

HARBOUR MASTER'S WRITTEN INSTRUCTIONS, 2007

Issued in terms of the National Ports Act No. 12 of 2005, Section (74)(3)

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HARBOUR MASTER'S WRITTEN INSTRUCTIONS FOR THE HANDLING OF BULK FLAMMABLE LIQUIDS

These written instructions are issued by the Harbour Master in terms of rule 110(1)(a) of the Port Rules, which are issued in terms of section 80(2) of the National Ports Act, and section 74(3) of that Act.

1. Purpose of these instructions

The purpose of these written instructions is to ensure safety, security, efficiency, good order and the protection of the environment.

2. Application of these instructions

In addition to the Port Rules, these written instructions apply at a port to *tankers* that are conveying, discharging or shipping *flammable liquids* in bulk or during bunkering operations.

3. Interpretation

- (1) In these instructions, unless the context indicates otherwise —
- (a) "*cargo deck*" means the deck of the *tanker* on which openings to oil are situated;
 - (b) "*certified chemist*" means a person who holds a B. Sc degree in chemistry or a recognised equivalent certificate, or who has successfully completed a specialised course in Chemical Tanker or Oil Tanker Safety Training Program in accordance with the South African Code of Maritime Qualifications published by *SAMSA*, and who has at least two years laboratory experience and specialised training in the testing of atmospheres in vessels;
 - (c) "*flammable liquids*" means a liquid, or mixture of liquids, or liquids containing solids in solution or suspension (except substances otherwise classified on account of their dangerous characteristics), which give off a flammable vapour at or below 61 degrees Celsius closed-cup test (corresponding to 65.6 degrees Celsius open-cup test), normally referred to as the "flashpoint". This includes liquids offered for transport at temperatures at or above their flashpoint, and, substances transported or offered for transport at elevated temperatures in a liquid state, which give off a flammable vapour at temperatures equal to or below the maximum transport temperature;
 - (d) "*flammable liquid in bulk*" means any flammable liquid conveyed otherwise than in containers;
 - (e) "*flash point*" means the lowest temperature at which the application of a flame causes the vapour above a liquid to ignite when the product is heated under prescribed conditions, in a closed container;
 - (f) "*gas free*" means that the tank, compartment or container has sufficient fresh air introduced into it in order to lower the level of any flammable, toxic or inert gas to that required for any purpose;
 - (g) "*industry guidelines*" means the industry reference works referred to in rule 41(1), as amended from time to time.

- (h) "**Prohibited area**" means any area declared as a *prohibited area* by the Authority and includes the entire water surface within 30 metres of the *tanker*;
- (i) "**tank**" means any hold, tank, compartment, pipeline (whether ashore or afloat), or any enclosed place, which contains or has contained any *flammable liquid in bulk*, or any sludge, deposit or residue from the flammable liquid or bulk;
- (j) "**Tanker**" means a vessel designed to carry liquid cargo in bulk, including a combination carrier being used for this purpose.
- (k) "**Vapour pressure**" means the absolute pressure of a liquid exerted by the gas produced by evaporation from the liquid when gas and liquid are in equilibrium at the prevailing temperature and the gas or liquid ratio is effectively zero.

4. Industry guidelines

- (1) All persons involved in the handling of bulk flammable liquids must comply with the standards, procedures, practices and requirements set out in the *industry guidelines*, as amended from time to time, including:
 - (a) The International Safety Guide for Oil Tankers and Terminals (presently in its fifth edition);
 - (b) Marine Terminals Baseline Criteria and Assessment Questionnaire;
 - (c) Liquefied Gas Handling Principles on Ships and in Terminals;
 - (d) Ship/Shore Interface Safe Working Practice for LPG and Liquefied Chemical Gas Cargoes;
 - (e) Guidelines for the Handling, Storage, Inspection and testing of Hoses in the Field;
 - (f) Chemical carriers entered into the CDI Scheme.
- (2) The Harbour Master may permit a vessel to follow a procedure or practice other than those required by the *industry guidelines* or these written instructions, if he or she is satisfied that the other procedure or practice is as safe as that required by the *industry guideline* or these written instructions and it is in the interests of security, good order, protection of the environment and the effective and efficient working of the port.
- (3) Contravention of a procedure or practice substituted pursuant to sub-rule (2) is deemed to constitute a contravention of the practice or procedure required by the *industry guidelines* or these written instructions.

5. Safety measures on berthing

- (4) The terminal operator in a port must on berthing cause a telephone and a VHF radio communication link to be established with port control.
- (5) A *tanker* must not lie within 30 meters of any other vessel except by express direction of the Harbour Master, but in case of transshipment this sub-rule may be departed from on the written authority of the Harbour Master.

6. *Tanker* moorings

- (1) All *tanker* moorings must be capable of being readily cut or slipped from both the *tanker* and the shore in case there is an emergency.
- (2) Wire towing pendants must be rigged at all times while the *tanker* is in a port.
- (3) Wire towing pendants must be made fast to bitts and ranged out through bow and stern on a *tanker's* offshore side so that it is convenient to tugs.
- (4) If insulation is required between the *tanker* and pipelines, all moorings must be insulated with fibre tails for a distance of at least two metres. The fibre tails must be at least 25% stronger than the wire ropes to which they are attached.

7. Safety measures after berthing

- (1) The main engines, steering engine, or deck machinery of a *tanker* may not be immobilised, except with the permission of the Harbour Master.
- (2) A *tanker* must be sufficiently manned for the purposes of dealing with any situation that may detrimentally affect the safety, security, good order and the protection of the environment.
- (3) The terminal operator must ensure that fire-fighting personnel are in attendance at all times when a *tanker* is berthed in the port and is —
 - (a) loaded with flammable liquid having a flashpoint of less than 61 degrees Celsius; and
 - (b) in ballast, but is not gas-free.
- (4) The Harbour Master may order the removal of a *tanker* that has *flammable liquids* on board from the berth at which it is lying, if the Harbour Master is of the opinion that this is in the interests of safety.

8. Hoses

- (1) The hoses that are used must be sufficiently flexible to allow for any movement of the *tanker* whilst moored.
- (2) All connections must be properly and tightly made, with oil-tight gaskets and every bolthole in the flange being securely fastened.
- (3) In the event of any section of flexible hose showing signs of bulging or of percolation, the section in question must be replaced immediately.
- (4) The flexible hose must be supported and raised above the deck wharf level.
- (5) Drip pans must be placed under each joint where practicable and the flexible hose and drip pans must be kept under constant supervision at all times while pumping is in progress.

9. Safety measures during handling of cargo

- (1) No loading or discharge of *flammable liquids* after sunset may take place unless deck lighting is provided to the satisfaction of the Harbour Master.
- (2) Before any cargo handling operations commence, the master must —
 - (a) ensure that all scuppers are plugged effectively; and
 - (b) all sea valves and overboard discharges in the pump rooms and cofferdams are securely closed and remain closed and lashed during discharging or shipping operations.
- (3) A *tanker's* manifold valves and shore pipeline valves must be kept closed until —
 - (a) a hose connection has been made;
 - (b) the vessel's cargo valves have been set and outlet valves checked; and
 - (c) safety precautions have been complied with.
- (4) As soon as pumping has commenced and when full pressure has been reached, the *tanker's* officer on duty and the terminal operator must ensure that no oil or ballast is discharged into sea or onto the quayside.
- (5) In order to minimize the risk of spills, the pressure during pumping must be increased gradually and all flexible pipe joints must be carefully examined during this period.
- (6) The terminal operator must secure the *tank* immediately after all *flammable liquids* have been removed from that *tank*.
- (7) The lid of any tank may only be opened after it has been established that the *tank* is *gas-free*.

10. Conditions when pumping or ballasting may be stopped

- (1) The Harbour Master may order that pumping of *flammable liquids* or ballasting be stopped if —
 - (a) There is spillage of flammable liquid beyond a minor drip leakage;
 - (b) Anything occurs that necessitates repair to the plant, pipes, pumps or connections;
 - (c) If there is a failure of lighting either on the *cargo deck* or on the wharf;
 - (d) An electric storm is approaching and during that storm;
 - (e) If there is any undue concentration of vapor being detected in the accommodation, engine room or pump room; or

- (f) Anything occurs or any condition is observed, which in the opinion of the Harbour Master, may not be conducive to the safe working of the *tanker* or may endanger the *tanker*, wharf or be threat to safety, security or protection of the environment.
- (2) If the Harbour Master orders that pumping be stopped, then pumping may only be resumed with the Harbour Master's permission and in accordance with the Harbour Master's safety precautions and directives.

11. Safety measures for the handling of stores and equipment

- (1) The handling of the stores and equipment of a *tanker* must be completed before any *tank* on the *tanker* is opened for any purpose whatsoever.
- (2) Stores for consumption on the voyage may be loaded during cargo handling operations only if they carried on board by hand or are placed aboard on the after-deck away from the discharge and the loading manifolds.

12. Repairs

- (1) A *tanker* that is conveying or has conveyed *flammable liquids* may not enter a repair quay unless it is certified *gas free* by a *certified chemist*.
- (2) A *tanker* that is conveying or has conveyed *flammable liquids* may not carry out any repairs while it is in a port, unless –
 - (a) a gas-free certificate for the vessel has been issued or all the tanks are inert;
 - (b) the Harbour Master has permitted the repairs; and
 - (c) the vessel abides by the Harbour Master's conditions that are determined in the interests of maintaining safety, security, good order and the protection of the environment.
- (3) The Harbour Master may direct that –
 - (a) a fresh gas-free certificate issued by a *certified chemist* be obtained daily before work is commenced or at any time if, in the opinion of the Harbour Master, this is in the interests of safety;
 - (b) work be suspended until a further gas-free certificate is obtained, if, during the course of the work, the Harbour Master is of the opinion that there is any risk of flammable vapour or a threat to safety.
- (4) The Harbour Master may permit minor repairs to be carried out on board a *tanker*, but may specify conditions for that work in the interests of safety, security, good order and the protection of the environment, including the following:
 - (a) a gas-free certificate must be obtained daily in respect of the tank, compartment or hold where the minor repairs are to be carried out and for each adjoining tank, compartment or hold.

- (b) a sign must be prominently displayed on each tank hatch on the *cargo deck* indicating the condition of that tank, namely "danger" or "gas-free", as the case may be.
 - (c) similar signs must be displayed at the entrance to any hold or compartment affected.
 - (d) "Danger" signs must have white letters on a red background.
 - (e) "Gas-free" signs must have black letters on a white background.
 - (f) any electrical equipment required to carry out repairs may be examined and approved by the Harbour Master, if the Harbour Master so directs.
- (5) Despite the provisions of this rule, repairs, other than minor routine maintenance, may be carried out in the engine room of a *tanker* if the Harbour Master has approved the repairs.
- (6) If a *tanker* is not gas-free, the Harbour Master may permit immobilisation at a berth outside the security area designated by the Harbour Master, but;
- (a) only before breaking cargo or after completion of discharging or ballasting; and
 - (b) when all openings, except the gas-line vent, are closed.
- (7) Until a *tank*, compartment or hold has been certified gas-free, no person may —
- (a) take into or within close proximity of the *tank*, compartment or hold anything that could cause ignition; or
 - (b) enter the *tank*, compartment or hold, unless the person is —
 - (i) provided with a suitable self-contained breathing apparatus consisting of a helmet or face-piece that has the necessary connections for the person to breath outside air;
 - (ii) wearing a safety belt connected to a lifeline that is tended by two persons; and
 - (iii) kept in sight at all times by one of the attending persons.
- (8) No portable electronic device or any device that is capable of emitting or causing a spark that has not been certified intrinsically safe by a recognized testing authority may be used in any *prohibited area*.
- (9) No person may enter, remain in or leave a *prohibited area* at a *tanker* berth without a permit issued by the Harbour Master.
- (10) When cargo is being handled or ballast taken on board, all *cargo deck* doors and ports as well as all upper deck doors facing the *cargo deck* must be kept closed. These doors may only be opened for the purpose of entry and exit where this is essential to the working of the *tanker*.

13. General safety measures

- (1) A *tanker* within the port's limits may only open a *tank* after the *tanker* is either berthed or is at anchor for safety purposes.
- (2) During loading or ballasting of *tankers* excluding chemical parcel *tankers* operations the gases displaced must, as far as possible, be vented up the mast or wherever the extremity of the gas line is placed.
- (3) *Flammable liquids* in bulk may be handled only at the places provided for that purpose at the port and as directed by the Harbour Master.
- (4) No flammable liquid of any description and no water that is contaminated with oil or flammable liquid may be discharged, or allowed to escape, into a port.
- (5) The master of a *tanker* may not discharge clean ballast into a port before back loading without the permission of the Harbour Master.
- (6) No work of any description that might cause a fire may be performed on a *tanker* or within a *prohibited area* except with the permission of the Harbour Master.

HARBOUR MASTER'S WRITTEN INSTRUCTIONS FOR THE HANDLING OF FLAMMABLE LIQUID CONTAINERS

These written instructions are issued by the Harbour Master in terms of rule 110(1)(b) the Port Rules, which are issued in terms of section 80(2) of the National Ports Act, and section 74(3) of that Act.

1. Purpose of these instructions

The purpose of these written instructions is to ensure safety, security, efficiency, good order and the protection of the environment.

2. Application of these instructions

In addition to the Port Rules, these written instructions apply at a port to vessels conveying, shipping or discharging containers that hold or held *flammable liquids*.

