Dear Valued Customer,

In order to give you a complete overview of our local charges and shipping line detention charges we are presenting the following summary. This document provides amounts and explanations for each charge making it easier for you to verify your Maersk invoices. Mandatory Charges such as: OHC, ODF, EXP will be communicated in a separate advisory.

- Export Local Charges
- Drop Off Charges
- Import Local Charges
- Export Detention Charges
- Import Detention Charge
- Demurrage Terms & Conditions
- Demurrage Charges
- Inland Surcharges website link to be announced

Third party surcharges will be subject to change throughout the year
30 days written notice will be provided for amendments to this published tariff (excluding 3rd party surcharges)

The charges listed in this booklet are effective: 01/04/2020 – 31/03/2021
In the event that any export Goods are stopped by the South African Revenue Service (“SARS”) or any other authority after the Goods have been delivered into the control of the Carrier, or are deemed in law to have been delivered into the control of the Carrier, then the Carrier may at the cost and risk of the Merchant arrange for the movement of the Goods in accordance with the instructions of SARS or such other authority. Once SARS or such other authority has granted release of the Goods for export, the Carrier may arrange for the Goods to be moved back into stacks for export at the sole risk and expense of the Merchant. The Carrier will under no circumstances be liable if the Goods miss the date of sailing as a result of the intervention by SARS or such other authority and the Goods will be exported on board the next available vessel subject of Clauses 8, 19 and 20 of the Carrier’s Bill of Lading Terms for Carriage. The Merchant indemnifies the Carrier, its employees, agents and/or sub-contractors as a result of their adhering to such instructions and in respect of consequent charges, Freight or expense incurred.

All landside charges, Freight or expense, including but not limit to detention and demurrage, incurred by the Carrier on behalf of the Merchant after landing of the Goods and before release of the Goods, or incurred after the Goods are deemed to be under the Carrier’s control for export, shall be for the Merchant’s account and shall be payable on demand. The Merchant indemnifies the Carrier, its employees, agents and/or sub-contractors in respect of such charges, Freight or expense and hereby agrees to be liable therefore.
## Export Local Charges

The following surcharges are applicable either at the customers request or due to penalties incurred on shipments from South Africa, Botswana, Lesotho, Swaziland, Zambia & Zimbabwe.

