

LOCAL CHARGES 2019/2020

Version 5 – Effective 1ST April 2019



Safmarine
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30 day written notice will be provided for amendments to this published tariff (excl 3rd party surcharges)

The charges listed in this booklet are effective: 01/04/2019 – 31/03/2020

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

Category	Value Added Service and Penalty Fees	Code	Per 20'	Per 40'	Per B/L	Comment
Booking	CANCELLATION FEE	CLL	USD 50	USD 50		Late Cancellation of Booking
	PAYER AMENDMENT FEE - ORIGIN	PAO			USD 40	Payer amendments post invoice
Intermodal	WEIGHT DISCREPANCY FEE	WDF	USD 50	USD 50		Discrepancy of more than 2 Tons
	INLAND HAULAGE WAITING TIME (Trailer)	WTO	ZAR 1339	ZAR 1339		
	INLAND HAULAGE WAITING TIME (Vehicle)	WTO	ZAR 1339	ZAR 1339		
	HEAVY WEIGHT SURCHARGE	HWE	USD 150	USD 300		Over 22.0 Tonnes cargo weight
	INLAND HAULAGE CONTAINER WEIGHING	IWO	ZAR 155	ZAR 155		The service of moving a container to a weigh station to establish the weight of the container upon the customer's request at Export
Special Equipment	CONTAINER NOMINATIONS SERVICE FEE	CNS	ZAR 750	ZAR 750		Pre-assignment of Container Numbers to Bookings. It does not cover assigning a container of a specific quality
	COLD TREATMENT SURCHARGE	CTS	USD 900	USD 900		This service exterminates fruit flies and larvae by maintaining a low temperature for a pre-determined length of time, as defined by import regulations
	PROBE CHARGE	JTC	USD 200	USD 200		The carrier Installs probes to monitor and record the temperature of the commodity inside the reefer container during transport
	ORIGIN GENSET CHARGE	OGS	ZAR 2680	ZAR 2680		The genset (and any other cooling service) provides a constant power supply to regulate the temperature of the reefer container
	STAR CARE REEFER SERVICE	CAS	USD 1300	USD 1300		Sudan, Cuba & Syria - EUR 1125 20'/40' Reefer
	PREMIUM QUALITY CONTAINER	PQC	USD 55	USD 80		The surcharge is applied whenever we offer the service of providing a container of a specific quality
	INLAND ADDITIONAL EXPORT SERVICE (DUR)	IAE		ZAR 3500		
	INLAND ADDITIONAL EXPORT SERVICE (PLZ)	IAE		ZAR 4100		
Stack Movements	EARLY GATE/STACK FEE-DRY (CPT, DUR & PLZ)	LGE	ZAR 1310	ZAR 2104		
	EARLY GATE/STACK FEE-DRY (EBS)	LGE	ZAR 276	ZAR 553		
	LATE GATE/STACK FEE-DRY	LGE	ZAR 3274	ZAR 3274		
	CONTAINER SHIFTING CHARGE	CSO	ZAR 721	ZAR 1000		
	LIFT ON LIFT OFF	HDE	ZAR 417	ZAR 655		
	CUSTOMS INSPECTION		SQ	SQ		Subject to Quotation
		ADDITIONAL EXPORT SERVICE	ASE	ZAR 761	ZAR 1523	



