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| Southern Africa and Islands | |
| Inland Surcharges | Effective: 20-April-2026 |



| Country Code | Country Name |
|--------------|--------------|
| BW | Botswana |
| LS | Lesotho |
| MG | Madagascar |
| MU | Mauritius |
| MW | Malawi |
| MZ | Mozambique |
| NA | Namibia |
| SC | Seychelles |
| SZ | Swaziland |
| ZA | South Africa |
| ZM | Zambia |
| ZW | Zimbabwe |

| Inland Surcharge Code | Country | Inland Surcharge Name | | | Explanation |
|-----------------------|--|--|--|--|---|
| | | | 20' | 40' | |
| IHE / IHI | ZA, BW, LS, SZ, MZ, ZM, ZW, NA, MW, MG, MU, SC | Inland Haulage Export / Inland Haulage Import | varies | varies | It covers the cost of inland transportation (via truck and/or rail) to/from customer's premises or to/from an inland CY (container yard) location to/from the terminal. In the event of specialized equ (example sideloaders, etc) required to arrange delivery, rates will be quoted on request only . |
| ILH / ELH | ZA, BW, LS, SZ, MZ, ZM, ZW, NA, MW, MG, MU, SC | Import Landside Haulage / Export Landside Haulage | varies | varies | We will use this for additional transport leg that needs to be added over and above the IHI/IHE. This code to be used when pre-staging is required, and this will cover the xhaul to/from a depot -port, over and above the IHI/IHE |
| FUO | BW, LS, SZ, MZ, ZM, ZW, MW, NA, MU, MG, SC | Futile trip Export | varies | varies | Fee incurred as a result of transporter making a wasted trip on export end. This could be due to container hold in terminal or warehouse unavailability |
| FUO | ZA | Futile trip Export | 100% of the transport rate | 100% of the transport rate | Fee incurred as a result of transporter making a wasted trip on export end. This could be due to container hold in terminal or warehouse unavailability |
| FUD | ZA | Futile trip Import | 100% of the transport rate | 100% of the transport rate | Fee incurred as a result of transporter making a wasted trip on import end. This could be due to container hold in terminal or warehouse unavailability |
| FUD | NA, BW, LS, SZ, MZ, ZM, ZW, MW, MU, MG, SC | Futile trip Import | varies | varies | Fee incurred as a result of transporter making a wasted trip on import end. This could be due to container hold in terminal or warehouse unavailability |
| IFS / EFS | ZA, BW, LS, SZ, MU | Import Intermodal Fuel Fee / Export Intermodal Fuel Fee | % of the IHE/IHI | % of the IHE/IHI | It covers the extra fuel cost involved in the inland import / export moves, if the fuel price increases by a pre-defined amount based on the agreed index. This % will be adjusted monthly in line with the current fuel price fluctuations. |
| IAE / IAI | ZA, BW, LS, SZ, MZ, ZM, ZW, NA, MW, MG, MU, SC | Inland Additional Export Service /Inland Additional Import Service | varies | varies | Used for additional costs incurred with vendors example, storage and handling at their own facilities whereby we would pay the transporter direct. |
| NSE/NSI | ZA, BW, LS, SZ, MZ, ZM, ZW, NA, MW, MG, MU, SC | Inland Security Service Export / Inland Security Service Import | varies | varies | Charge covers the service of providing a security service on Exports or Imports inland move |