<table>
<thead>
<tr>
<th>Charge Code</th>
<th>Charge Name</th>
<th>Per 20’</th>
<th>Per 40’</th>
<th>Per B/L</th>
<th>Description &amp; Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASE</td>
<td>Additional Service Export</td>
<td>ZAR 806</td>
<td>ZAR 1614</td>
<td></td>
<td>Additional Export Service Fee is applicable whenever there is no other charge available for the specific occasion or service provided.</td>
</tr>
<tr>
<td>CCL</td>
<td>Cancellation Fee</td>
<td>USD 550</td>
<td>USD 550</td>
<td></td>
<td>This fee is applied to all cancelled bookings. The amount is be based on a fixed cancellation fee + any additional costs that have arisen before the container was cancelled. The cancellation fee would also be applied in cases of: 1. Reduced number of containers in a booking 2. Change of Vessel 3. No show 4. Cancellation of Garment On Hanger and other special equipment</td>
</tr>
<tr>
<td>HWE</td>
<td>Heavy Weight Surcharge Export</td>
<td>USD 150</td>
<td>USD 300</td>
<td></td>
<td>This service covers the additional operational expenses incurred at Origin for handling heavy cargo that weighs more than the standard limit for a shipment, Over 22.0 Tonnes cargo weight</td>
</tr>
<tr>
<td>PAO</td>
<td>Payer Amendment Fee Origin</td>
<td>USD 40</td>
<td></td>
<td></td>
<td>Charge applicable for change of prepaid payer or payment terms after the first prepaid invoice is issued by Carrier</td>
</tr>
<tr>
<td>CNS</td>
<td>Container Nominations Service</td>
<td>ZAR 795</td>
<td>ZAR 795</td>
<td></td>
<td>This service pre-assigns the number of containers to each booking</td>
</tr>
<tr>
<td>LGE</td>
<td>Late Gate/Arrival Fee</td>
<td>ZAR 3395</td>
<td>ZAR 3395</td>
<td></td>
<td>The service of allowing containers to be gated in after the cut-off time (CY closing) and loaded on the scheduled vessel/voyage.</td>
</tr>
<tr>
<td>CAS</td>
<td>Star Care Reefer Service</td>
<td>USD 1300</td>
<td>USD 1300</td>
<td></td>
<td>This service exterminates fruit flies and larvae by maintaining a low temperature for a pre-determined length of time, as defined by import regulations.</td>
</tr>
<tr>
<td>CAS</td>
<td>Star Care Reefer Service (Blueberries)</td>
<td>USD 1500</td>
<td>USD 1500</td>
<td></td>
<td>This service exterminates fruit flies and larvae by maintaining a low temperature for a pre-determined length of time, as defined by import regulations.</td>
</tr>
<tr>
<td>CTS</td>
<td>Cold Treatment</td>
<td>USD 1000</td>
<td>USD 1000</td>
<td></td>
<td>This is a cold treatment service specifically for countries with strict import regulations. This service exterminates fruit flies and larvae by maintaining a low temperature for a pre-determined length of time so that exporters can sell commodities to countries that would not otherwise accept the goods</td>
</tr>
<tr>
<td>CSO</td>
<td>Container Shifting Origin</td>
<td>ZAR 765</td>
<td>ZAR 1060</td>
<td></td>
<td>This charge is for additional operational expenses due to extra container moves for reasons like re-stacking because of change of destination or vessel or moving of container from load stack to gate. It does not cover moves for inspections, or to enable ad hoc stuffing/stripping. These are already included under the charges for those respective services</td>
</tr>
</tbody>
</table>
**Export Local Charges**

The following surcharges are applicable either at the customers request or due to penalties incurred on shipments from South Africa, Botswana, Lesotho, Swaziland, Zambia & Zimbabwe

<table>
<thead>
<tr>
<th>Charge Code</th>
<th>Charge Name</th>
<th>Per 20’</th>
<th>Per 40’</th>
<th>Per B/L</th>
<th>Description &amp; Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>JTC</td>
<td>Probe Charge</td>
<td>USD 200</td>
<td>USD 200</td>
<td></td>
<td>The carrier installs probes to monitor and record the temperature of the commodity inside the reefer container during transport</td>
</tr>
<tr>
<td>PQC</td>
<td>Premium Quality Container</td>
<td>USD 58</td>
<td>USD 85</td>
<td></td>
<td>We provide this service when your cargo requires containers of a specific quality such as food grade containers, containers of a specific age, containers designed for specific commodities like electronics, etc.</td>
</tr>
<tr>
<td>EDI</td>
<td>Electronic Data Interchange Fee</td>
<td>USD 25</td>
<td></td>
<td></td>
<td>This fee is generated when the carrier arranges submission of electronic data, on behalf of the customer, to ports / Customs or other Government entities</td>
</tr>
<tr>
<td>LDE</td>
<td>Late Documentation Fee</td>
<td>USD 200</td>
<td></td>
<td></td>
<td>This fee is to cover additional administration costs when the customer submits relevant Shipping Instructions (SI) and/or mandatory Bill of Lading (B/L)/Transport Documentation (TPdoc) after the specified cut-off time for the shipment. This fee is applied upon receipt of late SI/documents.</td>
</tr>
<tr>
<td>MDF</td>
<td>Manual Documentation Fee</td>
<td>USD 50</td>
<td></td>
<td></td>
<td>A fee which covers the additional administration required by the carrier to process booking instructions received via non e-channel. These are known as manual bookings</td>
</tr>
<tr>
<td>BLE</td>
<td>Transport Document Re-Issue Fee Export</td>
<td>USD 15</td>
<td></td>
<td></td>
<td>If you need a new set of bill of lading (BL), this surcharge covers the administrative cost associated with it. With this, you are issued a BL in a location different from the point of origin. This also includes the reissuance of a BL if needed.</td>
</tr>
<tr>
<td>SWC</td>
<td>Switch Document Fee</td>
<td>USD 75</td>
<td></td>
<td></td>
<td>If a customer requests for this service, the carrier can ‘switch’ transport documents such as BLs to show new parties by issuing a second set of documents. A ‘switch’ protects the interests of the cargo intermediary by preventing the shipper from being visible to the buyer</td>
</tr>
<tr>
<td>TLE</td>
<td>Electronic Cargo Release Export (South Africa, Lesotho, Swaziland)</td>
<td>USD 30</td>
<td></td>
<td></td>
<td>Also known as ‘Telex’ or ‘Express’ release, this releases the cargo at destination upon proof of identity of the receiver as consignee. This is done once all 3 original BLs have been surrendered by the consignee, or an authorised agent of the consignee, at another carrier’s office location (not the discharge port). This service (TLE) is applied upon the customer’s request and gets added to the shipment only after the BLs have been surrendered.</td>
</tr>
<tr>
<td>COD</td>
<td>Change of Destination</td>
<td>USD 300</td>
<td>USD 300</td>
<td></td>
<td>This is a service provided by carrier upon the customer’s request to amend the destination/delivery after a container is gated in at the port of origin, but prior to the arrival at the port of discharge</td>
</tr>
<tr>
<td>CED</td>
<td>Restow Surcharge</td>
<td>USD 200</td>
<td>USD 200</td>
<td></td>
<td>The charge involved wherever we have more restows require and, consequently, and extra cost associated and this cost includes only the cost incurred towards Change of Destination.</td>
</tr>
</tbody>
</table>
## Drop Off Charges