Category	Value Added Service and Penalty Fees	Code	Per 20'	Per 40'	Per B/L	Comment
	ELECTRONIC DATA INTERCHANGE FEE	EDI			USD 25	
	LATE DOCUMENTATION FEE	LDS			USD 200	
	MANUAL DOCUMENTATION PROCESSING FEE	MDF			USD 50	
	TRANSPORT DOCUMENT RE-ISSUE FEE EXPORT	BLE			USD 15	This surcharge covers the administrative cost of providing a new set of BLs
	SWITCH DOCUMENT FEE	SWC			USD 75	This service is provided by the carrier to 'switch' transport documents (B/L's) to show new parties by issuing a 2nd set of documents
	ELECTRONIC CARGO RELEASE EXPORT (South Africa, Lesotho, Swaziland)	TLE			USD 30	
	CERTIFICATE ISSUE FEE - ORIGIN	OCG			USD 35	
	VERIFIED GROSS MASS CHARGE (Cape Town)	VGM	ZAR 850	ZAR 850		
	VERIFIED GROSS MASS CHARGE (Durban & Port Elizabeth)	VGM	ZAR 1000	ZAR 1000		
	VERIFIED GROSS MASS CHARGE (Johannesburg)	VGM	ZAR 901	ZAR 901		
Change of Destination	CHANGE OF DESTINATION FEE	COD	USD 300	USD 300		
	RESTOW SURCHARGES	CED			USD 200	Quoted at time of COD request, this charge involved is wherever we have more restows required and have additional cost incurred with the Change of Destination

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



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

Value Added Service and Penalty Fees	Code	Per 20' container	Per 40' Container	Per Bill of lading	Comment
TURN IN FEE/DROP OFF FEE (JNB, PTA)	DRP	ZAR 1550	ZAR 5950		
TURN IN FEE/DROP OFF FEE (SWAZILAND)	DRP	ZAR 2350	ZAR 4800		
TURN IN FEE/DROP OFF FEE (BLOEMFONTEIN)	DRP	ZAR 3700	ZAR 7350		
TURN IN FEE/DROP OFF FEE (LESOTHO)	DRP	ZAR 3750	ZAR 5150		
TURN IN FEE/DROP OFF FEE (BOTSWANA)	DRP	ZAR 6000	ZAR 11800		
TURN IN FEE/DROP OFF FEE PENALTY (Incorrect depot penalty fee)	DRP	ZAR 800	ZAR 1500		There is also a Drop-off Penalty charge applicable when a customer advised that they would return a container to a coastal location but instead the container is returned to an inland location
TURN IN FEE/DROP OFF FEE (ZIMBABWE)	DRP	USD 427	USD 815		
TURN IN FEE/DROP OFF FEE (BLANTYRE, MALAWI)	DRP	USD 730	USD 1472		
TURN IN FEE/DROP OFF FEE (LILONGWE, MALAWI)	DRP	USD 674	USD 1348		
TURN IN FEE/DROP OFF FEE (LUSAKA, ZAMBIA)	DRP	USD 477	-		Non acceptance of 40' containers
TURN IN FEE/DROP OFF FEE (COPPERBELT, ZAMBIA)	DRP	-	-		Non acceptance of 20' and 40' containers

Value Added Service and Penalty Fees	Code	Per 20' container	Per 40' Container	Per Bill of lading	Comment
INLAND HAULAGE CONTAINER WEIGHING	IWD	ZAR 155	ZAR 155		The service of moving a container to a weigh station to establish the weight of the container upon the customer's request at Import
HEAVY WEIGHT SURCHARGE	HWI	USD 150	USD 300		Over 22.0 Tonnes cargo weight
INLAND HAULAGE WAITING TIME (Trailer) - DESTINATION	WTD	ZAR 1339	ZAR 1339		
INLAND HAULAGE WAITING TIME (Vehicle) - DESTINATION	WTD	ZAR 1339	ZAR 1339		
DESTINATION GENSET CHARGE	DGS	ZAR 2680	ZAR 2680		
OVER-BORDER CERTIFICATE FEE - REEFER	DCG			ZAR 889	Reefer only
TREM Card	DCG	ZAR 596	ZAR 596		
INLAND CANCELLATION FEE	ICI	ZAR 2654	ZAR 2654		This fee is applicable on customer's request to cancel a carrier haulage move (i.e. change Place of delivery from Pretoria to Durban). It is not applicable if request is to change from Merchant Haulage to Carrier Haulage or change the carrier haulage mode of transport from Truck to Rail.
RAILAGE CANCELLATION FEE initiated by customers (post deadline for submission of vessel Discharge list to terminal)	ICI	ZAR 2164	ZAR 2164		This fee is applicable on customer request to cancel a rail movement post deadline, even if shipment remain on carrier haulage from Rail to Truck
RAILAGE CANCELLATION FEE due to POLICE or CUSTOMS STOP (post deadline for submission of vessel Discharge list to terminal)	ICI	ZAR 1082	ZAR 1082		This fee is applicable on request to cancel rail movement due to customs stop instruction post deadline, irrespective if shipment remains on carrier haulage or not.
OVER BORDER CONTAINER DEPOSIT		USD 4000	USD 8000		
OPEN TOP CONTAINER DEPOSIT		ZAR 2000	ZAR 4000		
ADDITIONAL IMPORT SERVICE	ASI	ZAR 2326	ZAR 4652		
CHANGE OF INLAND DELIVERY	CID			ZAR 2500	This fee will be applied to any bookings where the final delivery address and/or location gets changed after container has been collected from the relevant sea port



