOKING FEES


##### 6.2.1 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..... 65 409,55

Syncrolift..... 16 352,39

  
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REPUBLIC OF SOUTH AFRICA  
10th Fl of The Marine  
Dorothy Nyerino Street, 4001

  
PORT OF DURBAN  
REPUBLIC OF SOUTH AFRICA  
10th Fl of The Marine  
Dorothy Nyerino Street, 4001

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## 6.2.2 Bookings at the Port of Durban

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

Drydock..... 65 409,55

## 6.2.3 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..... 1 962,29

## 6.3 PENALTIES

1. 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
2. Vessels that exceed their allocated scheduled booking dates for the dry-dock, floating dock and syncrolift occupancy period will incur a 40% penalty on dry-dock, floating dock and syncrolift dues for each subsequent 12-hour period of the vessel's overstay on the ship repair facility.

## 6.4 PREPARATION

### 6.4.1 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.

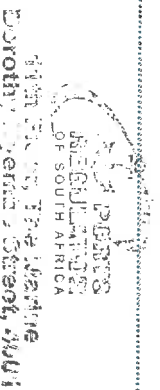
Tons shall mean gross tonnage in cubic metres

Vessels up to 1 000 tons.....	2 511,75
Vessels from 1 001 up to 10 000 tons.....	5 023,47
Vessels from 10 001 up to 20 000 tons.....	10 046,90
Vessels from 20 001 up to 50 000 tons.....	15 070,41
Vessels above 50 000 tons.....	20 093,80

### 6.4.2 Preparation at the Port of Durban

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

Drydock..... 20 106,89



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## 6.5 DOCKING AND UNDOCKING OF VESSELS

### 6.5.1 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..... 15 220,81

Syncrolift..... 6 714,27

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.

### 6.5.2 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..... 15 220,81

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.

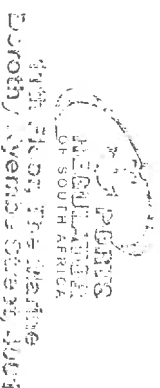
## 6.6 DRYDOCK, FLOATING DOCK AND SYNCROLIFT DUES

All charges under Clause 6.6 below are subject to the overstay penalties as specified in Clause 6.3 on page 35.

### 6.6.1 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.



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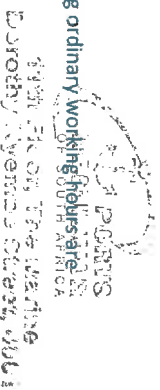
Drydock	First period of 24 hours or part thereof	Each subsequent 12 hour period or part thereof
Vessels up to 3 000 tons Plus per ton	9 988,06 2,93	4 993,99 0,98
3 001 to 6 000 tons Plus per ton	13 147,31 3,35	6 573,68 1,10
6 001 up to 10 000 tons Plus per ton	23 089,56 4,11	11 544,78 1,62
10 001 to 30 000 tons Plus per ton	24 175,36 4,11	12 087,69 1,62
30 001 to 60 000 tons Plus per ton	50 384,96 4,11	25 192,51 1,39
60 001 to 80 000 Plus per ton	59 908,57 4,11	29 954,30 1,10

Above 80 000 tons, fees are available on application.

#### 6.6.2 Drydock: Port of Durban

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
0 to 30 000 tons Plus per ton	24 194,98 4,11	12 097,47 1,59
30 001 to 60 000 tons Plus per ton	50 384,96 4,11	25 192,51 1,39
60 001 up to 80 000 tons Plus per ton	59 908,57 4,11	29 954,30 1,10

Above 80 000 tons, fees are available on application.

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#### 6.6.3 Synchrolift at the Port of Cape Town

Synchrolift	First 24 hour period or part thereof:	Each subsequent 12 hour period or part thereof
Vessels up to 2 000 tons Plus per ton	1 864,15 4,11	937,10 1,70
Vessel above 2 000 tons Plus per ton	2 452,86 4,11	1 226,41 1,70

#### 6.6.4 Minimum fees

Minimum fees	First 24 hour period or part thereof:	Each subsequent 12 hour period or part thereof
Sturrock and Prince Edward drydocks	56 507,27	23 720,78
Princess Elizabeth and Robinson drydocks	21 680,00	9 690,43
Floating docks	23 743,69	11 871,84
Synchrolift	7 708,52	2 567,33

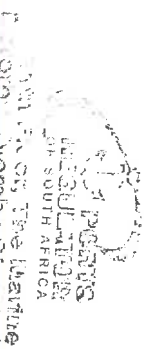
Note:

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 synchrolift, floating docks and slipways) during a 12 month period.

Details are available on application.