3. Interpretation

(1) For the purposes of these instructions —

- (a) "***Certified chemist***" means a person who holds a B. Sc degree in chemistry or a recognised equivalent certificate, or who has successfully completed a specialised course in Chemical Tanker or Oil Tanker Safety Training Program in accordance with the South African Code of Maritime Qualifications published by *SAMSA*, and who has at least two years laboratory experience and specialised training in the testing of atmospheres in vessels;
- (b) "***Empty container***" means a container that has contained flammable liquid having a *flash point* not exceeding 61 degrees Celsius;
- (c) "***Flammable liquids***" means a liquid, or mixture of liquids, or liquids containing solids in solution or suspension (except substances otherwise classified on account of their dangerous characteristics), which give off a flammable vapour at or below 61 degrees Celsius closed-cup test (corresponding to 65.6 degrees Celsius open-cup test), normally referred to as the "flashpoint". This includes liquids offered for transport at temperatures at or above their flashpoint, and, substances transported or offered for transport at elevated temperatures in a liquid state, which give off a flammable vapour at temperatures equal to or below the maximum transport temperature;
- (d) "***Flash point***" means the lowest temperature at which the application of a flame causes the vapour above a liquid to ignite when the product is heated under prescribed conditions, in a closed container;
- (e) "***Gas free***" means that the tank, compartment or container has sufficient fresh air introduced into it in order to lower the level of any flammable, toxic or inert gas to that required for any purpose;

- (f) "**Prohibited area**" means that area on the wharf adjacent to the vessel conveying, discharging, or shipping *flammable liquids* in containers, demarcated as a *prohibited area* by means of a fence or barricade or ropes and notice boards.

4. Notices of prohibited areas

During shipping and discharging operations of containers carrying or having carried *flammable liquids*, the Harbour Master may require that the wharf area be barricaded off and one or more notice boards bearing the words "**NO SMOKING**" and "**PROHIBITED AREA**" be displayed conspicuously.

5. Loading and discharging of flammable liquid containers

- (1) Containers with *flammable liquids* and *empty containers* that had *flammable liquids* in them must be discharged directly into trucks or semi-trailers or loaded directly from trucks and semi-trailers into the vessel.
- (2) Despite sub-rule (1), if the Harbour Master is of the opinion that this is not practicable, the containers may be stacked in an open space that has been demarcated for this purpose.
- (3) A flammable gas intensity detector must be provided by the vessel and retained in the custody of a fire fighter contracted by the vessel, who must, before the handling of cargo and at half-hourly intervals during handling, conduct tests in the hold of the vessel to establish whether any dangerous concentration of gas exists.
- (4) In the event of a dangerous concentration of gas being detected —
 - (a) all operations must cease and the hold must be evacuated and ventilated; and
 - (b) normal operations may not be recommenced without the hold being certified *gas-free*.
- (5) Flammable liquid containers and *empty containers* that had flammable liquid in them may not be handled during electrical storms.
- (6) *Flammable liquids* in containers may not be discharged or shipped unless the containers are certified ISO containers.
- (7) Damaged containers may only be discharged with the approval of the Harbour Master and subject to the conditions that he or she may impose in the interests of safety, security, good order and the protection of the environment.
- (8) No quantity of *flammable liquids* in excess of 25 kilolitres may be stacked within a port except with the permission of the Harbour Master and subject to the conditions that he or she may impose in the interests of safety, security, good order and the protection of the environment.
- (9) No repair work within the hold, or on adjacent decks, or within adjacent compartments, may be carried out except with the permission of the Harbour Master and subject to the conditions that he or she may impose in the interests of safety, security, good order and the protection of the environment.

6. Stowing of flammable liquids

- (1) When *flammable liquids* in transit are stowed in a hold that is not opened or stowed on deck, precautionary measures must be taken as may be required by the Harbour Master in the interests of safety, security, good order and the protection of the environment.

- (2) If *flammable liquids* in transit are stowed in a hold which is being worked for other cargo, no person may smoke or carry out any repair work in that hold, and sufficient fire fighters, equipped with a flammable gas-intensity gas detector, must be in attendance while the hold is being worked.



B-BBEE Verification Certificate

Bidders are to note the requirements for B-BBEE compliance as required by Clause 26 of Part I (General Requirements, Rules and Provisions) of this RFP and submit proof of their B-BBEE Contributor Status Level in the form of a B-BBEE verification certificate in order to obtain preference points for their B-BBEE status.

BUSINESS CASE GUIDELINES

Bidders will be required to submit a detailed business case including as a minimum the information listed below. The Business Case is mandatory and will contribute to the scoring as detailed in the RFP.

1) Executive Summary

2) Company Description

- Shareholding of entity
- B-BBEE Shareholding
- Advisors
- Products and services
- Long Term Aim of Business
- Objectives
- S.W.O.T. Analysis

3) Technical aspects

TECHNICAL CRITERIA	ITEM
Previous experience	<ul style="list-style-type: none"> • Number of years operating in the Liquid Bulk sector.
Throughput volumes	<ul style="list-style-type: none"> • Average throughput volumes over the past 3 years (kilo liters per annum)
Market analysis	<ul style="list-style-type: none"> • a clear statement of the vision, mission and strategic objectives of the Bidder; • value proposition of business,

	<ul style="list-style-type: none"> • identification of the status quo market and services at the Port; • identification of the potential market and segment analysis for the Facility; • a market strategy which includes a SWOT analysis; • economic spin-offs per market segment; • provide the short, medium and long term projection forecast; • provide the strategy for open access (Third Party access) • sustainability and growth assumptions of the Terminal; and • details of sources of information on all market information or analysis
Commercial and Operations Analysis	<ul style="list-style-type: none"> • Profitability and price forecast; • Liquid Bulk distribution plan between pipelines, and road linking to regional and hinterland destinations; • Competitor analysis;
Project schedule	<ul style="list-style-type: none"> • a project schedule, highlighting key sequential milestones and relevant timelines
Preliminary Design	<ul style="list-style-type: none"> • Terminal plan layout of the full site arrangement indicating

	<ul style="list-style-type: none"> ○ Safety infrastructure and equipment (including safety distances i.e. tank to tank spacing, tank to bund wall spacing, tank to road spacing) ○ Linkages to pipeline, and road for distribution ○ Other
<p>SHE Requirements</p>	<ul style="list-style-type: none"> • Environmental Management <ul style="list-style-type: none"> ○ ISO 14001:2004 Environmental Management System or the equivalent ○ A typical environmental risk assessment that is associated with the intended infrastructure and its operation. It should identify aspects and impacts and mitigation controls in respect thereof • Occupational Health & Safety <ul style="list-style-type: none"> ○ an Occupational Health and Safety policy that deals with the Bidder's commitment in their current business signed by a director of the Bidder or another properly delegated person ○ a valid letter of good standing from the Department of Labour or Federated Employers Mutual Assurance or equivalent. ○ the budgeted amount assigned to health and safety for the duration of the Project • Risk Management <ul style="list-style-type: none"> ○ a business continuity management plan from the Bidder's existing business aligned to a recognised

	<p>BCM system that will ensure that resilience is considered as part of the Bidders operations in order to mitigate potential business continuity risks to the Project</p> <ul style="list-style-type: none"> ○ a separate risk management plan aligned to a recognised written SHE management system which stipulates how the risks pertaining to construction, development and operational phases will be identified, assessed and managed by the Bidder <ul style="list-style-type: none"> ● Health and Safety Performance <ul style="list-style-type: none"> ○ Compliance Strategy / framework ○ Comprehensive Risk Assessment ○ Health and Safety policy document together with objectives and targets ○ The bidder must have an existing Safety Management System (SMS) Certificate which is certified by a recognised body or assurance audit
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4) Financial Aspects

FINANCIAL CRITERIA	ITEM
Profitability EBITDA	<ul style="list-style-type: none"> ● Profitability of the Bidder averaged over the past 3 (three) year period

Proposed funding model	<ul style="list-style-type: none"> • The Bidder must provide the proposed funding model that supports the business case and capital investment required • The source of the capital investment required must be explained in terms of the debt/equity structure
Past Experience in raising capital	<ul style="list-style-type: none"> • The details for each Member relating to its past experience (within the last 10 (ten) year period) of raising debt on a project finance and or corporate finance basis, which demonstrates an ability to: (i) provide equity; (ii) secure and structure such equity; and (iii) letters from the lenders or funders that provided the finance setting out their role and confirming the Member's past experience in raising the capital disclosed in response to the criterion
Operational Cost (projected)	<ul style="list-style-type: none"> • Maintenance Cost • Environmental Management Cost • Other Operating Costs
Operational Revenue (projected)	<ul style="list-style-type: none"> • Income generation information, providing revenue generation streams and indicating the cyclical nature of the business (both Qualitative and quantitative information) • Other revenue sources identified
Key Financial indicators (projected)	<ul style="list-style-type: none"> • Cash flow projections

	<ul style="list-style-type: none"> • Present value of future cash flow • Profit and lost accounts (projected) • Statement of financial position (projected) • Return on investment
<p>Key Financial Ratios (projected)</p>	<ul style="list-style-type: none"> • Current • Solvency

5) Marketing strategy for the Terminal

6) Appendices

CONCESSION FEE OFFER

NAME OF ENTITY: [insert name of Bidder]

We _____d

o hereby offer R_____ per square meter per month for _____ square meter of total available land of ...18 722 m ².

1. We agree that this rental offer is subject to acceptance by TNPA and is also subject to negotiation at the discretion of the TNPA.
2. The offered rental amount or if applicable, the negotiated and agreed upon rental amount will be incorporated in the Terminal Operator Agreement.

We also note the obligations as set out in the Terminal Operator Agreement.

SIGNATURE OF BIDDER

Topics

- **Tender Requirements**
- **Advertised Tenders**
- Register
- Sign in
- Registered user navigation
- View Tender Details
- Submit Intent to Bid
- My Intent Submissions
- Ask for Clarity / Submit query
- Submit Tender Bid documents

To access the Transnet E-Tenders Portal, enter the following URL in your browser: transnetetenders.azurewebsites.net

Tender Requirements

To become a Transnet supplier, please respond to the tender requirements as stipulated.

Ensure that all information is completed before submission with the requested documentation. Transnet will assess whether your business complies with certain preset standards which are required in order to supply certain items or services.

Publication of tender

When Transnet needs to procure goods, services or works, it does so through one of its procurement mechanisms, usually either an open tender process or a call for quotes. In addition to this website (Transnet SOC Ltd Tenders, Transnet Port Terminals RFQ/Tenders, Transnet Freight Rail Tenders), you can access National Treasury's eTender Publication portal:

www.etenders.gov.za or

<https://registers.cidb.org.za/PublicTenders/TenderSearch> for construction tenders.

Regarding quotations, Transnet will normally approach at least 3 suppliers to quote for requirements or publish the requirement on this website and the eTender Publication portal.

Transnet does not have its own database of prospective suppliers. It makes use of National Treasury's Central Supplier Database (CSD). In order to be eligible to participate in Transnet's procurement processes, your company must be registered on the CSD. The CSD can be accessed on <https://secure.csd.gov.za/>.

Tender submission

Tenders must be placed in the prescribed tender box, or submitted electronically where instructed, at or before the closing time on the closing date. Late tenders will not be accepted.

Tender documents need to indicate contact details of person(s) who can be contacted regarding any clarification required.

Fake and fraudulent tenders (RFPs) and requests for quotation (RFQs) scams

Prospective suppliers are warned that fraudulent Requests for Proposals and Quotations are sent to suppliers using the Transnet name and logo from time to time. Suppliers are advised to verify the authenticity of suspicious RFQs and orders by calling the respective Transnet Operating Division using the contact details listed below or on Transnet's website prior to responding to any RFQs or orders. Transnet will not be held liable for any delivery of goods for any fraudulent tenders or RFQs.