| ODC / DDC | ZA, BW, LS, SZ, MZ, ZM, ZW, NA, MW, MG, MU, SC | Origin Dangerous Cargo Service/Destination Dangerous Cargo Service | via South Africa To/From: ZA, LS, SZ, BW, ZM, ZW, MW: 30% of the IHI/IHE (per cntr) via Mozambique To/From: ZM, ZW, MW: USD 850 (per 20') MG (To/From: Antananarivo To/From Toamasina): 20% of the IHI/IHE (per container) | via South Africa To/From: ZA, LS, SZ, BW, ZM, ZW, MW: 30% of the IHI/IHE (per cntr) via Mozambique To/From: ZM, ZW, MW: USD 950 (per 40') MG (To/From: Antananarivo To/From Toamasina): 20% of the IHI/IHE (per container) | Applicable for HAZ cargo moving by TRK or RAIL via South Africa to/from South Africa, Lesotho, Swaziland, Botswana, Zambia, Zimbabwe and Malawi. This excludes IMO Classes outlined below (for these IMCO classes, we need to evaluate and offer a rate upon request only) Below IMO Classes Quoted upon Request Only: IMO 1 IMO 2.1 and 2.3 IMO 4.1 and 4.2 IMO 5.1 and 5.2 IMO 6.2 IMO 7 For country MU, NA, SC - rates quoted for all IMO Classes upon request only. For country MZ - rates quoted for all IMO Classes upon request only. ZM,ZW, MW: USD 850 per 20' and USD 950 per 40' For country MG - applicable to cargo to/from Antananarivo to/from Toamasina: 20% of the IHI/IHE (per container) |



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| | | | | | Maximum standing time we allow is 3 hrs per 20', 4hrs per 40'. For South African inland collections/deliveries. Going over this time we will penalize per container per hour. In the event of specialized equ (example sideloaders) this fee subject to change (we offer inland rates and standing time upon request only for specialized equipment such as side loaders) |
| WTO | ZA | Waiting Time Origin | ZAR 950 per container per hour | ZAR 950 per container per hour | |
| WTD | ZA | Waiting Time Destination | ZAR 950 per container per hour | ZAR 950 per container per hour | Maximum standing time we allow is 3 hrs per 20', 4hrs per 40'. For South African inland collections/deliveries. Going over this time we will penalize per container per hour. In the event of specialized equ (example sideloaders) this fee subject to change (we offer inland rates and standing time upon request only for specialized equipment such as side loaders) |
| WTO | ZM, ZW, MW,SZ, BW, MZ | Waiting Time Origin | USD 420 per container per Day | USD 420 per container per Day | Maximum standing time allowed by truckers 48hrs on transit cargo to Mozambique from Zambia, Zimbabwe, Malawi, Swaziland and Botswana collections. Exceeding (48hrs) at the Border supplier will penalize 400 per container each day.. |
| WTD | ZM, ZW, MW,SZ, BW, MZ | Waiting Time Destination | USD 420 per container per Day | USD 420 per container per Day | Maximum standing time allowed by truckers 48hrs on transit cargo from Mozambique to Zambia, Zimbabwe, Malawi, Swaziland and Botswana deliveries. Exceeding (48hrs) at the Border supplier will penalize 400 per container each day.. |
| WTO | SC, LS, NA | Waiting Time Origin | varies | varies | Rate Varies Maximum standing time we allow is 2 hrs per 20', 2hrs per 40' for Mauritius inland collections. Exceeding this time we will penalize per container per hour. In the event of specialized equ (example sideloaders) this fee subject to change (we offer inland rates and standing time upon request only for specialized equipment such as side loaders) |
| WTD | SC, LS, NA | Waiting Time Destination | varies | varies | Rate Varies Maximum standing time we allow is 2 hrs per 20', 2hrs per 40' for Mauritius inland deliveries. Exceeding this time we will penalize per container per hour. In the event of specialized equ (example sideloaders) this fee subject to change (we offer inland rates and standing time upon request only for specialized equipment such as side loaders) |
| WTO | MG | Waiting Time Origin | day 3 MGA 250 000 day 4 MGA 250 000 day 5 MGA 360 000 day 6 MGA 360 000 day 7 MGA 420 000 per day thereafter | day 3 MGA 250 000 day 4 MGA 250 000 day 5 MGA 360 000 day 6 MGA 360 000 day 7 MGA 420 000 per day thereafter | Maximum free standing time allowable is 2 days for Madagascar inland collections. Exceeding the 2 days will attract a penalty, per day per container In the event of specialized equ (example sideloaders) this fee subject to change (we offer inland rates and standing time upon request only for specialized equipment such as side loaders) |