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## 6.7 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:

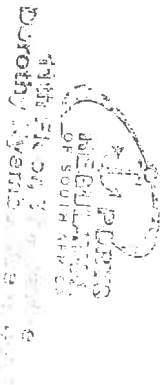
Vessels up to 1 000 tons..... 2 508.45

### 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..... 1 314.75

Docking and Undocking of vessels at a slipway	First 24 hour period or part thereof:	Each subsequent hour period or part thereof	12
Vessels up to 2 000 tons Plus per ton	1 864.15 4.11		932.10 1.70
Vessels above 2 000 tons Plus per ton	2 452.86 4.11		1 022.04 1.70
Minimum fees	5 036.51		1 847.82



Tariffs subject to VAT at 15%: Tariffs in South African Rand

## 6.8 WHARF CRANES

### 6.8.1 Wharf cranes at the Ports of Cape Town and East London Outside ordinary working hours only:

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

Irrespective of the crane lifting capacity, per hour..... 1 471.71

### 6.8.2 Wharf cranes at the Port of Durban

Outside ordinary working hours only..... 1 471.71

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

Additional cranes, irrespective of the crane lifting capacity, will be charged as follows:  
Per hour..... 1 471.71

## 6.9 MISCELLANEOUS

### Fresh water

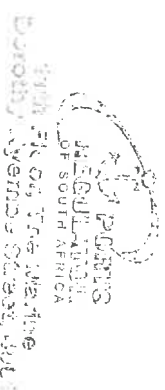
Fees for the supply of water are available on application.

### Electricity

Fees for the supply of electricity are available on application.

### Compressed air

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



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## 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 purposefully 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.

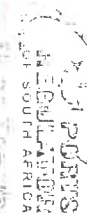
- Cargo dues on all commodities, articles, things or containers (full or empty) is levied at all ports.
- The tonnage must be substantiated by presentation of a bill of lading, manifest, packing declaration or supplier's invoices, as the case may be.
- In instances where the tonnage for cargo dues purposes has been incorrectly declared, whether willful 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.
- The following base rates are applicable for commodities not listed in the Tariff Book. The commodity rate remains applicable for products linked to a commodity (e.g., Ferro alloys). The fees are applicable as follows:

	Imports	Exports
Breakbulk per ton	34.16	34.16
Liquid bulk per kilolitre	25.36	25.36
Dry bulk per metric ton	7.70	7.70
Breakbulk empty returns per metric ton	5.08	5.08
Motor vehicles on own wheels per metre	183.16	71.60

Tariffs subject to VAT at 15%: Tariffs in South African Rand

## 7.1 BREAKBULK

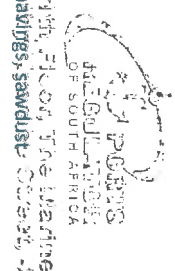
Commodity	Imports	Exports
1. Alumina	34.16	30.55
2. Articles of cement / sand / stone	30.55	30.55
3. Bait	34.16	30.55
4. Bricks	34.16	30.55
5. Cement & clinker	30.55	6.11
6. Chrome ore	21.07	17.30
7. Citrus fruit	28.10	28.10
8. Clay	30.55	30.55
9. Coal	11.79	5.06
10. Fertilizers	29.91	21.38
11. Fish meal & products thereof	34.16	34.16
12. Fluorspar	30.55	30.55
13. Glass & glassware	34.16	19.19
14. Granite & products thereof	34.16	11.80
15. Gypsum & products thereof	30.55	30.55
16. Iron ore	30.55	30.55
17. Lead & products thereof	30.55	24.41
18. Lime & products thereof	30.55	30.55
19. Logs	34.16	8.17
20. Maize & products thereof	33.62	33.62
21. Manganese ore	21.38	21.38
22. Ores & minerals: Olivine	30.55	34.16
23. Ores & minerals: Other	30.55	30.55
24. Pig iron	30.55	16.26
25. Pitch pencil	30.55	28.54
26. Potash & products thereof	29.91	21.38
27. Salt	30.55	30.55
28. Scrap steel	10.15	10.15
29. Stainless steel (excluding pipes & tubes)	34.16	31.10
30. Steel pellets	11.20	11.20
31. Steel rebars / sheets / plates / angles	31.10	31.10
32. Steel: Cold rolled coils, galvanised, aluzinc coils	31.10	31.10
33. Steel: Hot rolled coils, slabs, billers	31.10	31.10
34. Timber & products thereof (excluding furniture)	34.16	22.37
35. Zinc & products thereof	30.55	30.55
36. Zircon	34.16	30.55