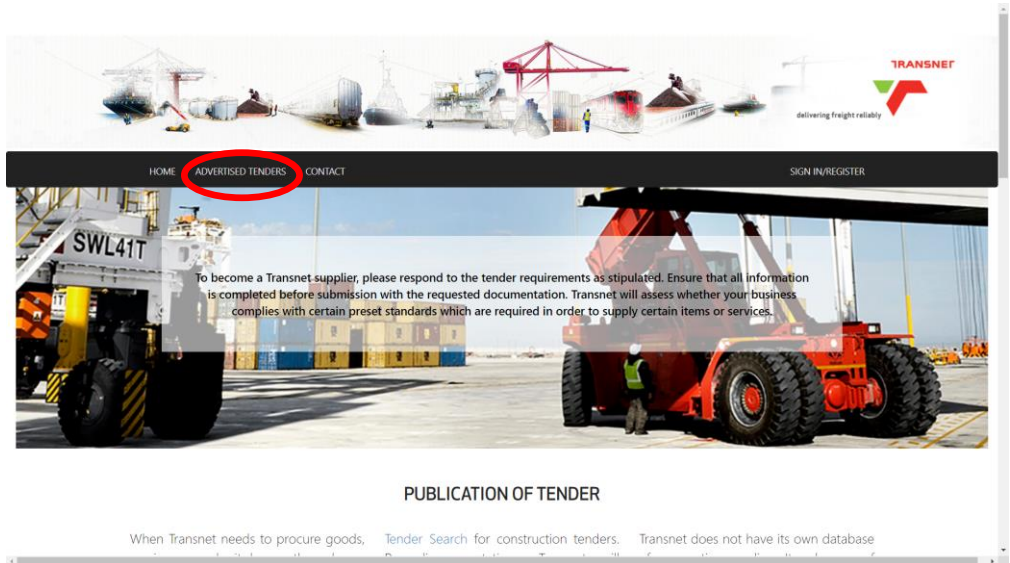
Division	Name	Email Id	Telephone No
TPT	Sindile Mxunyelwa	sindile.mxunyelwa@transnet.net	031 308 8389
TFR	Prudence Nkabinde	prudence.nkabinde@transnet.net	011 584 0821
TE	Nompilo Dlamini	tendercomplaints.transnetengineering@transnet.net	012 391 1374

eTender Links

- Transnet SOC Ltd Tenders
- Transnet Port Terminals RFQ/Tenders
- Transnet Freight Rail Tenders

Advertised Tenders

1. Click on the **ADVERTISED TENDERS** link to view all published tenders



NB: Do not wait for the last minute to register or to bid for a tender. Ensure you complete your process at least 1 day (24hours) before the closing date



Topics

- Tender Requirements
- **Advertised Tenders**
- Register
- Sign In
- Registered user navigation
- View Tender Details
- Submit Intent to Bid
- My Intent Submissions
- Ask for Clarity / Submit query
- Submit Tender Bid documents

2. On the list of advertised tenders, click on the **View Details** button to view tender information

Reference Number	Tender Name	Description	Briefing Session	Closing Date	Tender Status	
TE/2022/01/0012/RFQ	QA Public RFQ	APPOINTMENT OF PROFESSIONAL CONSULTANTS CORRIDOR 9 (REDAN TO UNION) SOUTH GAUTENG REGION FOR A PERIOD OF THREE (3) YEARS (FIXED TERM)		1/26/2022 12:00:00 AM	Open	View Details
TP/2022/01/0014/RFS	QA Public RFS	Tender for the repair and maintenance of swimming pools, and the supply, delivery, installation and commissioning of accessories: three-year period, as and when required		1/26/2022 8:00:00 AM	Open	View Details
TFR/2022/01/0012/RFI	QA Public RFI	SUPPLY AND DELIVERY OF RESEARCH / LABORATORY CONSUMABLES	1/26/2022 8:00:00 AM	1/26/2022 10:00:00 AM	Open	View Details
TCC/2022/01/0011/RFQ	QA RFQ for Performance Testing	QA RFQ for Performance Testing		12/31/2022 12:00:00 AM	Open	View Details
TPT/2022/01/17/RFP	QA RFQ for Performance Testing 2	QA RFQ for Performance Testing 2		12/31/2022 12:00:00 AM	Open	View Details

Showing 1 to 5 of 9 entries First Previous **1** 2 Next Last Activate

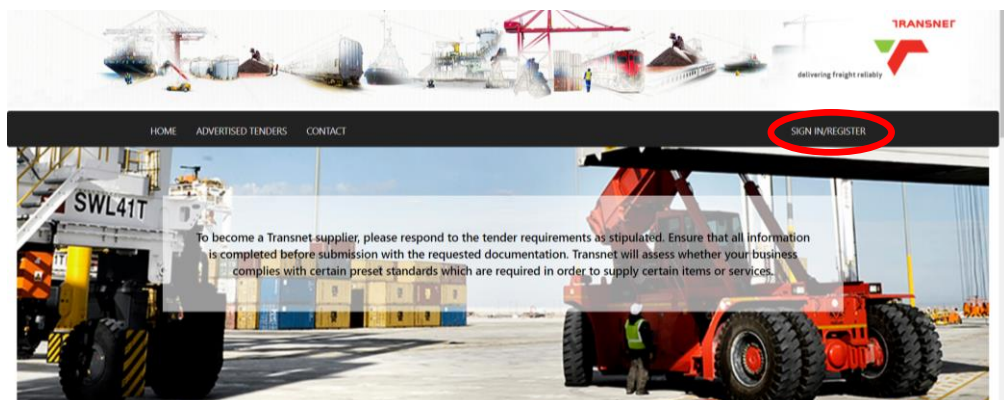
3. Click on the **Attachment** link to view documents attached to the tender

TRANSNET E-TENDERS

Tender Reference Number	T/89
Description	Cabling Tender
Tender Type	RFP
Contact Person	Kgotso Lesiba
Contact Person Email Address	KgotsoL@globalcomputing.co.za
Date Published	1/1/0001 12:00:00 AM
Closing Date	1/1/0001 12:00:00 AM
Briefing Date And Time	1/1/0001 12:00:00 AM
Briefing Details	TBA
Location Of Service	Transnet
Name Of Institution	TNPA
Tender Category	Services
Tender Status	Active
Tender Type	RFP
Attachments	test.pdf

Register

1. Click on the **SIGN IN/REGISTER** link on the Transnet E-Tenders landing page





Topics

- Tender Requirements
- Advertised Tenders
- **Register**
- Sign in
- Registered user navigation
- View Tender Details
- Submit Intent to Bid
- My Intent Submissions
- Ask for Clarity / Submit query
- Submit Tender Bid documents

2. Enter your email address and click on the **Send Verification Code** button.

A screenshot of a registration form with the following fields: Email Address, New Password, Confirm New Password, Given Name, Surname, Organization Name, and Organization Type (dropdown menu). A red circle highlights the 'Send verification code' button.

3. Enter the verification code received via the email address provided then click on the **Verify Code** button

A screenshot of a verification form with the following fields: Verification code (input box containing '731564'), New Password, Confirm New Password, Given Name, Organization Name, and Surname. A red circle highlights the 'Verify code' button.

4. Verification notification is displayed. Complete all other fields.

A screenshot showing a verification notification: 'E-mail address verified. You can now continue.' with the email 'dmkwilliams@gmail.com' below it. A red circle highlights the notification. Below is a 'Change e-mail' button and a registration form with fields: New Password, Confirm New Password, Given Name, Organization Name, Surname, Central Supplier Database Number, Company Registration Number, Country/Region (dropdown menu), and Secondary Email Address.

5. Click on the Create button

A screenshot of a registration form with the following fields: Test info, Country/Region (dropdown menu showing 'South Africa'), Test info, Test info, Test info, Test info, Test info, and a 'Create' button. A red circle highlights the 'Create' button.

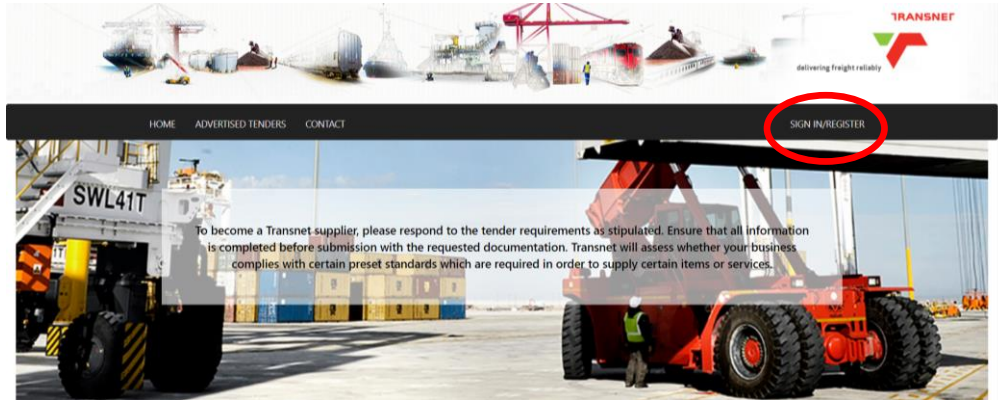


Topics

- Tender Requirements
- Advertised Tenders
- Register
- **Sign in**
- **Registered user navigation**
- View Tender Details
- Submit Intent to Bid
- My Intent Submissions
- Ask for Clarity / Submit query
- Submit Tender Bid documents

Sign In

1. Click on the **SIGN IN/REGISTER** link on the Transnet E-Tenders landing page



2. Type the email address you entered and the password you created during registration and click on the **Sign In** button

Sign in with your email address

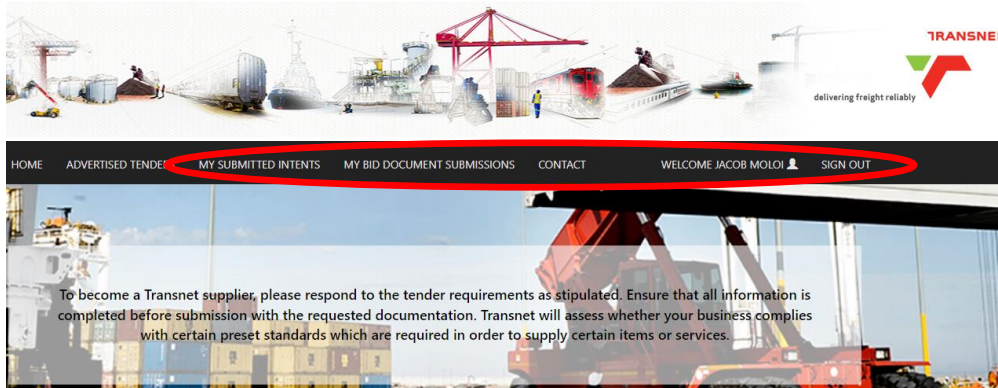
[Forgot your password?](#)

Don't have an account? [Sign up now](#)

Restricted tenders can only be accessed if you SIGN IN using the same email address that you were invited to. The tender will not be visible if you are using a different email address

Registered user navigation

1. Take note of the additional menu options available once you've registered. You are now able to Submit and intent by clicking on the **Advertised Tenders** menu option to view published tenders.





Topics

- Tender Requirements
- Advertised Tenders
- Register
- Sign in
- Registered user navigation
- **View Tender Details**
- **Submit Intent to Bid**
- My Intent Submissions
- Ask for Clarity / Submit query
- Submit Tender Bid documents

View Tender Details

1. Click on the **View Details** button to view tender information

Open Tenders Other Tenders

Show entries Search:

Reference Number	Tender Name	Description	Briefing Session	Closing Date	Tender Status	
TE/2022/01/0012/RFQ	QA Public RFQ	APPOINTMENT OF PROFESSIONAL CONSULTANTS CORRIDOR 9 (REDAN TO UNION) SOUTH GAUTENG REGION FOR A PERIOD OF THREE (3) YEARS (FIXED TERM)		1/26/2022 12:00:00 AM	Open	
TP/2022/01/0014/RFS	QA Public RFS	Tender for the repair and maintenance of swimming pools, and the supply, delivery, installation and commissioning of accessories: three-year period, as and when required		1/26/2022 8:00:00 AM	Open	
TFR/2022/01/0012/RFI	QA Public RFI	SUPPLY AND DELIVERY OF RESEARCH / LABORATORY CONSUMABLES	1/26/2022 8:00:00 AM	1/26/2022 10:00:00 AM	Open	
TCC/2022/01/0011/RFQ	QA RFQ for Performance	QA RFQ for Performance Testing		12/31/2022 12:00:00 AM	Open	

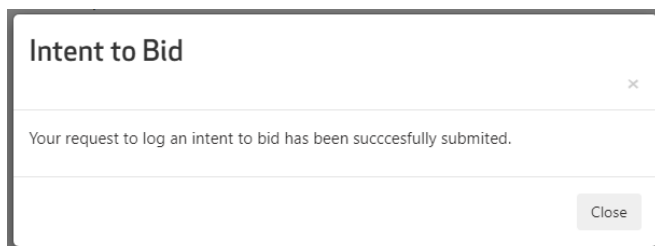
Submit Intent to Bid

1. As a registered user, more details about the tender will be available. From this page you are able to view all the attachments and **Log An Intent To Bid** by clicking on the slider button.

