



# A.P. Moller – Maersk

South Africa  
Local Charges 2020/2021

Version 8 – Effective 1<sup>st</sup> April 2020



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- 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
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  - Inland Surcharges website link to be announced
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- 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)
  - 2 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

Charge Code	Charge Name	Per 20'	Per 40'	Per B/L	Description & Application
ASE	Additional Service Export	ZAR 806	ZAR 1614		Additional Export Service Fee is applicable whenever there is no other charge available for the specific occasion or service provided.
CCL	Cancellation Fee	USD 550	USD 550		This fee is applied to all cancelled bookings. The amount is 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
HWE	Heavy Weight Surcharge Export	USD 150	USD 300		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
PAO	Payer Amendment Fee Origin			USD 40	Charge applicable for change of prepaid payer or payment terms after the first prepaid invoice is issued by Carrier
CNS	Container Nominations Service	ZAR 795	ZAR 795		This service pre-assigns the number of containers to each booking
LGE	Late Gate/Arrival Fee	ZAR 3395	ZAR 3395		The service of allowing containers to be gated in after the cut-off time (CY closing) and loaded on the scheduled vessel/voyage.
CAS	Star Care Reefer Service	USD 1300	USD 1300		This service exterminates fruit flies and larvae by maintaining a low temperature for a pre-determined length of time, as defined by import regulations.
CAS	Star Care Reefer Service (Blueberries)	USD 1500	USD 1500		This service exterminates fruit flies and larvae by maintaining a low temperature for a pre-determined length of time, as defined by import regulations.
CTS	Cold Treatment	USD 1000	USD 1000		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
CSO	Container Shifting Origin	ZAR 765	ZAR 1060		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

# Export Local Charges

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Charge Code	Charge Name	Per 20'	Per 40'	Per B/L	Description & Application
JTC	Probe Charge	USD 200	USD 200		The carrier Installs probes to monitor and record the temperature of the commodity inside the reefer container during transport
PQC	Premium Quality Container	USD 58	USD 85		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.
EDI	Electronic Data Interchange Fee			USD 25	This fee is generated when the carrier arranges submission of electronic data, on behalf of the customer, to ports / Customs or other Government entities
LDE	Late Documentation Fee			USD 200	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.
MDF	Manual Documentation Fee			USD 50	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
BLE	Transport Document Re-Issue Fee Export			USD 15	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.
SWC	Switch Document Fee			USD 75	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
TLE	Electronic Cargo Release Export( South Africa , Lesotho, Swaziland)			USD 30	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.
COD	Change of Destination	USD 300	USD 300		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
CED	Restow Surcharge	USD 200	USD 200		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.

# 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

Charge Code	Charge Name	Per 20'	Per 40' DRY/REEF/SPECIAL	Per 40' HIGH	Description & Application
DRP	Drop Off Charge/Turn-In Fee (Incorrect depot penalty fee)	ZAR 800	ZAR 1500	ZAR 1500	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
DRP	Drop Off Charge/Turn-In Fee (Johannesburg, Pretoria)	ZAR 1650	ZAR 6310	ZAR 6310	
DRP	Drop Off Charge/Turn-In Fee (Swaziland)	ZAR 3200	ZAR 6000	ZAR 6000	
DRP	Drop Off Charge/Turn-In Fee (Bloemfontein)	ZAR 4000	ZAR 7791	ZAR 7791	
DRP	Drop Off Charge/Turn-In Fee (Lesotho)	ZAR 5600	ZAR 13000	ZAR 6500	
DRP	Drop Off Charge/Turn-In Fee (Botswana)	ZAR 6400	ZAR 12500	ZAR 12500	

# 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

Charge Code	Charge Name	Per 20' DRY	Per 40' DRY	Per 40' HIGH	Per 20'REEF	Per 40' REEF	Per 20 Special	Per 40' Special
DRP	Drop Off Charge/Turn-In Fee (Harare, Zimbabwe)	USD 150	USD 800	USD 250	USD 800	USD 800	USD 800	USD 800
DRP	Drop Off Charge/ Turn-in Fee ( Bulawayo, Zimbabwe)	USD 400	USD 800	USD 800	USD 800	USD 800	USD 800	USD 800
DRP	Drop Off Charge/Turn-In Fee (Blantyre, Malawi)	USD 500	USD 1000					
DRP	Drop Off Charge/Turn-In Fee (Lilongwe, Malawi)	USD 500	USD 1000					
DRP	Drop Off Charge/Turn-In Fee (Lusaka, Zambia)	USD 400	USD 1000					
DRP	Drop Off Charge/Turn-In Fee (Copperbelt, Zambia)	No Acceptance	No Acceptance	No Acceptance	No Acceptance	No Acceptance	No Acceptance	No Acceptance