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## 7.2 DRY BULK

Commodity	Imports	Exports
1. Agricultural products / seaweed	20.83	20.83
2. Alumina	20.83	20.83
3. Andalustite	20.83	15.22
4. Barley & products thereof	20.83	20.83
5. Cement & clinker	20.83	6.51
6. Chrome ore	20.83	7.83
7. Coal	13.20	6.73
8. Copper concentrates	20.83	20.83
9. Cotton seed & products thereof	20.83	20.83
10. Ferro alloys	20.83	20.83
11. Fertilizer & products thereof	20.83	20.83
12. Fluorspar & products thereof	20.83	20.83
13. Grain & products thereof	20.83	20.83
14. Gypsum & products thereof	20.83	12.00
15. Iron Ore	20.83	11.06
16. Iron Oxide (Hematite)	20.83	20.83
17. Lead & products thereof	20.83	17.36
18. Maize & products thereof	20.83	20.83
19. Malt & products thereof	20.83	11.32
20. Manganese ore	20.86	5.89
21. Ores & minerals: Magnetite	20.83	20.83
22. Ores & minerals: Silico Manganese	20.83	20.83
23. Petroleum Coke	20.83	17.36
24. Pig Iron	20.83	20.83
25. Potash & products thereof	20.83	20.83
26. Rice & products thereof	12.39	20.83
27. Rockphosphate	20.83	20.83
28. Rutile	7.61	20.83
29. Salt	20.83	20.83
30. Soda ash	11.95	8.72
31. Steel: Steel pellets	20.83	20.83
32. Sugar	8.26	20.83
33. Sulphur	20.83	9.11
34. Timber products: Woodchips, sawdust, shavings	20.83	20.83
35. Titanium slag	20.83	20.83
36. Vermiculite	20.83	20.83
37. Wheat & products thereof	20.83	9.11
38. Woodchips	20.83	20.83
39. Zinc & products thereof	20.83	20.83
40. Zircon	20.83	20.83



Tariffs subject to VAT at 15%: Tariffs in South African Rand

## 7.3 LIQUID BULK

Commodity	Imports	Exports
1. Ammonium & products thereof	31.07	31.07
2. Anhydrous ammonia	31.07	31.07
3. Animal / vegetable oils / fats & products thereof	39.86	39.86
4. Caustic soda	39.86	39.86
5. Crude & petroleum products	34.95	19.42
6. Molasses & products thereof	7.60	3.88
7. Phosphoric acid	39.86	39.86
8. Pitch pencil	16.31	39.86
9. Sunflower seed oil	39.86	39.86

## 7.4 CONTAINERS

The following fees will apply per container as specified:

	Imports	Exports
6m / 20' containers	2 026.34	445.62
12m / 40' , 13,7m / 45' containers	4 052.65	891.25
Empty containers, all sizes	83.20	83.20

- 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.

## 7.5 COASTWISE CARGO

### Breakbulk/Bulk

All cargo per leg Inwards or outwards, per ton.....	18.77
Breakbulk empty returns, per ton.....	5.08

### Containerised

All cargo per leg Inwards or outwards irrespective of contents, per container:	
6m / 20' containers.....	83.20
12m / 40' , 13,7m / 45' containers.....	166.37
Empty containers, all sizes.....	83.20





## 7.8 LATE ORDER AND RELATED FEES

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

Cargo dues order amendment fee per order.....	384.63
Late, incomplete and non-submission of manifests and outturn reports per manifest/outturn report.....	1 923.21
per manifest and outturn report.....	384.63
Cargo dues order framing fee per order.....	384.63

Cancellation fee is applicable for all cancellations of cargo documentation as follows:

Cargo dues order cancellation fee per order.....	384.63
--	--------

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

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

Per trip.....455.98

Administrative fees  
for photocopies per page.....12.05

## SECTION 8

### BUSINESS PROCESSES AND DOCUMENTATION

#### 8.1 CARGO DUES ORDER

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

A cargo dues order is valid upon invoicing. Therefore, cargo dues orders submitted online but is in a pending status for reasons of "Credit not Available" or "Awaiting Payment" will not be considered valid. Upon invoicing, late cargo dues order fees will be charged, applicable from the invoicing date. The original order will be cancelled and replaced with a new cargo dues order with the applicable late cargo dues order fees.

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.

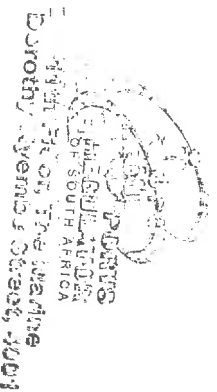
ISO containers filled with MT returns of whatever nature being returned for filling, provided a certificate is given to the effect that they are being returned to the original sender for refilling, as well as new MT ISO containers will be regarded as an empty container. Transshipments are excluded from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



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## INCORRECT OR INCOMPLETE DECLARATIONS

An incorrect or incomplete declaration of cargo dues order will result in that cargo dues order being null and void. A new cargo dues order will be processed with late cargo dues order fees and penalties applicable at the date of the new cargo dues order together with a cancellation fee of the original order.