Tender Details

Tender Reference Number	TE/2022/01/0012/RFQ	Briefing Session	
Name Of Tender	QA Public RFQ	Closing Date	1/26/2022 12:00:00 AM
Description	APPOINTMENT OF PROFESSIONAL CONSULTANTS CORRIDOR 9 (REDAN TO UNION) SOUTH GAUTENG REGION FOR A PERIOD OF THREE (3) YEARS (FIXED TERM)	Attachments	<ul style="list-style-type: none">
Tender Type	RFQ	Log An Intent To Bid	<input checked="" type="checkbox"/> Activate V Go to Setting
Contact Person	Sonwabile Mtatyana Transnet Corporate Johannesburg		
Contact Person Email Address	Sonwabile.Mtatyana@transnet.net		
Date Published	1/19/2022 1:51:25 PM		
Closing Date	1/26/2022 12:00:00 AM		
Briefing Date And Time			
Briefing Details			
Location Of Service	Carlton Centre		
Name Of Institution	TE		
Tender Category	Goods		

2. A notification will be displayed informing you that your **intent has been successfully submitted.**



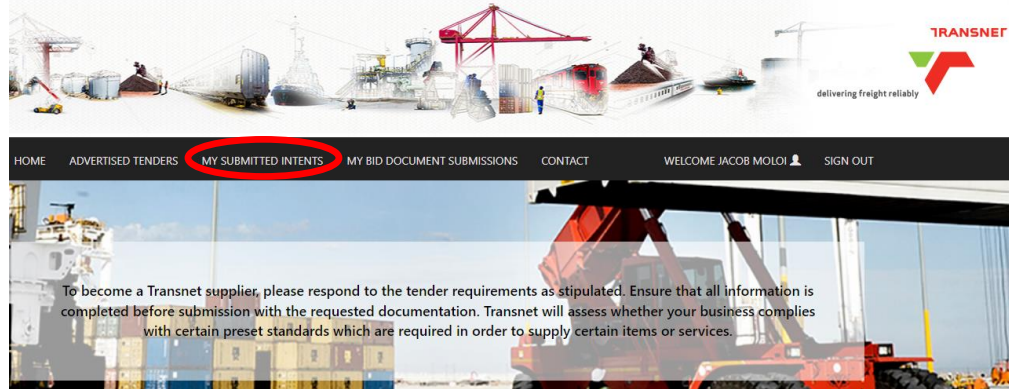


Topics

- Tender Requirements
- Advertised Tenders
- Register
- Sign in
- Registered user navigation
- View Tender Details
- Submit Intent to Bid
- **My Intent Submissions**
- Ask for Clarity / Submit query
- Submit Tender Bid documents

View Intent Submissions

1. On the landing page, click on the **My Submitted Intents** menu option.



2. From the list of submitted intents, click on the **View Details** button to view details about the item.

MY SUBMISSION INTENTS

Show entries Search:

Tender Reference Number	Name	Description Of Tender	Briefing Session Date	Closing Date	View Details
TCC/2021/12/0003/RFQ Non-Technical	Test Non Tech Tender QA At 12	Test Non Tech Tender QA At 12		12/23/2021 1:00:00 AM	View Details
TE/2021/12/0003/RFQ	test creation from app	tet		12/31/2021 12:00:00 PM	View Details
TE/2021/12/0004/RFQ	Test Approval Thulani	Test		12/10/2021 12:00:00 AM	View Details
TE/2022/01/0012/RFQ	QA Public RFQ	APPOINTMENT OF PROFESSIONAL CONSULTANTS CORRIDOR 9 (REDAN TO UNION) SOUTH GAUTENG REGION FOR A PERIOD OF THREE (3) YEARS (FIXED TERM)		1/26/2022 12:00:00 AM	View Details
TNPA/2021/12/0003/RFQ	Test Tender For Jacob	Test Tender For Jacob	12/6/2021 2:00:00 AM	12/8/2021 12:00:00 PM	View Details
TP/2021/12/0002/RFQ	QA Tender 10 - to be cancelled after it has been published	QA Tender 10 - to be cancelled after it has been published	12/7/2021 9:00:00 AM	12/28/2021 9:00:00 AM	View Details
TP/2021/12/0006/RFQ Non-Technical	App-Register new Non-Technical RFQ Tender with no briefing details-Mod	App-Register new Non-Technical RFQ Tender with no briefing details-Mod		1/20/2022 8:00:00 AM	View Details

3. Details and attachments can be viewed on this page. You can also **Ask for Clarity** (submit a query) from this page.

SUBMISSION INTENT DETAILS

Tender Summary
Ask For Clarity
 Submit Tender Documents

Briefing Session

Closing Date
1/26/2022 12:00:00 AM

Attachments

Excel File.xlsx

JPEG File.jpg

PDF File.pdf

QA Public RFQ
TE/2022/01/0012/RFQ

APPOINTMENT OF PROFESSIONAL CONSULTANTS CORRIDOR 9 (REDAN TO UNION) SOUTH GAUTENG REGION FOR A PERIOD OF THREE (3) YEARS (FIXED TERM)



Topics

- Tender Requirements
- Advertised Tenders
- Register
- Sign in
- Registered user navigation
- View Tender Details
- Submit Intent to Bid
- My Intent Submissions
- **Ask for Clarity / Submit query**
- Submit Tender Bid documents

Ask for Clarity (Submit Query)

1. On the Submission Intent Details page, click on the **Ask for Clarity** tab.

SUBMISSION INTENT DETAILS

- Under 'Submit Queries Below' type your questions in the fields.
2. Click on the **Delete (trash can)** button to delete a field (row)
 3. Click on the blue **Add (+)** button to add another field (row)
 4. Click on the **Submit All Questions** button.

SUBMISSION INTENT DETAILS

5. Under the 'Ask for Clarity' tab, you will also be able to view responses from Transnet.

6. At the bottom of the screen you can **add additional questions**

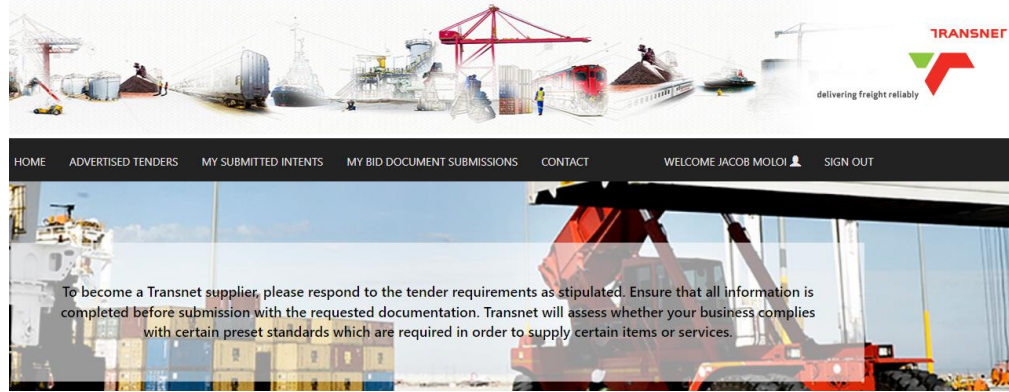


Topics

- Tender Requirements
- Advertised Tenders
- Register
- Sign in
- Registered user navigation
- View Tender Details
- Submit Intent to Bid
- My Intent Submissions
- Ask for Clarity / Submit query
- **Submit Tender Bid documents**

Submit Tender Bid Documents

1. Click the **My Submitted Intents** menu option.



2. From the list of submitted intents, click on the **View Details** button to view details about the item.

Show 10 entries Search:

Tender Reference Number	Name	Description Of Tender	Briefing Session Date	Closing Date	View Details
TCC/2021/12/0003/RFQ Non-Technical	Test Non Tech Tender QA At 12	Test Non Tech Tender QA At 12		12/23/2021 1:00:00 AM	View Details

3. Details and attachments can be viewed on this page. Click on the **Submit Tender Documents** link.



4. Click the **Choose Files** button and select the files to upload.
 5. Click on **Submit Bid**

QA Public RFQ
 Closing Date: 1/26/2022 12:00:00 AM
 TE/2022/01/0012/RFQ

APPOINTMENT OF PROFESSIONAL CONSULTANTS CORRIDOR 9 (REDAN TO UNION) SOUTH GAUTENG REGION FOR A PERIOD OF THREE (3) YEARS (FIXED TERM)

⚠ Duplicate documents are not permitted

Mandatory Essential Non Essential Other

Uploaded Documents: No files uploaded.

Drag & drop mandatory documents here

File Browser Select File: [Choose Files](#) No file chosen

Upload Mandatory Documents

The system allows you to upload 30MB per file, you can upload multiple files. Ensure that your internet connection and speed is stable

Terms of Use
 Information provided by the bidder through this portal constitute a binding bid submission/response and a commitment to deliver Transnet requirements. Kindly note that the system automatically ranks the outcome of the evaluation of price and BBBEE scoring based on the information provided. Pricing and BBBEE information provided is the responsibility of the bidder to ensure correctness and Transnet will only consider your latest submission made before the closing date.

Tariff Book

April 2024 to March 2025

TRANSNET



national ports
authority



Picture: Port of Cape Town

Annexure FF

TRANSNET NATIONAL PORTS AUTHORITY

PORT TARIFFS

Twenty Third Edition

1 April 2024

Issued by:

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

ISBN 978-0-620-56322-2

**The tariff book is available on the
Internet Website Address:**

www.transnetnationalportsauthority.net

DISCLAIMER

Transnet National Ports Authority can not assure that the Tariff Book is free of errors and will therefore not be liable for any loss or damages arising from such errors.

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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.

“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 outside SA ports.

“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

1.1 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.

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.....24.64

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.....117.08

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:

- South African Police Services (SAPS) and South African National Defence Force (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.

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.

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 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.

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.....0.54

Payable per GT per port call at the ports of Durban and Saldanha Bay.....0.65

Minimum fee.....235.52

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).

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

00:01 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.

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.

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)	30 960.46	18 608.61	8 970.00	6 342.39	9 673.57	6 547.45
Basic Fee						
Per 100 tons or part thereof	10.93	9.72	14.33	10.20	13.66	10.49

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.....886.20

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.....1 410.80

Fees for surveying/examination of life saving appliances, Per service.....615.66

3.5 PILOTAGE EXEMPTION CERTIFICATE

Vessels up to and including 30 metres in length overall

Per metre or part thereof.....138.77

Minimum.....1 387.74

Vessels over 30 metres up to 50 metres in length overall.....4 163.85

plus

per metre or part thereof over 30 metres.....208.23

Vessels over 50 metres up to 70 metres in length overall.....8 327.68

plus

per metre or part thereof over 50 metres.....277.62

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.

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
2 000—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	7 001.67	8 140.00	5 622.16	7 206.98	6 316.53	5 411.47	9 038.42
2 001 to 10 000	13 020.67	12 633.99	8 152.14	11 168.45	8 152.14	7 898.57	15 378.78
Plus Per 100 tons or part thereof above 2 000	275.32	268.99	200.97	237.53	173.37	194.63	327.43
10 000 to 50 000	39 999.88	38 494.51	27 956.91	32 257.98	25 806.37	27 741.85	47 311.70
Plus Per 100 tons or part thereof above 10 000	101.08	84.95	66.67	73.10	60.21	64.52	103.23
50 001 to 100 000	79 999.76	73 118.07	55 913.82	64 515.95	n/a	53 978.33	90 322.33
Plus Per 100 tons or part thereof above 50 000	30.11	32.24	25.80	21.50	n/a	47.32	27.97
Above 100 000	103 999.70	93 548.13	n/a	82 542.46	n/a	79 569.67	111 827.63
Plus Per 100 tons or part thereof above 100 000	21.50	23.65	n/a	21.50	n/a	38.71	47.32

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).....8 050.76
- Port of Saldanha.....10 152.19

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 thereof16 098.29

Maximum.....128 786.47

Following 12 hours up to 24 hours per tug per hour or part thereof.....10 735.34

Maximum for 24 hours.....225 442.89

Thereafter, per tug per hour or part thereof.....8 050.76

At the Port of Saldanha

First 12 hours, per tug per hour or part thereof	20 304.33
Maximum.....	162 444.27
Following 12 hours up to 24 hours per hour or part thereof.....	13 537.32
Maximum for 24 hours.....	284 308.38
Thereafter, per tug per hour or part thereof.....	10 152.19

Mobilisation and demobilisation charge for floating cranes

Minimum fee per service at the Port of Durban.....	44 374.14
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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.....	19 017.50
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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.....	16 095.12
Port of Ngqura/Port Elizabeth.....	22 050.30
At the Port of Saldanha for services of a special nature.....	20 301.18

Fees for Small Tug/ Workboat per hour or part thereof

All Ports, except the Port of East London, Ngqura and Port Elizabeth.....	5 955.53
Port of East London.....	9 851.06
Port of Ngqura/Port Elizabeth.....	8 159.07

Fees for launch per hour or part thereof

All Ports, Large Launch.....	2 370.85
All Ports, Small Launch.....	1 659.57
Port of Ngqura/Port Elizabeth, Large Launch.....	3 248.01
Port of Ngqura/Port Elizabeth, Small Launch.....	2 273.62

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, 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	3 175.89	3 838.62	3 052.33	4 006.34	2 801.91
Plus Per 100 tons or part thereof	13.46	18.72	14.92	16.97	13.68

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 Liquefied Petroleum Gas vessels) at the Port of Mossel Bay and Port of Saldanha Bay, per hour or part thereof.....

.....	1 267.83
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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	2 266.73	2 370.84	2 085.59	1 654.56
If the service terminates or commences outside ordinary working hours, minimum	4 533.42	3 309.05	4 171.18	3 309.05

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	2 266.73	2 370.84	2 085.59	1 654.56
If the service terminates or commences outside ordinary working hours, minimum	4 533.42	4 741.69	4 171.18	3 309.05

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.....1 654.56

At the Port of Saldanha when remooring without tug/pilots occurs, the following fee per service is applicable4 739.14

3.10 HIRE OF MARINE EQUIPMENT/MARINE SERVICES

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

Passenger gangways.....	320.10
Mooring ropes at the Port of Saldanha.....	1 511.85

Each per hour or part thereof, if available

Punt hire per hour.....	146.27
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Forklifts at the Port of Mossel Bay per hour

3 ton Forklift.....	534.39
4 ton Forklift.....	595.25

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.

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.....	192.73
plus	
per 100 tons or part thereof per 24 hour period, a part of a 24 hour period being applied pro rata.....	57.79

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 fee470.98

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 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 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

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 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 payable 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.....	50.56
The following 17 600 tons (up to 35 300 tons.).....	33.45
The following 17 700 tons (up to 53 000 tons.).....	16.82
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.

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

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 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 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 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.....1.15

Statement of Facts for each voyage must be submitted to the Authority within 24 hours after vessel departs.