Category	Value Added Service and Penalty Fees	Code	Per 20' container	Per 40' Container	Per Bill of lading	Comment
Depot Movements	CONTAINER SHIFTING CHARGE -DESTINATION	CSD	ZAR 721	ZAR 1000		
	LIFT ON LIFT OFF	HDI	ZAR 417	ZAR 655		
Documentation	ELECTRONIC CARGO RELEASE - IMPORT (South Africa, Lesotho, Swaziland)	TLI			USD 30	
	SWITCH BILL OF LADING DOCUMENT FEE	SWC			USD 75	
	TRANSPORT DOCUMENT RE-ISSUE FEE IMPORT	BLI			USD 15	
Overstay	MULTI-STOP CHARGE (DUR)	MSI	ZAR 3208	ZAR 5215		
	**MULTI-STOP CHARGE (DUR via Scanner)	MSI	ZAR 440	ZAR 440		Charged in addition to the DUR MSI charge
	MULTI-STOP CHARGE (CPT)	MSI	ZAR 2780	ZAR 3961		
	MULTI-STOP CHARGE (JNB)	MSI	ZAR 2814	ZAR 4191		
	MULTI-STOP CHARGE (PLZ)	MSI	ZAR 2594	ZAR 4060		

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.

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 per day	40' Special per day	Comment
Inland location to CPT, DUR, PLZ & EBS	10 days	USD 50	USD 90	USD 92	USD 179	USD 90	USD 179	
Inland location to Inland location	5 days							
Coastal location to CPT, DUR, PLZ & EBS	5 days							
South African Coast to Mozambique & Hinterland	21 days							
South African coast to Mozambique & Hinterlands (TBL)	45 days							

Safmarine Spot Detention

Penalty charge associated with extended use of the container after agreed transit agreement. 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.

SAFMARINE SPOT EXPORT DETENTION	Free Time	20' Dry per day	20' Reef per day	40' Dry per day	40' Reef per day	20' Special per day	40' Special per day	Comment
Inland to Inland	14 days	USD 65	-	USD 135	-	-	-	
Coastal to Coastal	10 days	USD 65	-	USD 135	-	-	-	
SAFMARINE SPOT IMPORT DETENTION	Free Time	20' Dry per day	20' Reef per day	40' Dry per day	40' Reef per day	20' Special per day	40' Special per day	Comment
Import Detention	8 days	USD 50	-	USD 50				
Day 1 to 7 after free time expires		USD 66	-	USD 66				
Day 8 to 14 after free time expires		USD 95	-	USD 95				
Day 15 – 21 after free time expires		USD 110	-	USD 110				

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.