Upon following due process, submissions or declarations deemed fraudulent will attract a penalty of 100% of cargo dues, plus interest and any legal action deemed necessary.

## 8.1.1 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').

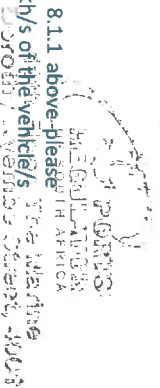
### Transshipment Cargo:

- 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 8.1.1 above, please include any of the following documentation below specifying the length/s of the vehicle/s when passing Cargo Dues Orders for vehicles:



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- 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

### 8.1.1.1 Order-to-Cash

Registered customers must submit electronic cargo dues and/ manifest or Electronic Data Interchange (EDI) data (cargo dues, outturns, manifest) via Order-to-Cash (EDI or Hybris).

For additional information visit our website [www.transnationalportsauthority.net](http://www.transnationalportsauthority.net) or contact our call centre on 086 010 9333.

## 8.1.2 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.



Tariffs subject to VAT at 15%: Tariffs in South African Rand

## 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 three (3) days after vessel departure.
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. Manifests in respect of empties must be submitted within three (3) days after vessel departure.
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 respect of empties must be submitted within three (3) days after vessel departure.

The above timeframes excludes the first weekend and public holiday.

Tariffs subject to VAT at 15%: Tariffs in South African Rand

## 8.2 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.

During collation process, once the Authority bills the Container Operator/Shipping Line/Vessel Agent, the vessel file will be deemed complete and closed. The said Container Operator/Shipping Line/Vessel Agent must settle directly with the Clearing & Forwarding Agent thereafter.

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.

## 8.3 LATE ORDER FEES

### 8.3.1 Late order fees for late submission of Cargo Dues Orders

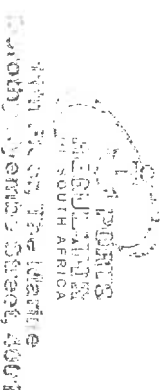
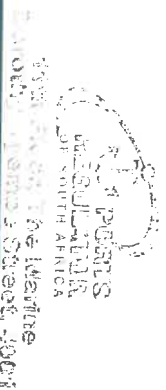
Cargo Dues Orders will be considered late when submitted to the Authority after the stipulated timeframes. The Authority will charge interest on the normal cargo dues payable, calculated at the prevailing prime rate plus one percent of the value of the Cargo Dues Order. The following example illustrates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

### 8.3.2 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.



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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 an amendment of a cargo dues order is submitted, late order fee charges, if applicable, will be levied from the date of the new order on the under declared quantum, in addition to the amendment fee of R384.63 per order.

**8.3.3 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 923.21 per manifest/outturn.

**8.3.4 The responsible parties for the late order fee is stipulated in Section 8.1. Cargo Dues Orders (Page 48) and Responsible Party (Page 52).**

**8.4 AMENDING ORDERS**

1. Cargo dues 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. Regarding amendments within the timeframe: Transshipment to import orders where originally correctly passed but nature of order changed or prescription of time frame of transshipment is met, amendment fee is charged and late order fees are applicable when the amendment to import is made after the 90 days, applicable to the change in value of the nature of the order, if the amendment is made within the 90 days no late order fees will be applicable.
3. The first amendment made to a cargo dues order within 7 days of initial submission, including weekends and public holidays, and which does not impact on the value of the initial invoice, will not attract an amending/cancelling fee.
4. After seven (7) days, an amending fee of R384.63 will be charged per order.

**8.5 CANCELLING ORDERS**

Cancellation fees will be applicable to all orders being cancelled. The account number appearing on the cargo dues order will be debited accordingly ..... R384.63.

Tariffs subject to VAT at 15%: Tariffs in South African Rand

**8.6 TERMINAL OUTTURN REPORT**

Outturn reports are required on a per vessel basis, per container operator, per sales office and sales group from all terminals at the respective ports, within 5 days after the vessel departure.

All terminals to submit outturn reports via the electronic platforms.

**8.7 PORT REVENUE OFFICES**

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

Port of Port Elizabeth / Ngqura	Port of Durban	Port of Richards Bay
Ground Floor Customer Service Centre Port Admin Building Port of Port Elizabeth	1st Floor 45 Bay Terrace Point Port of Durban	Ground Floor Venture Road Bayvue Centre Port of Richards Bay
Port of Cape Town	Port of East London	Port of Saldanha
1st Floor Corporate Services Building Port of Cape Town	Port Admin Building Hely Hutchinson Road Quigney Port of East London	Bayvue Centre Marine Drive Port of Saldanha
Port of Mossel Bay		
Port Admin Building 55 Bland Street Port of Mossel Bay		