Fee for non submission of Statement of facts.....1 926.96

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

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.....47.00

Self-propelled boats.....78.41

Fishing vessels (however propelled) operating from the fishing harbour at the Port of Saldanha.....137.66

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

- For the first 10 metres.....189.37
- Thereafter.....378.68

Fishing vessels (however propelled), with steel constructed hulls

- For the first 10 metres.....382.31
- Thereafter.....764.52

Hulks

Hulks: per metre, per day calculated on the length.....9.19

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.....111.93

Other vessels of up to and including 6 metres in length overall.....223.88

Other vessels of over 6 metres in length overall.....447.71

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.....2.82

The following 90 days, per metre or part thereof of length overall, per day.....5.56

Thereafter, for the remaining period up to 12 months, per metre or part thereof of length overall, per day.....11.14

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.....33.45

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).....3 762.19

4.3.1.2 Fire tender turn-out fee — Light duty.....2 664.16

4.3.1.3 Hazmat (Chemical) vehicle turn-out — Heavy duty (7 000 kg).....3 762.19

4.3.1.4 Hazmat (Chemical) vehicle turn-out — Light duty.....2 664.16

4.3.1.5 Use of the fire tender, equipment and crew.
The fee is per half hour or part thereof.....1 881.06

(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.....1 881.06

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.....314.98

4.3.1.8 Fire fighter on standby duty at the incident including equipment —per half hour or part thereof.....314.98

4.3.1.9 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...500.44

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.....470.98

4.3.1.11 Use of additional chemical protection suits. Per suit — this is in addition to the chemical suit carried on the hazmat vehicle1 881.06

4.3.1.12 Use of fire extinguishers foam per litre.....94.24

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.....156.06

B: 9 Lt foam fire extinguisher.....188.37

C: 9 kg Dry powder fire extinguisher.....235.52

D: 5-7 kg Carbon Dioxide fire extinguisher.....376.80

4.3.1.14 Emergency support vehicle — R/km.....8.81

4.3.1.15 Tanker Fire Watch at the Port of Saldanha

12-36 Hours Tanker Fire Watch - Tug.....8 573.08

(Maximum fee).....384 692.90

12-48 Hours Tanker Fire Watch - Tug.....6 802.58

(Maximum fee).....464 270.97

4.3.2 FIRE PROTECTION

4.3.2.1 Vessel fire protection duties — fire fighter per hour or part thereof.....350.30

4.3.2.1.1 At the port of Durban — fire fighter (including security) per hour.....594.46

4.3.2.2 Cargo fire protection duties — fire fighter per hour.....350.30

4.3.2.2.1 At the port of Durban — fire fighter (including security) per hour.....594.46

4.3.2.3 “Hotwork” fire safety inspection service.....376.80

4.3.3 FIRE AWARENESS TRAINING (MEALS EXCLUDED)

4.3.3.1 Fire induction course per person per day (1 day).....1 174.57

4.3.3.2 Hazmat awareness course per person (2 days).....2 352.07

4.3.3.3 Fire marshal course per person (1 day).....1 174.57

4.3.3.4 Fire team course per person (2 days).....2 352.07

4.3.3.5 Fire co-ordination course per person (3 days).....3 526.67

4.3.3.6 On site evacuation drills / simulations and feedback.....6 270.26

4.3.3.7 Hazmat training for drivers (2 days).....2 352.07

4.3.3.8 Fire risk assessment per day.....3 135.14

4.3.4 FIRE EQUIPMENT MAINTENANCE

4.3.4.1 Labour cost per hour.....	344.43
4.3.4.2 Service of CO2 fire extinguisher.....	173.68
4.3.4.3 Pressure test and recharge of CO2 fire extinguisher.....	376.80
4.3.4.4 Recharge of CO2 fire extinguisher.....	376.80
4.3.4.5 Service of 9 kg powder fire extinguisher.....	173.68
4.3.4.6 Pressure test and recharge of 9 kg powder fire extinguisher.....	406.28
4.3.4.7 Recharge of 9 kg powder fire extinguisher.....	376.80
4.3.4.8 Service of 9 Lt water fire extinguisher	173.68
4.3.4.9 Pressure test and recharge of 9 Lt water fire extinguisher.....	203.11
4.3.4.10 Recharge of 9 Lt water fire extinguisher.....	173.68
4.3.4.11 Service of 9 Lt foam fire extinguisher.....	173.68
4.3.4.12 Pressure test and recharge of 9 Lt foam fire extinguisher.....	220.76
4.3.4.13 Recharge of 9 Lt foam fire extinguisher.....	188.37
4.3.4.14 Service fire hose reel.....	108.92
4.3.4.15 Service and pressure test hose.....	173.68
4.3.4.16 Service mobile foam fire unit (>9 Lts capacity).....	173.68
4.3.4.17 Pressure test and recharge mobile foam fire unit.....	877.27
4.3.4.18 Recharge mobile foam fire unit (>9 Lts capacity).....	659.41
4.3.4.19 Service mobile powder fire unit.....	173.68
4.3.4.20 Pressure test and recharge mobile powder fire unit (>9 kg capacity).....	877.27
4.3.4.21 Recharge mobile powder fire unit (>9 kg capacity).....	659.41

4.3.5 FIRE EQUIPMENT HIRE

4.3.5.1 Training Facilities Hire per day (excluding fire equipment).....	5 487.25
4.3.5.2 Fire pump hire (per half hour).....	500.47
4.3.5.3 Ejector pump hire (per half hour).....	188.37
4.3.5.4 Fire hose hire (per half hour).....	47.11
4.3.5.5 Branch pipe and nozzle hire (per 8 hr day).....	47.11
4.3.5.6 Fire extinguisher hire (per 8 hr day).....	156.06
4.3.5.7 Fire tender and driver — social functions (per hour).....	3 762.19

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.....1 192.11

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.....1 030.12
- Oil spill emulsifier will be charged per litre on applicationOn application
- Fees for any tugs used in the combating operation will be raised separately.

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.....90.19

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.....95.07

Disembarkation per passenger.....95.07

Visiting passenger in transit per call.....95.07

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.....459.37

4.11.2 Split Account Fees

PRIOR to vessel sailing per party.....470.98

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

5.1 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

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.....22 576.31

Stevedore services licence fee.....22 576.31

Waste disposal services licence fee.....22 576.31

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 NATIONAL PORTS ACT, No. 12 of 2005:

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

Bunkering licence fee..... 22 576.31

Diving licence fee..... 22 576.31

Fire protection and fire equipment installation and maintenance licence fee.....22 576.31

Pest control licence fee.....22 576.31

Pollution control licence fee.....22 576.31

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

Vessel agent registration fee.....742.65

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.....328.69

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.....418.76

5.3. FEES PAYABLE FOR LICENCES FOR ENVIRONMENTAL COMPLIANCE

Hull Cleaning Permit Fee per annum18 959.00

SECTION 6

DRYDOCKS, FLOATING DOCKS, SYNCROLIFTS 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.....	56 222.56
Syncrolift.....	14 055.64

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

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.....56 222.56

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.....1 686.68

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.....2 158.96

Vessels from 1 001 up to 10 000 tons.....4 317.91

Vessels from 10 001 up to 20 000 tons.....8 635.78

Vessels from 20 001 up to 50 000 tons.....12 953.72

Vessels above 50 000 tons.....17 271.56

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.....17 282.81

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

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.....13 083.00

Syncrolift.....5 771.23

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.....13 083.00

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.

6.6 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 crantage and salt water during ordinary working hours are payable for the use of a repair facility:

Tons shall mean gross tonnage in cubic metres.

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

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	8 585.20 2.52	4 292.57 0.84
3 001 to 6 000 tons Plus per ton	11 300.73 2.88	5 650.38 0.94
6 001 up to 10 000 tons Plus per ton	19 846.56 3.53	9 923.28 1.39
10 001 to 30 000 tons Plus per ton	20 779.85 3.53	10 389.93 1.39
30 001 to 60 000 tons Plus per ton	43 308.22 3.53	21 654.14 1.20
60 001 to 80 000 Plus per ton	51 494.21 3.53	25 747.12 0.94

Above 80 000 tons, fees are available on application.

6.6.2 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	20 796.71 3.53	10 398.34 1.37
30 001 to 60 000 tons Plus per ton	43 308.22 3.53	21 654.14 1.20
60 001 up to 80 000 tons Plus per ton	51 494.21 3.53	25 747.12 0.93

Above 80 000 tons, fees are available on application.

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

6.6.3 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 2 000 tons Plus per ton	1 602.33 3.53	801.19 1.46
Vessel above 2 000 tons Plus per ton	2 108.35 3.53	1 054.16 1.46

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	48 570.64	20 389.12
Princess Elizabeth and Robinson drydocks	18 634.97	8 329.37
Floating docks	20 408.81	10 204.40
Syncrolift	6 625.83	2 206.74

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.

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.....2 156.13

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.....1 130.09

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	1 602.33 3.53	801.19 1.46
Vessels above 2 000 tons Plus per ton	2 108.35 3.53	878.49 1.46
Minimum fees	4 329.12	1 588.29

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.....1 265.00

6.8.2 Wharf cranes at the Port of Durban

Outside ordinary working hours only.....1 265.00

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.....1 265.00

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.

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.
- 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	30.56	30.56
Liquid bulk per kilolitre	22.83	22.83
Dry bulk per metric ton	6.84	6.84
Breakbulk empty returns per metric ton	4.55	4.55
Motor vehicles on own wheels per metre	163.87	64.65

7.1 BREAKBULK

Commodity	Imports	Exports
1. Alumina	30.56	27.33
2. Articles of cement / sand / stone	27.33	27.33
3. Bait	30.56	27.33
4. Bricks	30.56	27.33
5. Cement & clinker	27.33	5.46
6. Chrome ore	18.85	15.47
7. Citrus fruit	25.14	25.14
8. Clay	27.33	27.33
9. Coal	10.55	4.53
10. Fertilizers	26.76	19.13
11. Fish meal & products thereof	30.56	30.56
12. Fluorspar	27.33	27.33
13. Glass & glassware	30.56	17.17
14. Granite & products thereof	30.56	10.56
15. Gypsum & products thereof	27.33	27.33
16. Iron ore	27.33	27.33
17. Lead & products thereof	27.33	21.84
18. Lime & products thereof	27.33	27.33
19. Logs	30.56	7.31
20. Maize & products thereof	30.08	30.08
21. Manganese ore	19.13	19.13
22. Ores & minerals: Olivine	27.33	30.56
23. Ores & minerals: Other	27.33	27.33
24. Pig iron	27.33	14.55
25. Pitch pencil	27.33	25.53
26. Potash & products thereof	26.76	19.13
27. Salt	27.33	27.33
28. Scrap steel	9.08	9.08
29. Stainless steel (excluding pipes & tubes)	30.56	27.82
30. Steel pellets	10.02	10.02
31. Steel rebars / sheets / plates / angles	27.82	27.82
32. Steel: Cold rolled coils, galvanised, aluzinc coils	27.82	27.82
33. Steel: Hot rolled coils, slabs, billets	27.82	27.82
34. Timber & products thereof (excluding furniture)	30.56	20.01
35. Zinc & products thereof	27.33	27.33
36. Zircon	30.56	27.33

7.2 DRY BULK

Commodity	Imports	Exports
1. Agricultural products / seaweed	18.49	18.49
2. Alumina	18.49	18.49
3. Andalusite	18.49	13.51
4. Barley & products thereof	18.49	18.49
5. Cement & clinker	18.49	5.78
6. Chrome ore	18.49	6.95
7. Coal	11.70	5.96
8. Copper concentrates	18.49	18.49
9. Cotton seed & products thereof	18.49	18.49
10. Ferro alloys	18.49	18.49
11. Fertilizer & products thereof	18.49	18.49
12. Fluorspar & products thereof	18.49	18.49
13. Grain & products thereof	18.49	18.49
14. Gypsum & products thereof	18.49	18.49
15. Iron Ore	18.49	10.65
16. Iron Oxide (Hematite)	18.49	9.82
17. Lead & products thereof	18.49	18.49
18. Maize & products thereof	18.49	15.41
19. Malt & products thereof	18.49	18.49
20. Manganese ore	18.49	10.05
21. Ores & minerals: Magnetite	18.49	5.22
22. Ores & minerals: Silico Manganese	18.49	18.49
23. Petroleum Coke	18.49	18.49
24. Pig iron	18.49	15.41
25. Potash & products thereof	18.49	18.49
26. Rice & products thereof	18.49	18.49
27. Rockphosphate	11.00	11.00
28. Rutile	18.49	18.49
29. Salt	6.76	18.49
30. Soda ash	18.49	18.49
31. Steel: Steel pellets	10.61	7.74
32. Sugar	18.49	18.49
33. Sulphur	7.34	7.34
34. Timber products: Wood shavings, sawdust	18.49	8.09
35. Titanium slag	18.49	18.49
36. Vermiculite	18.49	18.49
37. Wheat & products thereof	18.49	18.49
38. Woodchips	18.49	8.09
39. Zinc & products thereof	18.49	18.49
40. Zircon	18.49	18.49

7.3 LIQUID BULK

Commodity	Imports	Exports
1. Ammonium & products thereof	27.98	27.98
2. Anhydrous ammonia	27.98	27.98
3. Animal / vegetable oils / fats & products thereof	35.89	35.89
4. Caustic soda	35.89	35.89
5. Crude & petroleum products	31.47	17.49
6. Molasses & products thereof	6.85	3.49
7. Phosphoric acid	35.89	35.89
8. Pitch pencil	14.69	35.89
9. Sunflower seed oil	35.89	35.89

7.4 CONTAINERS

The following fees will apply per container as specified:

	Imports	Exports
6m / 20' containers	1 817.91	399.79
12m / 40' , 13,7m/45' containers	3 635.80	799.57
Empty containers, all sizes	73.17	73.17

- 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.....	16.79
Breakbulk empty returns, per ton.....	4.55

Containerised

All cargo per leg inwards or outwards irrespective of contents, per container:	
6m / 20' containers.....	74.64
12m / 40' , 13,7m / 45' containers.....	149.26
Empty containers, all sizes.....	74.64

7.6 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 transshipped 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

7.7 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 transshipped from one vessel to another without touching a wharf or jetty; or
- Cargo/Empty containers landed in error or over carried 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.....	74.64
12m / 40’ , 13,7m / 45’ containers.....	149.26
Empty containers, all sizes.....	73.16
Other cargo, per ton per leg inwards or outwards	4.31

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

Bulk liquids not transshipped within 90 days of discharging vessel completes cargo working, shall for cargo dues purposes be regarded as cargo imported and exported.