# 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

Charge Code	Charge Name	Per 20'	Per 40'	Per B/L	Description & Application
ASI	Additional Service Import	ZAR 2465	ZAR 4931		This charge ASI - Additional Import Service Fee is applicable whenever there is no other charge available for the specific occasion or service provided
CSD	Container Shifting Charge	ZAR 765	ZAR 1060		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
PAD	Payer Amendment Destination			USD 40	Charge applicable for change of collect payer after the ETA of the final vessel.
TLI	Electronic Cargo Release Import (South Africa, Lesotho, Swaziland)			USD 30	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
SWC	Switch Bill of Lading Document Fee			USD 75	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
BLI	Transport Document Re-Issue Fee Import			USD 15	
UCI	Unassigned Container Fee Import	ZAR 1356	ZAR 1934		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. **subject to confirmation from TPT**
	Over Border Container Deposit	USD 4000	USD 8000		
	Open Top Container Deposit	ZAR 2000	ZAR 4000		



# 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

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

**Subsequent charges for 3<sup>rd</sup> party services not stated above will be charged at the 3<sup>rd</sup> 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.

Exports	Free Time	20' Dry per day	20' Reef per day	40' Dry per day	40' Reef per day	20' Special/IMO per day	40' Special /IMO per day
Inland location to (Cape Town, Durban, Port Elizabeth & East London)	10 days	USD 53	USD 95	USD 96	USD 188	USD 95	USD 188
Inland location to Inland location	5 days	USD 53	USD 95	USD 96	USD 188	USD 95	USD 188
Coastal location to (Cape Town, Durban, Port Elizabeth & East London)	5 days	USD 53	USD 95	USD 96	USD 188	USD 95	USD 188
South African Coast to Mozambique & Hinterland	21 days	USD 53	USD 95	USD 96	USD 188	USD 95	USD 188
South African Coast to Mozambique & Hinterland (TBL Truck)	30 days	USD 53	USD 95	USD 96	USD 188	USD 95	USD 188

# 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	Period	20' Dry per day	20' Reef per day	40' Dry per day	40' Reef per day	20' Special/IMO per day	40' Special/IMO per day
Please see Free Time table below	Day 1 to Day 8 after free time expires	USD 53	USD 95	USD 96	USD 188	USD 95	USD 188
	Day 9 to Day 18 after free time expires	USD 72	USD 155	USD 145	USD 313	USD 141	USD 281
	Day 19+ after free time expires	USD 99	USD 204	USD 198	USD 407	USD 204	USD 407

Direction	Container Type	Free time in days	Trigger
CPT, DUR & PLZ to Coastal and Inland depot	Dry and Special	5 days	From Completion of Vessel Discharge
CPT, DUR & PLZ to Coastal and Inland depot	Reefer	4 days	
CPT, DUR & PLZ to Lesotho	All	10 days	
CPT, DUR & PLZ to Botswana	All	10 days	
CPT, DUR & PLZ to Swaziland	All	10 days	
JNB & PTA to Inland depot	All	5 days	From Off-Rail
CPT, DUR, PLZ to Zimbabwe, Zambia & Malawi	All	21 days	From Completion of Vessel Discharge
JNB & PTA to Coastal depot	All	5 days	From Completion of Vessel Discharge

# 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.

Direction	Container Type	Free time in days	Trigger
Lesotho, Swaziland & Botswana to Lesotho	All	7 days	From Off-Rail
Lesotho, Swaziland & Botswana to Botswana	All	7 days	From Off-Rail
Lesotho, Swaziland & Botswana to Swaziland	All	7 days	From Off-Rail

**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 15<sup>th</sup> May – 30<sup>th</sup> September free days will be reduced to 2 free days and applicable to reefer shipments only)

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