| WTD | MG | Waiting Time Destination | day 3 MGA 250 000 day 4 MGA 250 000 day 5 MGA 360 000 day 6 MGA 360 000 day 7 MGA 420 000 per day thereafter | day 3 MGA 250 000 day 4 MGA 250 000 day 5 MGA 360 000 day 6 MGA 360 000 day 7 MGA 420 000 per day thereafter | Maximum free standing time allowable is 2 days for Madagascar inland deliveries. Exceeding the 2 days will attract a penalty, per day per container In the event of specialized equ (example sideloaders) this fee subject to change (we offer inland rates and standing time upon request only for specialized equipment such as side loaders) |
| WTO | MU | Waiting Time Origin | 0-1 hour Free 1-2 hours: MUR 1 000 2-3 hours: MUR 1 500 3-4 hours: MUR 1 800 | 0-2 hours Free 2-3 hours: MUR 1 500 3-4 hours: MUR 1 700 4-5 hours: MUR 1 900 | It is a penalty fee applied when the truck has to remain at customers' premises for more time than the agreed free time to stuff and load the container |
| WTD | MU | Waiting Time Destination | 0-1 hour Free 1-2 hours: MUR 1 000 2-3 hours: MUR 1 500 3-4 hours: MUR 1 800 | 0-2 hours Free 2-3 hours: MUR 1 500 3-4 hours: MUR 1 700 4-5 hours: MUR 1 900 | It is a penalty fee applied when the truck has to remain at customers' premises for more time than the agreed free time to unload and strip the container |



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| IWO | ZA, BW, SZ, ZW, ZM, MW, MU | Container Weighing – Origin | ZAR 1100 per container (ZA) MUR 863 per container (MU) Rate Varies (BW, ZM, ZW, MW, SZ) | ZAR 1100 per container (ZA) MUR 863 per container (MU) Rate Varies (BW, ZM, ZW, MW, SZ) | This pertains to container weighing (method 1) for inland haulage shipments in South Africa. We will offer this additional service upon request from customer only. For countries, BW, ZM, ZW, MW, SZ - The rate varies and will be quoted upon customer's request |
| OGS/DGS | ZA | Cooling service - Origin / Cooling service - Destination | ZAR 1800 per container | ZAR 1800 per container | This pertains to cooling service for reefer (the use of a genset) for cargo moving via ZA. Our IHI/IHE offers excludes the use of a genset |
| OGS/DGS | MG | Cooling service - Origin / Cooling service - Destination | MGA 2 246 400 per container | MGA 2 246 400 per container | This pertains to cooling service for reefer (the use of a genset). Our IHI/IHE offers excludes the use of a genset. |
| ICI | ZA, BW, SZ, ZW | Inland Cancellation Fee Import | ZAR 1590 per container | ZAR 1590 per container | This fee is applicable on customer request to cancel a rail movement via ZA post deadline (deadline is 3 days prior to vessel ETA), since the shipment remains on carrier haulage from rail to truck. This fee will also be applicable if the rail siding (for delivery) gets amended post the deadline. |
| ICI | ZA, BW, SZ, ZW | Inland Cancellation Fee Import | ZAR 1590 per container | ZAR 1590 per container | This fee is applicable upon request to cancel a rail movement via ZA due to customs stop instruction post deadline (deadline is 3 days prior vessel ETA), irrespective if shipment remains as carrier haulage or not |
| ICI | MU | Inland Cancellation Fee Import | USD 100 per container | USD 200 per container | This fee is applicable upon request to cancel Inland Haulage Import movement where shipment is booked carrier haulage at destination (SD) by Shipper. |
| ICE | ZA | Inland Cancellation Fee Export | ZAR 1590 per container | ZAR 1590 per container | This fee is applicable upon request to cancel a rail movement due to the unit being stopped by authorities post deadline, irrespective if shipment remains as carrier haulage or not Any rail cancellations done post our rail list submission deadlines, will attract a cancellation fee. Deadlines: Belcon: 2 days prior vessel stacks opening City Deep: 7 days prior City Deep stacks opening Cato Ridge: 3 days prior vessel stacks opening |