First 100 000 tons (kilolitres), per ton (kilolitre), per consignment, **per leg inwards or outwards**.....4.31

Thereafter, per ton (kilolitre), per consignment, per leg inwards or outwards.....2.15

Perishable cargo and in bond cargo not transshipped 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.

7.8 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.....	336.53
Late, incomplete and non-submission of manifests and outturn reports per manifest/ outturn report.	
per manifest and outturn report.....	1 682.72
Cargo dues order framing fee per order.....	336.53

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.....	398.96
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Administrative fees

for photocopies per page.....	10.54
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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. Transhipments 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.

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 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

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.transnetnationalportsauthority.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.

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 respects of empties must be submitted within three (3) days after vessel departure.

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

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 break-bulk 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.

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. Refer below for late order application:

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

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 **R336.53** 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 682.72** 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 **R 336.53** will be charged per order.

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

8.5 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.

8.6. PORT REVENUE OFFICES

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

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 Durban	Port of Richards Bay Ground Floor Venture Road Bayvue Centre Port of Richards Bay
Port of Cape Town 1st Floor Corporate Services Building 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 Bay Port Admin Building 55 Bland Street Port of Mossel Bay		

Economic Development Plan by Bidder

(Detailed Plan to be developed by the bidder in line with this RFP)ECONOMIC

DEVELOPMENT PLAN

Transnet requires that all Respondents submit an **Economic Development Plan** demonstrating how they will discharge their commitments made in the Development Phase and Operational Phase Value Summary.

The Economic Development Plan is a detailed narrative document explaining the Respondent's Economic Development proposal as summarised in the Development Phase and Operational Phase Value Summary.

Respondents must compile the Economic Development plan, with an understanding of Economic Development as detailed and described in the Economic Development Guideline Document and further guided by the specific requirements mentioned below.

Important Notes for completion of Economic Development Plan:

- (i) Respondents are urged to pay careful attention to the compilation of the Economic Development Plan since it, together with the Development Phase and Operational Phase Value Summary, represents a binding commitment on the part of the successful Respondent.
- (ii) Respondents are required to address each of the categories under the detailed Economic Development Description as a minimum for submission. This is however not an exhaustive list and Respondents are not limited to these choices when compiling each section.
- (iii) Respondents must ensure that the Development Phase and Operational Phase Value Summary submission and the Economic Development Plan submission are accurately cross-referenced with each other.
- (iv) Respondents are requested to address each of the Economic Development aspects in no more than two (2) pages per category, to avoid lengthy submissions.
- (v) Respondents are required to provide an electronic copy [Economic Development] of the completed Development Phase and Operational Phase Value Summary and Economic Development Plan as part of their submissions.

Minimum Economic Development plan requirements

The Economic Development Plan should outline the type of activities you intend to embark upon should you be awarded the contract. This Economic Development Plan should also provide an

overview of what you intend to achieve, by when, and the mechanisms to be used to achieve those objectives.

Category	Description
Local Capability and Capacity Building in South Africa (existing industry)	Industrial capability building that focuses on value-added activities of the South African industry through manufacturing or service-related activities
New Skills development	Skills transfer & skills education which will occur as a result of the award of contract
Job Creation/Preservation	Number of jobs created or preserved resulting from the award of contract
Small Business Promotion	Encouragement for growth and the expansion of emerging local firms, through procurement and support mechanisms
Rural Integration and Regional Development	Incorporation of the use of rural labour and regional businesses which will contribute to NDP objectives

ECONOMIC DEVELOPMENT PLAN

1. Economic Development Executive Summary

.....
.....
.....

2. Economic Development plan per category:

2.1. Local Capability and capacity building in South Africa (Localisation)

2.2. New Skills development

2.3. Job Creation/preservation

2.4. Small Business Promotion

2.5. Rural / regional integration

Conclusion

.....

Certificate of Attendance of RFP Briefing

It is hereby certified that –

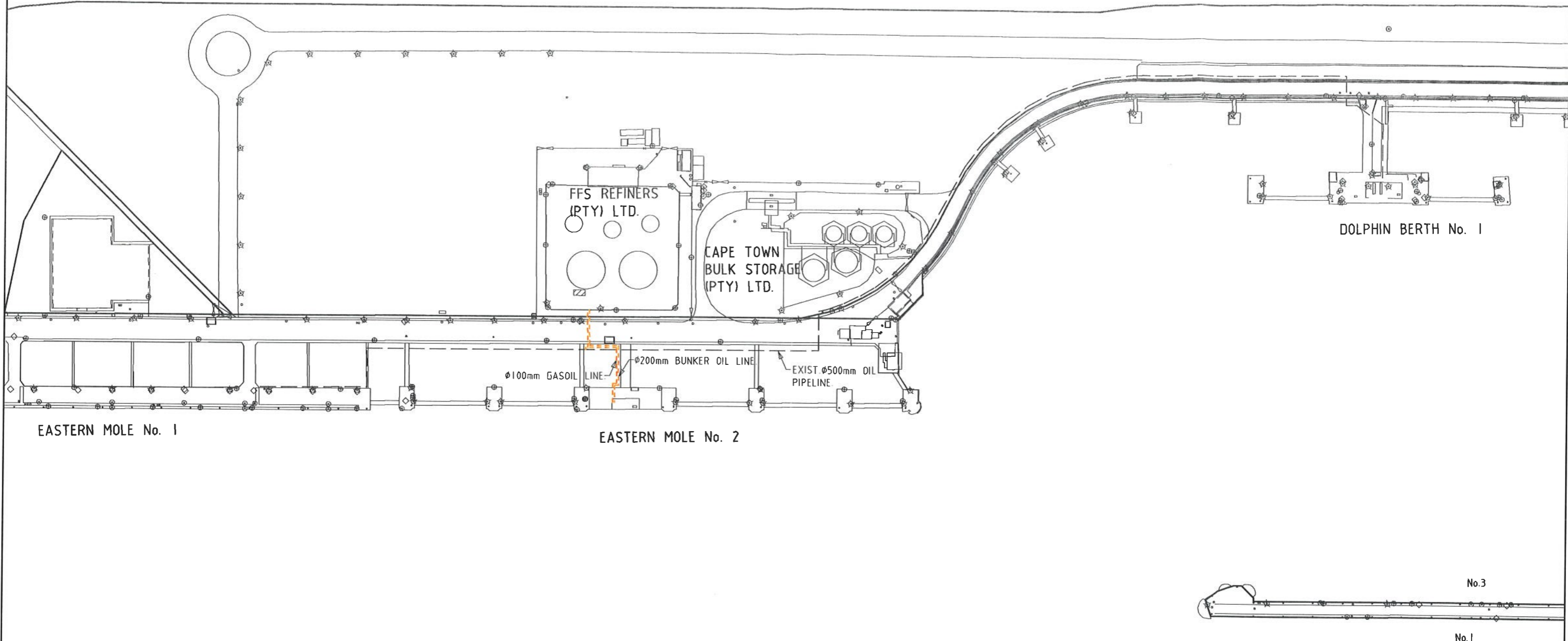
- 1. _____
- 2. _____
- 3. _____
- 4. _____

Representative(s) of _____ [name of entity]

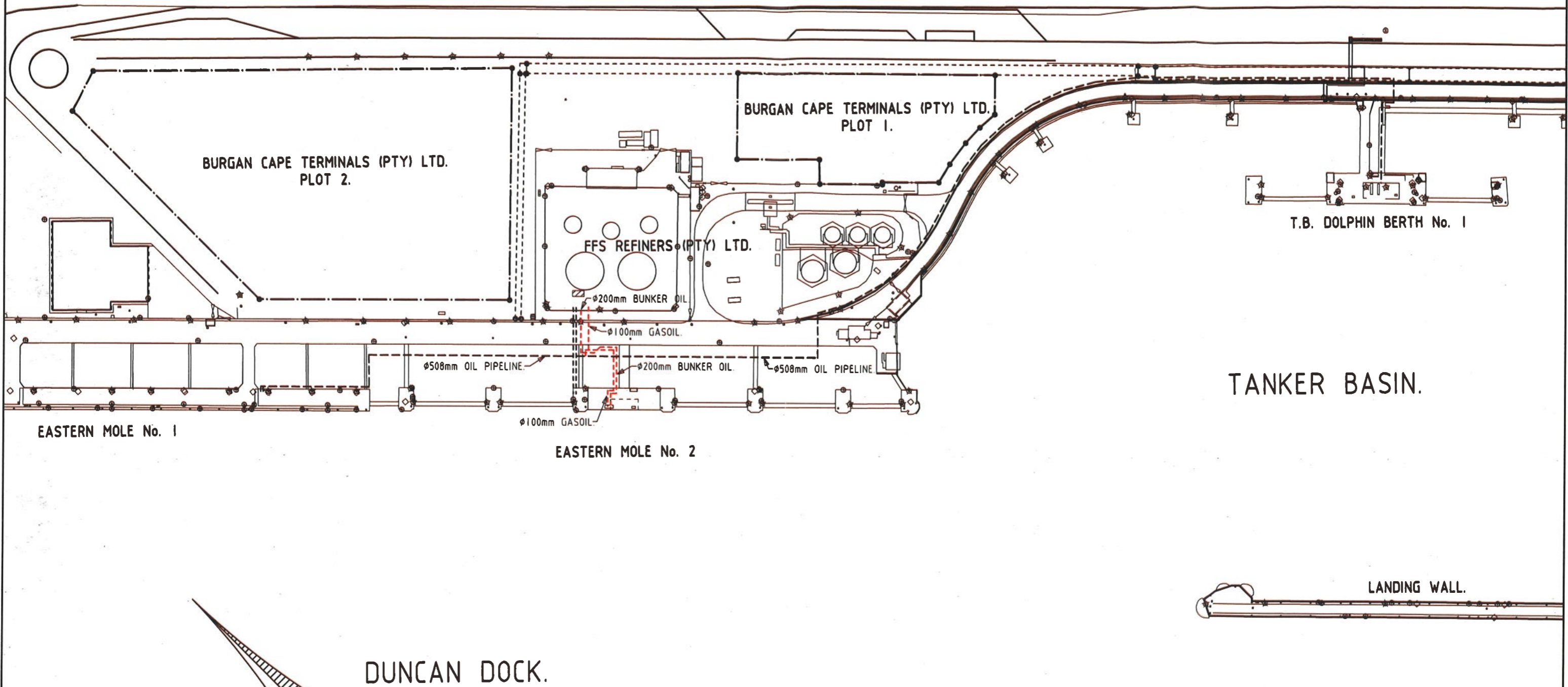
attended the RFP briefing session in respect of the advertised Liquid Bulk Terminal in the Port of Cape Town.