The following surcharges are applicable either at the customers request or due to penalties incurred on shipments from South Africa, Botswana, Lesotho, Swaziland, Zambia & Zimbabwe.

<table>
<thead>
<tr>
<th>Charge Code</th>
<th>Charge Name</th>
<th>Per 20’</th>
<th>Per 40’ DRY/REEF/SPECIAL</th>
<th>Per 40’ HIGH</th>
<th>Description &amp; Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRP</td>
<td>Drop Off Charge/Turn-In Fee (Incorrect depot penalty fee)</td>
<td>ZAR 800</td>
<td>ZAR 1500</td>
<td>ZAR 1500</td>
<td>Drop-off Penalty charge applicable drop-off penalty fee applicable when a container is returned to a location other than where it was originally manifested</td>
</tr>
<tr>
<td>DRP</td>
<td>Drop Off Charge/Turn-In Fee (Johannesburg, Pretoria)</td>
<td>ZAR 1650</td>
<td>ZAR 6310</td>
<td>ZAR 6310</td>
<td></td>
</tr>
<tr>
<td>DRP</td>
<td>Drop Off Charge/Turn-In Fee (Swaziland)</td>
<td>ZAR 3200</td>
<td>ZAR 6000</td>
<td>ZAR 6000</td>
<td></td>
</tr>
<tr>
<td>DRP</td>
<td>Drop Off Charge/Turn-In Fee (Bloemfontein)</td>
<td>ZAR 4000</td>
<td>ZAR 7791</td>
<td>ZAR 7791</td>
<td></td>
</tr>
<tr>
<td>DRP</td>
<td>Drop Off Charge/Turn-In Fee (Lesotho)</td>
<td>ZAR 5600</td>
<td>ZAR 13000</td>
<td>ZAR 6500</td>
<td></td>
</tr>
<tr>
<td>DRP</td>
<td>Drop Off Charge/Turn-In Fee (Botswana)</td>
<td>ZAR 6400</td>
<td>ZAR 12500</td>
<td>ZAR 12500</td>
<td></td>
</tr>
</tbody>
</table>
Drop Off Charges

The following surcharges are applicable either at the customers request or due to penalties incurred on shipments from South Africa, Botswana, Lesotho, Swaziland, Zambia & Zimbabwe