IMPORTS	Period	20' Dry per day	20' Reef per day	40' Dry per day	40' Reef per day	20' Special per day	40' Special per day	Comment
Please see Free Time table below	Day 1-10 after free time expiry	USD 50	USD 90	USD 92	USD 179	USD 90	USD 179	
	Day 11-20 after free time expiry	USD 69	USD 148	USD 138	USD 298	USD 134	USD 268	
	Day 21+ after free time expiry	USD 94	USD 194	USD 188	USD 388	USD 194	USD 388	

Direction	Container Type	Free time in days	Trigger	Comment
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		10 days		
CPT, DUR & PLZ to Botswana		10 days		
CPT, DUR & PLZ to Swaziland		10 days		
JNB & PTA to Inland depot		5 days	From Off-Rail	
CPT, DUR, PLZ to Zimbabwe, Zambia & Malawi		21 days	From Completion of Vessel Discharge	
JNB & PTA to Coastal depot		5 days	From Completion of Vessel Discharge	
Lesotho, Swaziland & Botswana to Lesotho		7 days	From Off-Rail	
Lesotho, Swaziland & Botswana to Botswana		7 days	From Off-Rail	
Lesotho, Swaziland & Botswana to Swaziland		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

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

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.

Definitions:

Import Demurrage – General

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 Safmarine.

Un-cleared containers

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

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	Comment
CPT & PLZ	Day 5 & 6	ZAR 178	ZAR 2024	ZAR 900	ZAR 358	ZAR 3036	ZAR 1353	
	Day 7 onwards	ZAR 178	ZAR 2024	ZAR 1978	ZAR 358	ZAR 3036	ZAR 2969	
CPT - Multi-purpose	Day 5 & 6	ZAR 178	ZAR 2024	ZAR 178	ZAR 358	ZAR 3036	ZAR 358	
	Day 7 Onwards	ZAR 1161	ZAR 2024	ZAR 1161	ZAR 2317	ZAR 3036	ZAR 2317	
JNB	Day 4 & 5	ZAR 178	ZAR 2024	ZAR 900	ZAR 358	ZAR 3036	ZAR 1353	
	Day 6 onwards	ZAR 178	ZAR 2024	ZAR 1978	ZAR 358	ZAR 3036	ZAR 2969	
EBS	Day 5 & 6	ZAR 178	ZAR 2024	ZAR 178	ZAR 358	ZAR 3036	ZAR 358	
	Day 7 onwards	ZAR 1161	ZAR 2024	ZAR 1161	ZAR 2317	ZAR 3036	ZAR 2317	
DUR - Maydon Wharf	Day 5 & 6	ZAR 178	ZAR 2024	ZAR 178	ZAR 358	ZAR 3036	ZAR 358	
	Day 7 onwards	ZAR 1161	ZAR 2024	ZAR 1161	ZAR 2317	ZAR 3036	ZAR 2317	
DUR	Day 4	ZAR 1094	ZAR 2024	ZAR 1094	ZAR 2193	ZAR 3036	ZAR 2193	
	Day 5	ZAR 1783	ZAR 2024	ZAR 1783	ZAR 3568	ZAR 3036	ZAR 3568	
	Day 6 onwards	ZAR 2902	ZAR 4052	ZAR 2902	ZAR 5799	ZAR 6077	ZAR 5799	

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.



EXAMPLES OF ASSOCIATED CHARGES

The following scenarios have a selection of charges applicable to the activity and will reflect individually on applicable shipments

Overstays

When containers are not cleared with the Carrier within the agreed free-time, the Carrier has the right to remove these containers from the terminal to a bonded depot to alleviate congestion in the terminal. Storage costs at the bonded depot are usually less than those charged in the Terminal.

Multi Stop Charge is inclusive of Lift on/Lift off & cross-haul to depot.

Charges applicable are: MULTI STOP CHARGE + DEMURRAGE (per day) + DETENTION (per day)

Change of Destination

When the Customer requests a Change of Destination (ie Final discharge/ Final Delivery) for specific containers, the Carrier investigates the associated costs involved in accessing the containers on the vessel and will quote applicable movement costs /additional slot costs involved. The Customer must then accept these costs (in writing) before the COD can be performed.