Name: _____


Entity Details: _____

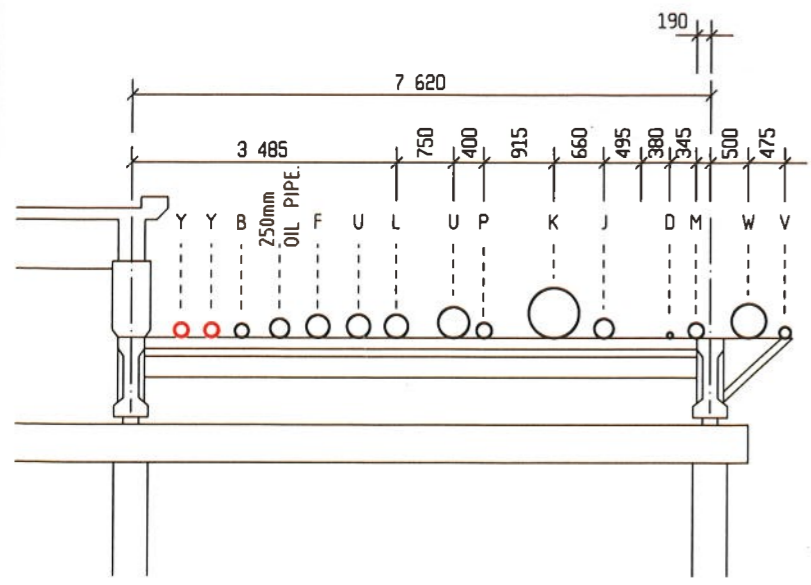
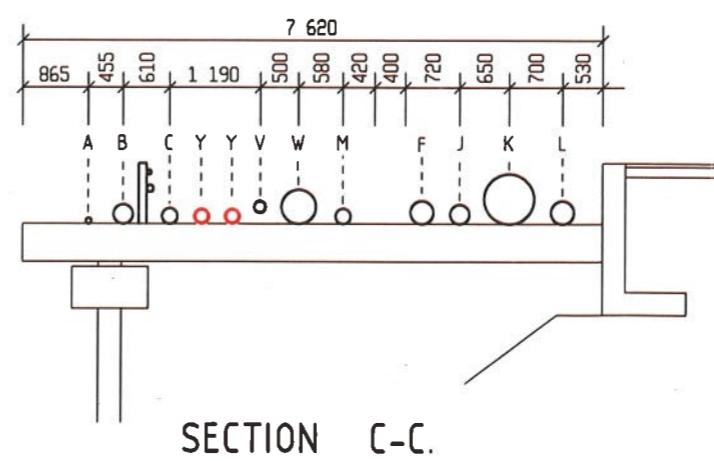
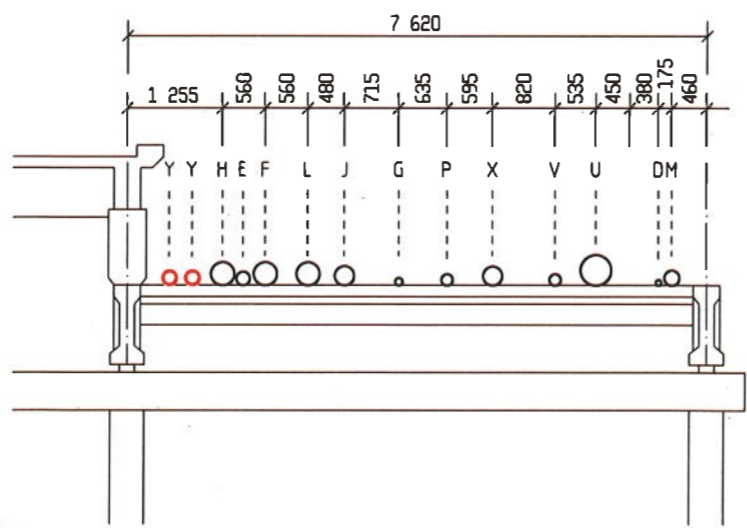
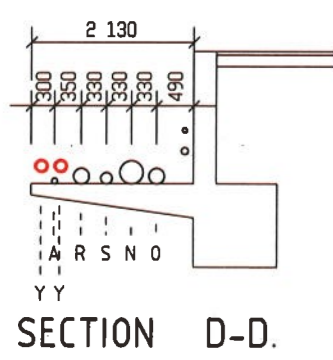
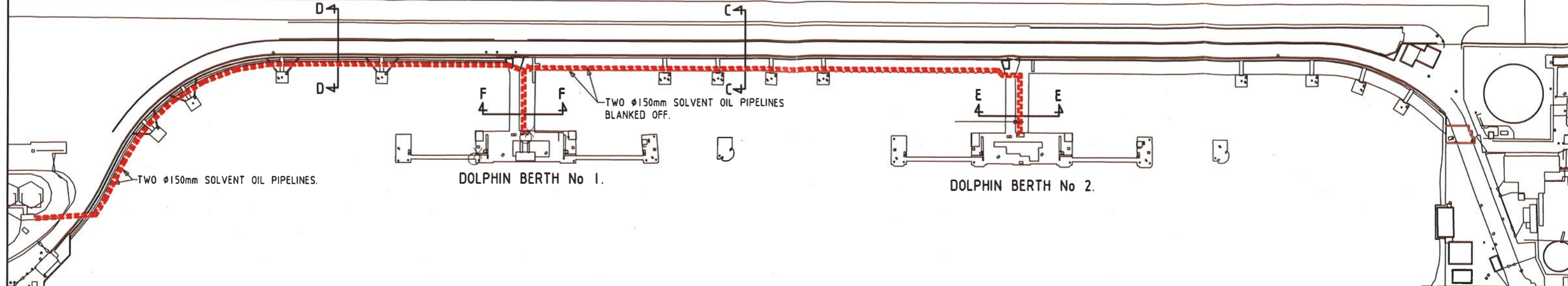


PORT OF CAPE TOWN		AGREEMENT PLAN	
EASTERN MOLE No.2. WAYLEAVE FOR TWO OIL PIPELINES IN FAVOUR OF FFS REFINERS (PTY) LTD.			
AREA =			
PORT ENGINEER DATE 16/04/2014	LESSEE DATE	TRANSNET SOC LIMITED Co Reg No 90/00900/30 DATE	 national ports authority No TBH 106 A5 - 2112 SCALE 1: 2000 AMENDMENT FILE HPM 2/06/30/4/19 DRAWN D J K CHECKED



AMEND.1 : 23/03/2017 : POSITIONS OF PIPELINES CORRECTED.

PORT OF CAPE TOWN		AGREEMENT PLAN	
EASTERN MOLE No.2. WAYLEAVE FOR A ϕ 200mm BUNKER OIL PIPELINE AND A ϕ 100mm GASOIL PIPELINE IN FAVOUR OF FFS REFINERS (PTY) LTD.			
LENGTH OF ϕ 200mm BUNKER OIL PIPELINE = 76m		LENGTH OF ϕ 100mm GASOIL PIPELINE = 72m	
PORT ENGINEER  DATE 24/08/2017	GRANTEE	TRANSNET SOC LTD Co. Reg. No. 90/000900/30	
No. TBH 106 A5 - 2112		SCALE 1: 2000	AMENDMENT 1
FILE HPM 2/06/30/4/19		DRAWN D. J. K. CHECKED	

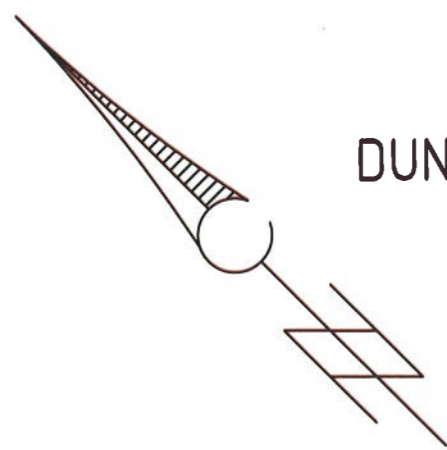
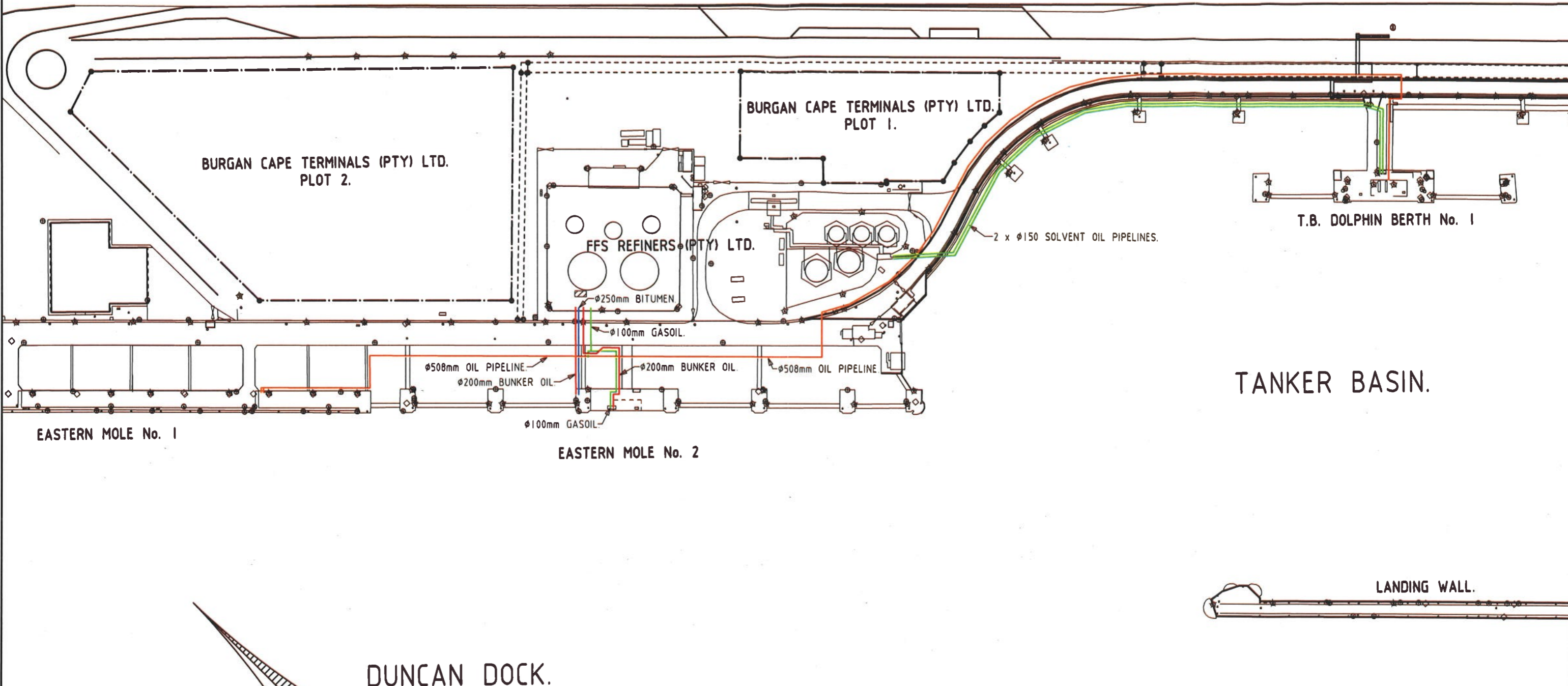


Mk	DIA.	TYPE OF PIPELINE	COMPANY	AGREEMENT PLAN
A	75	AIR		
B	255	SALT WATER		
C	205	FRESH WATER		
D	75	FRESH WATER		
E	150	SALT WATER		
F	305	WHITE OIL	B.P.	TBH 106 A5-2056
G	100	TEL / TML	CHEVRON	TBH 106 A5-2054
H	305	WHITE OIL	CHEVRON	TBH 106 A5-2053
J	255	FLUSHING OIL	CHEVRON	TBH 106 A5-2053
K	660	CRUDE OIL	CHEVRON	TBH 106 A5-2053
L	305	BALLAST WATER	CHEVRON	
M	200	CAUSTIC SODA	AECI	TBH 106 A5-2106
N	305	FUEL OIL	JOINT	TBH 106 A5-2055
O	205	MARINE DIESEL	JOINT	TBH 106 A5-2055
P	150	MARINE DIESEL	JOINT	TBH 106 A5-2055
R	205	SALT WATER		
S	150	FRESH WATER		
T	405	FUEL OIL	JOINT	TBH 106 A5-2055
U	405	FUEL OIL	JOINT	TBH 106 A5-2055
V	150	VEGETABLE OIL	GRINDROD	
W	450	MOLASSES	GRINDROD	
X	250	MOLASSES	GRINDROD	
Y	150	SOLVENT OIL	CTBS	TBH 106 S5-44

AMEND.1 : 23/03/2017 : NAME CHANGED FROM CAPE TOWN BULK STORAGE (PTY) LTD TO FFS REFINERS (PTY) LTD AND TRANSNET REGISTRATION NUMBER CORRECTED.

PORT OF CAPE TOWN		TANKER BASIN.		AGREEMENT PLAN	
WAYLEAVE FOR TWO ϕ 150mm SOLVENT OIL PIPELINES IN FAVOUR OF:					
FFS REFINERS (PTY) LTD.					
TOTAL LENGTH = 2 x 310m = 620m					
PORT ENGINEER DATE 24/03/2017		GRANTEE		TRANSNET SOC LTD Co. Reg. No. 90/000900/30 DATE	
No	TBH	106			
	A5 - 2113				
	SCALE	1: 2000	AMENDMENT	1	
FILE	HPM 2/06/30/4/20				
DRAWN	D. J. K.	CHECKED			





DUNCAN DOCK.

PORT OF CAPE TOWN		AGREEMENT PLAN
T.B. DOLPHIN No.1 TO EASTERN MOLE No.1.		
WAYLEAVES FOR OIL PIPELINES IN FAVOUR OF FFS REFINERS (PTY) LTD.		
SEE SUMMARY.		
PORT ENGINEER	GRANTEE	TRANSNET SOC LTD Co. Reg. No. 90/000900/30
DATE	DATE	DATE

No	TBH	106
	A5 - 2143	
SCALE	1: 2000	AMENDMENT
FILE		
DRAWN	D. J. K.	CHECKED

BURGAN CAPE TERMINALS (PTY) LTD.
PLOT 2.

BURGA

FFS REFINERS (PTY) LTD.

Ø250mm BITUMEN.

Ø100mm GASOIL.

Ø508mm OIL PIPELINE.

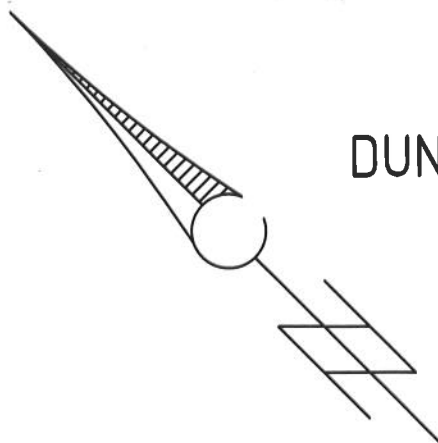
Ø200mm BUNKER OIL.

Ø200mm BUNKER OIL.

EASTERN MOLE No. 1

EASTERN MOLE No. 2

DUNCAN DOCK.