<table>
<thead>
<tr>
<th>Charge Code</th>
<th>Charge Name</th>
<th>Per 20' DRY</th>
<th>Per 40' DRY</th>
<th>Per 40' HIGH</th>
<th>Per 20' REEF</th>
<th>Per 40' REEF</th>
<th>Per 20 Special</th>
<th>Per 40' Special</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRP</td>
<td>Drop Off Charge/Turn-In Fee (Harare, Zimbabwe)</td>
<td>USD 150</td>
<td>USD 800</td>
<td>USD 250</td>
<td>USD 800</td>
<td>USD 800</td>
<td>USD 800</td>
<td>USD 800</td>
</tr>
<tr>
<td>DRP</td>
<td>Drop Off Charge/Turn-In Fee (Bulawayo, Zimbabwe)</td>
<td>USD 400</td>
<td>USD 800</td>
<td>USD 800</td>
<td>USD 800</td>
<td>USD 800</td>
<td>USD 800</td>
<td>USD 800</td>
</tr>
<tr>
<td>DRP</td>
<td>Drop Off Charge/Turn-In Fee (Blantyre, Malawi)</td>
<td>USD 500</td>
<td>USD 1000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DRP</td>
<td>Drop Off Charge/Turn-In Fee (Lilongwe, Malawi)</td>
<td>USD 500</td>
<td>USD 1000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DRP</td>
<td>Drop Off Charge/Turn-In Fee (Lusaka, Zambia)</td>
<td>USD 400</td>
<td>USD 1000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DRP</td>
<td>Drop Off Charge/Turn-In Fee (Copperbelt, Zambia)</td>
<td>No Acceptance</td>
<td>No Acceptance</td>
<td>No Acceptance</td>
<td>No Acceptance</td>
<td>No Acceptance</td>
<td>No Acceptance</td>
<td>No Acceptance</td>
</tr>
</tbody>
</table>
## Import Local Charges

The following surcharges are applicable either at the customer's request or due to penalties incurred on shipments from South Africa, Botswana, Lesotho, Swaziland, Zambia & Zimbabwe.

<table>
<thead>
<tr>
<th>Charge Code</th>
<th>Charge Name</th>
<th>Per 20'</th>
<th>Per 40'</th>
<th>Per B/L</th>
<th>Description &amp; Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASI</td>
<td>Additional Service Import</td>
<td>ZAR 2465</td>
<td>ZAR 4931</td>
<td></td>
<td>This charge ASI - Additional Import Service Fee is applicable whenever there is no other charge available for the specific occasion or service provided.</td>
</tr>
<tr>
<td>CSD</td>
<td>Container Shifting Charge</td>
<td>ZAR 765</td>
<td>ZAR 1060</td>
<td></td>
<td>This charge is for additional operational expenses due to extra container moves for reasons like re-stacking because of change of destination or vessel or moving of container from load stack to gate. It does not cover moves for inspections, or to enable ad hoc stuffing/stripping. These are already included under the charges for those respective services.</td>
</tr>
<tr>
<td>PAD</td>
<td>Payer Amendment Destination</td>
<td></td>
<td></td>
<td>USD 40</td>
<td>Charge applicable for change of collect payer after the ETA of the final vessel.</td>
</tr>
<tr>
<td>TLI</td>
<td>Electronic Cargo Release Import (South Africa, Lesotho, Swaziland)</td>
<td></td>
<td></td>
<td>USD 30</td>
<td>Also known as 'Telex' or 'Express' release, this releases the cargo at destination upon proof of identity of the receiver as consignee. This is done once all 3 original BLs have been surrendered by the consignee, or an authorised agent of the consignee, at another carrier's office location (not the discharge port). This service (TLI) is applied upon the customer's request and gets added to the shipment only after the BLs have been surrendered.</td>
</tr>
<tr>
<td>SWC</td>
<td>Switch Bill of Lading Document Fee</td>
<td></td>
<td></td>
<td>USD 75</td>
<td>If a customer requests for this service, the carrier can 'switch' transport documents such as BLs to show new parties by issuing a second set of documents. A 'switch' protects the interests of the cargo intermediary by preventing the shipper from being visible to the buyer.</td>
</tr>
<tr>
<td>BLI</td>
<td>Transport Document Re-Issue Fee Import</td>
<td></td>
<td></td>
<td>USD 15</td>
<td></td>
</tr>
<tr>
<td>UCI</td>
<td>Unassigned Container Fee Import</td>
<td>ZAR 1356</td>
<td>ZAR 1934</td>
<td></td>
<td>This service covers the unassigned containers at the destination port or terminal to ensure that no shipping line is landing a container as either unassigned or assigned and then re-assigning at a later stage. <strong>subject to confirmation from TPT</strong></td>
</tr>
<tr>
<td></td>
<td>Over Border Container Deposit</td>
<td>USD 4000</td>
<td>USD 8000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Open Top Container Deposit</td>
<td>ZAR 2000</td>
<td>ZAR 4000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Import Local Charges