| NSE | ZA | Inland Security Service Export | ZAR 1100 per container | ZAR 1100 per container | Tremcard only (For armed escorts & security services: quoted/agreed on request) |
| NSI | ZA | Inland Security Service Import | ZAR 1100 per container | ZAR 1100 per container | Tremcard only (For armed escorts & security services: quoted/agreed on request) |
| Effective 20-Apr-26 MSI/MSE (All Ports) will be replaced with DCD (All Ports) Effective 01-Jun-26 DCD will be replaced with GMD | ZA | Multi-Stop Charge (import/export) DCD: Depot Full Container Storage - Destination GMD: Depot Full Gate Move Destination | ZAR 5000 per container | ZAR 7350 per container | For all Ports. This applies for when a box gets moved from port to depot or depot to port, due to custom/police stop. For any other multi stops, we will quote upon request. *This charge does not include any depot handling, storage or any other charges related to depot activities that might be incurred* |
| Effective 20-Apr-26 MSI/MSE (Durban via scanner) will be replaced with DCD (Durban via scanner) Effective 01-Jun-26 DCD will be replaced with GMD | ZA | Multi-Stop Charge (import/export) DCD: Depot Full Container Storage - Destination GMD: Depot Full Gate Move Destination | ZAR 700 per container | ZAR 700 per container | For Durban via scanner. This is in addition to MSI/MSE tariff. This applies for when a box gets moved from port to depot basis overstay process or due to custom/police stop. For any other multi stops, we will quote upon request *This charge does not include any depot handling, storage or any other charges related to depot activities that might be incurred* |
| Effective 20-Apr-26 PPI will be replaced with DCD: (Durban, Cape Town, Johannesburg, Port Elizabeth) Effective 01-Jun-26 DCD will be replaced with GMD | ZA | PPI: Pre-Pull Service Import DCD: Depot Full Container Storage - Destination GMD: Depot Full Gate Move Destination | ZAR 5000 per container | ZAR 7350 per container | Overstays. This will be related to the movement of containers from the terminal into a nominated Overstay depot. The rate stipulated applies up to a maximum VGM per container size as per below: 20'GP up to 24 000 kgs 40'GP/RE up to 28 000 kgs Should the specified weight be exceeded, a Heavy Weight Surcharge will apply (refer to HWI) In the case of Hazardous cargo, and additional percentage will apply. Please refer to the terms and conditions specified under Surcharge Code = DDC *This charge does not include any depot handling, storage or any other charges related to depot activities that might be incurred* |



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| DRP (Gauteng; Mpumalanga; Limpopo; North West; Free State province) | ZA | Drop Off Charge (Imports) | ZAR 4390 per 20ft | ZAR 8780 per 40ft | On inland haulage our IHI's (inland haulage rates) applies to a one way trip only. As such, when we deliver cargo into Gauteng (includes Johannesburg and Pretoria locations), Mpumalanga, Limpopo, North West, Free State, DRP will be charged additionally (over and above our inland haulage rate) |
| DRP (Cato Ridge, KZN) | ZA | Drop Off Charge (Imports) | ZAR 3135 per 20ft | ZAR 4180 per 40ft | On inland haulage our IHI's (inland haulage rates) applies to a one way trip only. As such, when we deliver cargo and Maersk empty containers have been turned in at our Cato Ridge Depot facility, DRP will be charged additionally (over and above our inland haulage rate) |