BURGAN CAPE TERMINALS (PTY) LTD

FFS REFINERS (PTY)

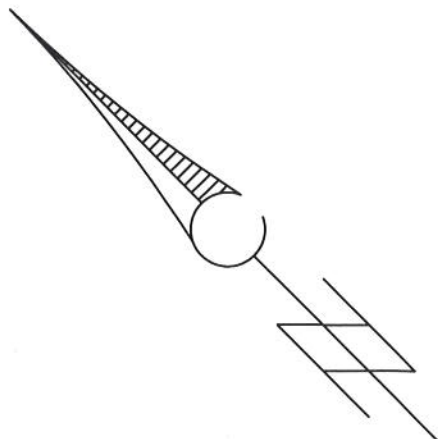
Ø200mm NB MGO PIPELINE

Ø200mm NB HFO PIPELINE

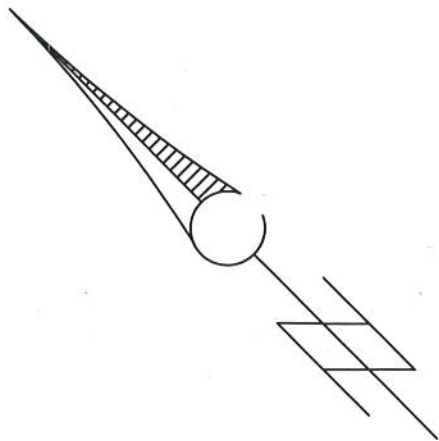
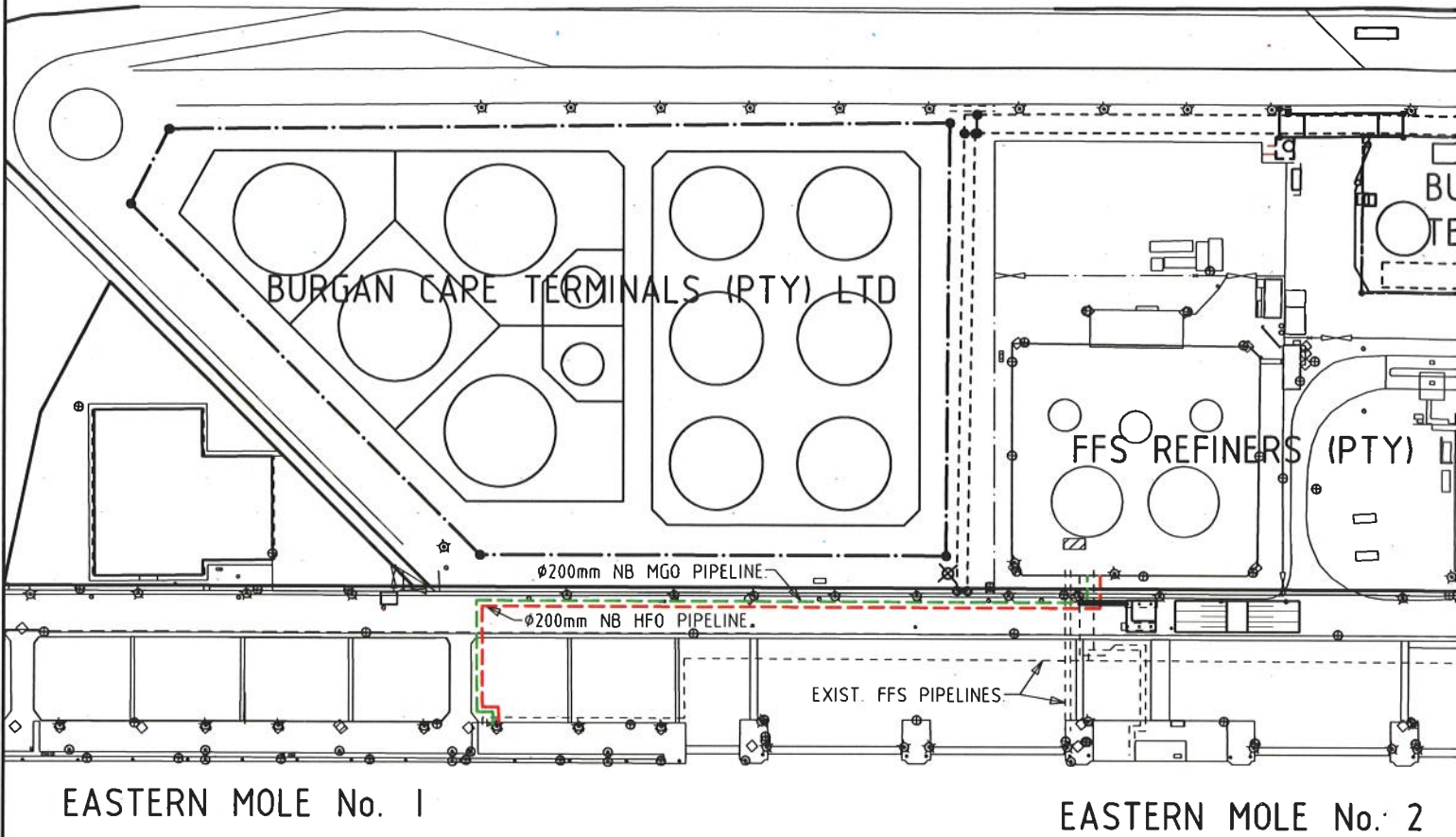
EXIST. FFS PIPELINES

EASTERN MOLE No. 1

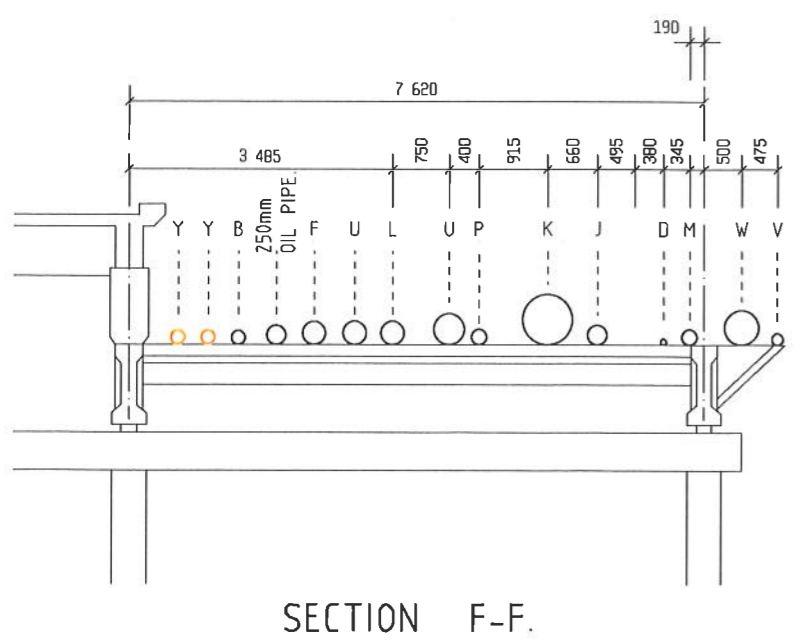
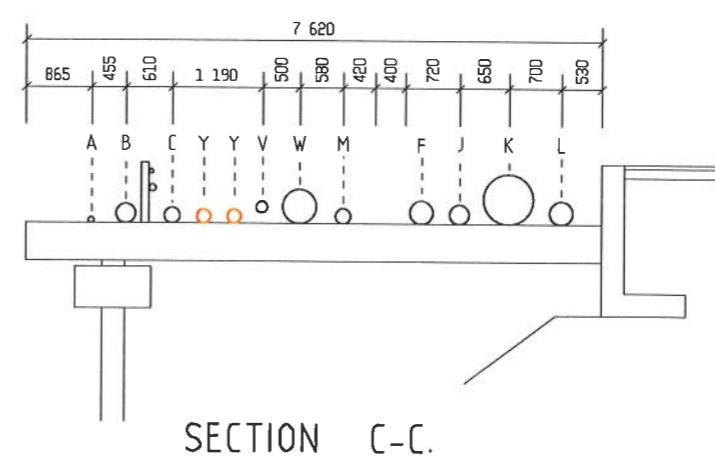
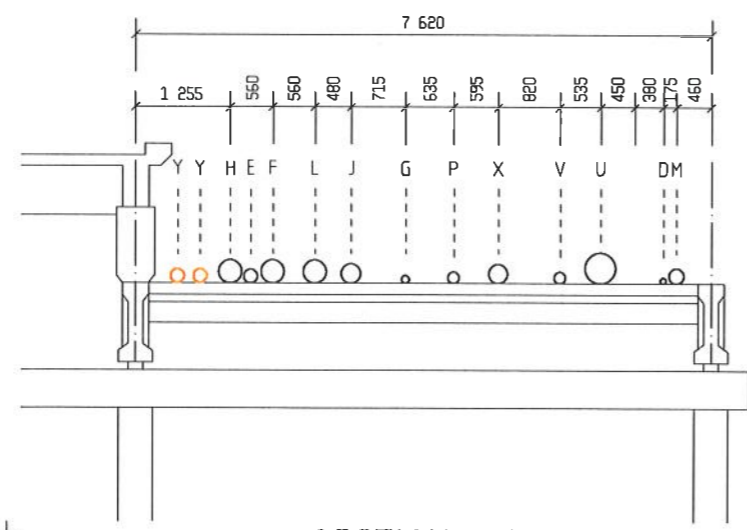
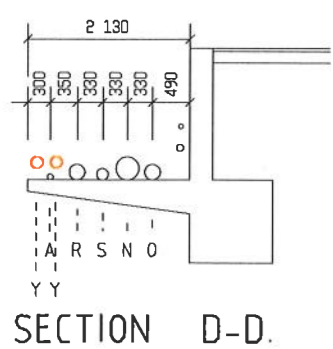
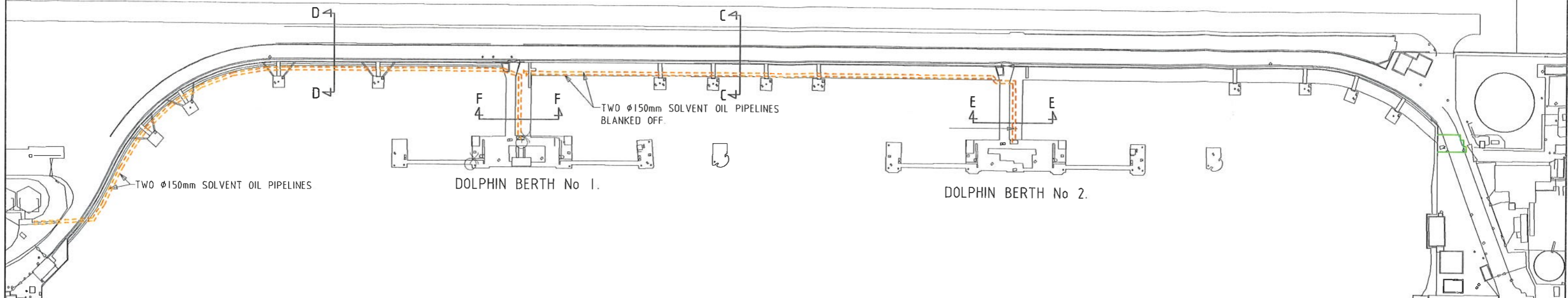
EASTERN MOLE No. 2



DUNCAN DOCK.



DUNCAN DOCK.



Mk	DIA	TYPE OF PIPELINE	COMPANY	AGREEMENT PLAN
A	75	AIR		
B	255	SALT WATER		
C	205	FRESH WATER		
D	75	FRESH WATER		
E	150	SALT WATER		
F	305	WHITE OIL	B.P.	TBH 106 A5-2056
G	100	TEL / TML	CHEVRON	TBH 106 A5-2054
H	305	WHITE OIL	CHEVRON	TBH 106 A5-2053
J	255	FLUSHING OIL	CHEVRON	TBH 106 A5-2053
K	660	CRUDE OIL	CHEVRON	TBH 106 A5-2053
L	305	BALLAST WATER	CHEVRON	
M	200	CAUSTIC SODA	AECI	TBH 106 A5-2106
N	305	FUEL OIL	JOINT	TBH 106 A5-2055
O	205	MARINE DIESEL	JOINT	TBH 106 A5-2055
P	150	MARINE DIESEL	JOINT	TBH 106 A5-2055
R	205	SALT WATER		
S	150	FRESH WATER		
T	405	FUEL OIL	JOINT	TBH 106 A5-2055
U	405	FUEL OIL	JOINT	TBH 106 A5-2055
V	150	VEGETABLE OIL	GRINDROD	
W	450	MOLASSES	GRINDROD	
X	250	MOLASSES	GRINDROD	
Y	150	SOLVENT OIL	CTBS	TBH 106 S5-44

PORT OF CAPE TOWN		AGREEMENT PLAN	
TANKER BASIN.			
WAYLEAVE FOR TWO Ø150mm SOLVENT OIL PIPELINES IN FAVOUR OF:			
CAPE TOWN BULK STORAGE (PTY) LTD.			
TOTAL LENGTH =			
PORT ENGINEER DATE 16/04/2014		GRANTEE TRANSNET SOC LIMITED Cc Reg No. 90/00900/30 DATE	
No	TBH 106		
	A5 - 2113		
	SCALE	1: 2000	AMENDMENT
FILE	HPM 2/06/30/4/20		
DRAWN	D. J. K.	CHECKED	