The following surcharges are applicable either at the customers request or due to penalties incurred on shipments from South Africa, Botswana, Lesotho, Swaziland, Zambia & Zimbabwe.

<table>
<thead>
<tr>
<th>Charge Code</th>
<th>Charge Name</th>
<th>Per 20'</th>
<th>Per 40'</th>
<th>Per B/L</th>
<th>Description &amp; Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>MSI</td>
<td>Multistop – Durban</td>
<td>ZAR 3400</td>
<td>ZAR 5530</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MSI</td>
<td>Multistop Scanner – Durban</td>
<td>ZAR 440</td>
<td>ZAR 440</td>
<td></td>
<td>Charged in addition to the DUR MSI charge</td>
</tr>
<tr>
<td>MSI</td>
<td>Multistop – Cape Town</td>
<td>ZAR 3000</td>
<td>ZAR 4200</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MSI</td>
<td>Multistop – Johannesburg</td>
<td>ZAR 3000</td>
<td>ZAR 4450</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MSI</td>
<td>Multistop – Port Elizabeth &amp; East London</td>
<td>ZAR 2800</td>
<td>ZAR 4300</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Subsequent charges for 3rd party services not stated above will be charged at the 3rd party published rates applicable at time of service rendered.

**APPLICATION OF THE ‘MULTI-STOP CHARGE - (DUR via Scanner)’**

**Scenario 1:** Container is moved from the terminal to the depot via the Scanner.
Charges applicable are: MULTI STOP CHARGE + DEMURRAGE (per day) + DETENTION (per day)

**Scenario 2:** Container has already physically moved to the depot and then notification is received that it should go via the Scanner.
Charges applicable are: MULTI STOP CHARGE + DEMURRAGE (per day) + DETENTION (per day)

Please note that hazardous cargo fees differ from the above and should be requested when relating to hazardous containers.

This surcharge may also be applicable to Overstay, Custom and Police stops and also applicable to Export Stops.
Export Detention

Detention Charges are applicable when the customer holds the line’s equipment longer than the agreed free time, detention days are counted from gate-out empty to gate-in full minus free days. The following charges are penalty surcharges when agreed free time has been exceeded and appear on applicable export shipments from South Africa, Botswana, Lesotho and Swaziland.