| POI (Lesotho) | LS | Equipment Positioning Service - Import (turn in fee) | ZAR 3300 per 20ft | ZAR 6300 per 40ft | On inland haulage our IHI's (inland haulage rates) applies to a one way trip only. As such, when we deliver cargo in Lesotho, POI will be charged additionally. |
| POI (Botswana) | BW | Equipment Positioning Service - Import (turn in fee) | ZAR 8000 per 20ft | ZAR 14000 per 40ft | Carrier Haulage: On inland haulage our IHI's (inland haulage rates) applies to a one-way trip only. As such, when we deliver cargo in Botswana, POI will be charged additionally. |
| POI (Swaziland) | SZ | Equipment Positioning Service - Import (turn in fee) | ZAR 3800 per 20ft | ZAR 6800 per 40ft | On inland haulage our IHI's (inland haulage rates) applies to a one way trip only. As such, when we deliver cargo in Swaziland, POI will be charged additionally. |
| POI Malawi (MW) | MW | Equipment Positioning Service - Import (turn in fee) | USD 470 per 20ft | USD 890 per 40ft | On inland haulage our IHI's (inland haulage rates) applies to a one way trip only. As such, when we deliver cargo in Malawi, POI will be charged additionally. |
| POI Zambia (ZM) | ZM | Equipment Positioning Service - Import (turn in fee) | USD 495 per 20ft | USD 940 per 40ft | On inland haulage our IHI's (inland haulage rates) applies to a one way trip only. As such, when we deliver cargo in Zambia, POI will be charged additionally. |
| POI Zimbabwe (ZW) | ZW | Equipment Positioning Service - Import (turn in fee) | USD 335 per 20ft | USD 650 per 40ft | On inland haulage our IHI's (inland haulage rates) applies to a one way trip only. As such, when we deliver cargo in Zimbabwe, POI will be charged additionally. |
| NOTE: POI will be used for Carrier Haulage Imports and DRP will be used for Merchant Haulage Imports as well as ZA Carrier Haulage Imports | | | | | |
| HWE / HWI | ZA, BW, LS, SZ, MZ, ZM, ZW, NA, MW, MU, SC | Heavy Weight Surcharge - Export / Heavy Weight Surcharge - Import | 20% of the Haulage Rate (ZA) | 20% of the Haulage Rate (ZA) | This service covers the additional operational expenses incurred at Origin / Destination for handling heavy cargo that weighs more than the standard limit for a shipment. The carrier can provide this service as long as the cargo does not weigh more than the legal safety limit. This service is applicable to heavy weight shipments that are within legal limits allowed for transport. These limits may vary among the countries. For BW, LS, SZ, MZ, NA, ZM, ZW, MW, MU, SC - Rate varies |
| HWE / HWI | MG | Heavy Weight Surcharge - Export / Heavy Weight Surcharge - Import | 15% of the Haulage Rate (MG) | 15% of the Haulage Rate (MG) | This service covers the additional operational expenses incurred at Origin / Destination for handling heavy cargo that weighs more than the standard limit for a shipment. The carrier can provide this service as long as the cargo does not weigh more than the legal safety limit. This service is applicable to heavy weight shipments that are within legal limits allowed for transport. These limits may vary among the countries. The percentage applies when the maximum VGM per container size as per below is exceeded. Transport is subject subject to special vehicle availability 20'GP up to 30 000 kgs 40'GP up to 32 000 kgs |
| HDE / HDI | MG | Lift On Lift Off Export / Lift On Lift Off Import | MGA 125 000 per container | MGA 250 000 per container | It is a pass through charge which covers the container lift-on /lift-off the trailer or chassis at the port or at inland container yard for export/import moves. |
| POE | ZA, BW, LS, SZ, MZ, ZM, ZW, NA, MW, MG, MU, SC | Equipment Positioning Service | varies | varies | It covers the cost to position equipment to/from inland container yards or container depots (subject to applicable yard/depot storage) in order to be able to perform the EXPORT inland moves. |