<table>
<thead>
<tr>
<th>Exports</th>
<th>Free Time</th>
<th>20’ Dry per day</th>
<th>20’ Reef per day</th>
<th>40’ Dry per day</th>
<th>40’ Reef per day</th>
<th>20’ Special/IMO per day</th>
<th>40’ Special /IMO per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inland location to (Cape Town, Durban, Port Elizabeth &amp; East London)</td>
<td>10 days</td>
<td>USD 53</td>
<td>USD 95</td>
<td>USD 96</td>
<td>USD 188</td>
<td>USD 95</td>
<td>USD 188</td>
</tr>
<tr>
<td>Inland location to Inland location</td>
<td>5 days</td>
<td>USD 53</td>
<td>USD 95</td>
<td>USD 96</td>
<td>USD 188</td>
<td>USD 95</td>
<td>USD 188</td>
</tr>
<tr>
<td>Coastal location to (Cape Town, Durban, Port Elizabeth &amp; East London)</td>
<td>5 days</td>
<td>USD 53</td>
<td>USD 95</td>
<td>USD 96</td>
<td>USD 188</td>
<td>USD 95</td>
<td>USD 188</td>
</tr>
<tr>
<td>South African Coast to Mozambique &amp; Hinterland</td>
<td>21 days</td>
<td>USD 53</td>
<td>USD 95</td>
<td>USD 96</td>
<td>USD 188</td>
<td>USD 95</td>
<td>USD 188</td>
</tr>
<tr>
<td>South African Coast to Mozambique &amp; Hinterland (TBL Truck)</td>
<td>30 days</td>
<td>USD 53</td>
<td>USD 95</td>
<td>USD 96</td>
<td>USD 188</td>
<td>USD 95</td>
<td>USD 188</td>
</tr>
</tbody>
</table>
Import Detention

Detention Charges are applicable when the customer holds the line's equipment longer than the agreed free time, detention days are counted discharge full to gate-in empty minus free days. The following charges are penalty surcharges when agreed free time has been exceeded and appear on applicable export shipments from South Africa, Botswana, Lesotho and Swaziland.

### Imports

<table>
<thead>
<tr>
<th>Period</th>
<th>20' Dry per day</th>
<th>20' Reef per day</th>
<th>40' Dry per day</th>
<th>40' Reef per day</th>
<th>20' Special/IMO per day</th>
<th>40' Special/IMO per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day 1 to Day 8 after free time expires</td>
<td>USD 53</td>
<td>USD 95</td>
<td>USD 96</td>
<td>USD 188</td>
<td>USD 95</td>
<td>USD 188</td>
</tr>
<tr>
<td>Day 9 to Day 18 after free time expires</td>
<td>USD 72</td>
<td>USD 155</td>
<td>USD 145</td>
<td>USD 313</td>
<td>USD 141</td>
<td>USD 281</td>
</tr>
<tr>
<td>Day 19+ after free time expires</td>
<td>USD 99</td>
<td>USD 204</td>
<td>USD 198</td>
<td>USD 407</td>
<td>USD 204</td>
<td>USD 407</td>
</tr>
</tbody>
</table>

Please see Free Time table below

### Direction

<table>
<thead>
<tr>
<th>Container Type</th>
<th>Free time in days</th>
<th>Trigger</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry and Special</td>
<td>5 days</td>
<td></td>
</tr>
<tr>
<td>Reefer</td>
<td>4 days</td>
<td></td>
</tr>
<tr>
<td>All</td>
<td>10 days</td>
<td>From Completion of Vessel Discharge</td>
</tr>
<tr>
<td>All</td>
<td>10 days</td>
<td>From Completion of Vessel Discharge</td>
</tr>
<tr>
<td>All</td>
<td>10 days</td>
<td>From Off-Rail</td>
</tr>
<tr>
<td>All</td>
<td>21 days</td>
<td>From Completion of Vessel Discharge</td>
</tr>
<tr>
<td>All</td>
<td>5 days</td>
<td>From Completion of Vessel Discharge</td>
</tr>
</tbody>
</table>
# Import Detention

Detention Charges are applicable when the customer holds the line's equipment longer than the agreed free time, detention days are counted from discharge full to gate-in empty minus free days. The following charges are penalty surcharges when agreed free time has been exceeded and appear on applicable export shipments from South Africa, Botswana, Lesotho and Swaziland.

<table>
<thead>
<tr>
<th>Direction</th>
<th>Container Type</th>
<th>Free time in days</th>
<th>Trigger</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lesotho, Swaziland &amp; Botswana to Lesotho</td>
<td>All</td>
<td>7 days</td>
<td>From Off-Rail</td>
</tr>
<tr>
<td>Lesotho, Swaziland &amp; Botswana to Botswana</td>
<td>All</td>
<td>7 days</td>
<td>From Off-Rail</td>
</tr>
<tr>
<td>Lesotho, Swaziland &amp; Botswana to Swaziland</td>
<td>All</td>
<td>7 days</td>
<td>From Off-Rail</td>
</tr>
</tbody>
</table>

*For Ocean Transport, the Merchant shall take delivery of the Goods as provided for in clause 22.2 of the Bill of Lading Terms of Carriage, within the above detailed free time applicable to the relevant Port.*
Demurrage Terms & Conditions

Demurrage days are counted from container discharge to gate-out full minus the free days. Penalty charge associated with extended use of the container after agreed transit agreement and covers storage of these units. The following charges are penalty surcharges when agreed free time has been exceeded and appear on applicable Import shipments to South Africa, Botswana, Lesotho and Swaziland.

Demurrage collection aims to serve 2 purposes: (1) to ensure the release and optimal turnaround of equipment; and (2) recover some contribution towards the cost of idle time, in excess of the standard requirement. The charges become more punitive the longer the container remains unreleased. Charge code used is DMR.

Cleared Containers
All import containers that have been customs cleared and all necessary documentation has been lodged with Maersk.

Un-cleared containers
All import containers that have not been customs cleared and all necessary documentation has not been lodged with Maersk.

1. In the event of the Goods having been landed at any South African Port Terminal or City Deep Inland Container Terminal and the Merchant fails to remove the Goods within the time provided for in the Carrier's tariff, then notwithstanding anything to the contrary contained in any other agreement or document whatsoever, but without prejudice to its rights and liberties in terms thereof including as a matter of contract all benefits under the International Convention for the Unification of Certain Rules relating to bills of lading signed at Brussels on 25th August 1924 (“the Hague Rules”), on which the Carrier may rely at its sole discretion, the Carrier or its Agent shall be entitled but not obliged, without notice to the Merchant, to haul or arrange for the haulage of the Goods from the Terminal to a depot and to their store them pending payment by the Merchant of all outstanding freight, haulage, storage and any other related costs including but not limited to container demurrage, in respect of which expenses, costs and demurrage the Carrier and/or its agent shall be entitled to exercise a lien until paid. Such haulage and storage shall be undertaken on behalf of the Merchant entirely at its sole risk and expense and neither the Carrier nor its agents or sub-contractors shall have any liability to the Merchant for any loss or damage to the Goods, or in respect of any consequential damages, where so ever and how so ever caused, including by their negligence.

2. Notwithstanding the a foregoing and in the event that the proper law, custom and practice, or a competent court by binding decision, extends the period of responsibility of the Carrier otherwise than in accordance with the terms of any applicable Ocean or Multimodal Transport bill of lading to a period after the Carrier tendering the Goods for delivery in terms of Clause 5.2. of the applicable Bill of Lading Terms for Carriage, whether in contract, delict, bailment or deposit, then the Carrier and its agents and sub-contractors shall have the benefit of every right, defence, immunity, limitation and liberty provided for in the Hague Rules during such additional period of responsibility, notwithstanding that the loss or damage did not occur during the period of the carriage by sea.

3. The Merchant indemnifies the Carrier, its employees, agents and/or sub-contractors against any claim for customs duties, value-added tax, sales tax, penalties, amounts raised in forfeiture, and any other fines, levies or charges whatsoever in respect of the Goods.

For Ocean Transport, the Merchant shall take delivery of the Goods as provided for in clause 22.2 of the Bill of Lading Terms of Carriage, within the above detailed free time applicable to the relevant South African Port Terminal or City Deep Inland Container Terminal.
## Demurrage Charges

All container types: Standard demurrage free-time is 3 calendar days from date vessel completes discharge for Durban and 4 calendar days from date vessel completes discharge for Cape Town, Port Elizabeth. For City Deep Inland Container Terminal; see below. During the peak reefer season in Durban 15th May – 30th September free days will be reduced to 2 free days and applicable to reefer shipments only.

<table>
<thead>
<tr>
<th>Imports</th>
<th>Period</th>
<th>20' Dry per day</th>
<th>20' Reef per day</th>
<th>20' Special per day</th>
<th>40' Dry per day</th>
<th>40' Reef per day</th>
<th>40' Special per day</th>
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</thead>
<tbody>
<tr>
<td>CPT &amp; PLZ</td>
<td>Day 5 &amp; 6</td>
<td>ZAR 189</td>
<td>ZAR 2145</td>
<td>ZAR 954</td>
<td>ZAR 379</td>
<td>ZAR 3218</td>
<td>ZAR 1434</td>
</tr>
<tr>
<td></td>
<td>Day 7 onwards</td>
<td>ZAR 189</td>
<td>ZAR 2145</td>
<td>ZAR 2097</td>
<td>ZAR 379</td>
<td>ZAR 3218</td>
<td>ZAR 3147</td>
</tr>
<tr>
<td>CPT - Multi-purpose</td>
<td>Day 5 &amp; 6</td>
<td>ZAR 189</td>
<td>ZAR 2145</td>
<td>ZAR 189</td>
<td>ZAR 379</td>
<td>ZAR 3218</td>
<td>ZAR 380</td>
</tr>
<tr>
<td></td>
<td>Day 7 Onwards</td>
<td>ZAR 1230</td>
<td>ZAR 2145</td>
<td>ZAR 1230</td>
<td>ZAR 2456</td>
<td>ZAR 3218</td>
<td>ZAR 2456</td>
</tr>
<tr>
<td>JNB</td>
<td>Day 4 &amp; 5</td>
<td>ZAR 189</td>
<td>ZAR 2145</td>
<td>ZAR 954</td>
<td>ZAR 379</td>
<td>ZAR 3218</td>
<td>ZAR 1434</td>
</tr>
<tr>
<td></td>
<td>Day 6 onwards</td>
<td>ZAR 189</td>
<td>ZAR 2145</td>
<td>ZAR 2097</td>
<td>ZAR 379</td>
<td>ZAR 3218</td>
<td>ZAR 3147</td>
</tr>
<tr>
<td>EBS</td>
<td>Day 5 &amp; 6</td>
<td>ZAR 189</td>
<td>ZAR 2145</td>
<td>ZAR 189</td>
<td>ZAR 379</td>
<td>ZAR 3218</td>
<td>ZAR 380</td>
</tr>
<tr>
<td></td>
<td>Day 7 onwards</td>
<td>ZAR 1230</td>
<td>ZAR 2145</td>
<td>ZAR 1230</td>
<td>ZAR 2456</td>
<td>ZAR 3218</td>
<td>ZAR 2456</td>
</tr>
<tr>
<td>DUR - Maydon Wharf</td>
<td>Day 5 &amp; 6</td>
<td>ZAR 189</td>
<td>ZAR 2145</td>
<td>ZAR 189</td>
<td>ZAR 379</td>
<td>ZAR 3218</td>
<td>ZAR 380</td>
</tr>
<tr>
<td></td>
<td>Day 7 onwards</td>
<td>ZAR 1230</td>
<td>ZAR 2145</td>
<td>ZAR 1230</td>
<td>ZAR 2456</td>
<td>ZAR 3218</td>
<td>ZAR 2456</td>
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<tr>
<td>DUR</td>
<td>Day 4</td>
<td>ZAR 1160</td>
<td>ZAR 2145</td>
<td>ZAR 1160</td>
<td>ZAR 2325</td>
<td>ZAR 3218</td>
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<tr>
<td></td>
<td>Day 5</td>
<td>ZAR 1890</td>
<td>ZAR 2145</td>
<td>ZAR 1890</td>
<td>ZAR 3782</td>
<td>ZAR 3218</td>
<td>ZAR 3782</td>
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<td></td>
<td>Day 6 onwards</td>
<td>ZAR 3076</td>
<td>ZAR 4296</td>
<td>ZAR 3076</td>
<td>ZAR 6147</td>
<td>ZAR 6442</td>
<td>ZAR 6147</td>
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