Charges applicable are: CHANGE OF DESTINATION FFE + CHANGE OF DESTINATION FEE ADMIN COSTS (Per Bill of Lading) + SLOT COSTS (if applicable)

Redirections

When Customer requests Carrier to either delivery of the container to an inland location and thereby extends the Transit Agreement or to arrange release of Inland manifested containers at the port thereby exonerating the Carrier of the final inland transport leg. Not to be confused with Change of Destination

Charges applicable are: INLAND CANCELLATION FEE (as applicable) + TURN IN FEE (if applicable)

Customs Stop

When Customer requests Carrier to either deliver of the container to an inland location and thereby extends the Transit Agreement or to arrange release of Inland manifested containers at the port thereby exonerating the Carrier of the final inland transport leg. Not to be confused with Change of Destination

Charges applicable are: MULTI-STOP FEE + EXAMINATION FEE + GOVERNMENT AGENCY INSPECTION FEE

GLOSSARY

Additional Export Service – Export (ASE)

The service covers the provision and administration of export services such as, but not limited to: Navis amendment, equipment release, arrangement of pick-up and drop-off, and handling notifications.

Additional Import Service – Import (ASI)

The service covers the provision and administration of export services such as, but not limited to: equipment release, arrangement of pick-up and drop-off, and handling notifications.

Certificate Fee – Export (OCG)

The service offered by the carrier to issue certificates to the customer based upon request.

Certificate Fee – Import (DCG)

The service offered by the carrier to issue certificates to the customer based upon request.

Cancellation Fee - Export or Import (CLL)

Penalty Charge for late cancellation of bookings. This also applies to the cancellation of reserved inland transport arrangements at Customers request. COPRAR cut off is 120 hours prior to vessels ETA

Coprar -

Coprar is a UN/EDIFACT message that is used by the shipping company or ships agent to instruct the terminal operators which containers can be loaded (COPRAR/Load) or discharged (COPROAR/Discharge)

Change of destination (COD)

Final discharge of a particular shipment is changed to a new destination as per request.

Costs of re-stowage of containers en-route to final destination where customer has requested a “Change of Destination”

Change of destination admin cost (CED)

This Charge is wherever we have more restows required and have additional cost incurred with the Change of Destination.

Container nomination service fee (CNS)

Charge associated with providing equipment according to characteristics specified by the customer as per his requirements. The customer can nominate containers with special characteristics, e.g. age of container, material of container, or specific depot for pick-up, etc.

Star Care Reefer Service (CAS)

Star Care Reefer Service charge covers the additional costs associated with providing a special atmosphere controlled refrigerated container for transportation. These types of containers ensure the gas mixture of oxygen and carbon dioxide is regulated and are offered in two different products:

- 1) **Star Care:** Passive CA
- 2) **Starcare+** : One time purge with a gas mixture

Applicable when the carrier receives a request for this type of container.

Cold treatment surcharge (CTS)

The service provided by Maersk Line to exterminate fruit flies and larvae by maintaining a sufficiently low reefer temperature for a pre-determined length of time. The temperature for the commodity is monitored and kept for the specified time defined by import regulations. The temperature will be lifted to optimal carriage level when process is completed.

Container shifting fee – Export (CSO)

Service provided where the containers in question will be moved around within the terminal, outside the normal operational moves as a result of customer requests like Veterinary inspection, Change of Vessel, Detention in Transit, Change of Destination etc or any other ad-hoc requests for operational moves.

Container shifting fee – Import (CSD)

Service provided where the containers in question will be moved around within the terminal, outside the normal operational moves as a result of customer requests like Veterinary inspection, Change of Vessel, Detention in Transit, Change of Destination etc or any other ad-hoc requests for operational moves.

Turn In / Drop-off Fee (DRP)

This charge is applied based on your request to turn-in or drop-off containers at an inland location.

Turn In / Drop-off Fee Penalty (DRP)

There is also a Drop-off Penalty charge applicable when a customer advised that they would return a container to a coastal location but instead the container is returned to an inland location.

Electronic Cargo Release (TLX)

An Electronic Cargo Release is arranged which is also known as Bill of Lading surrender / express release which allows shipper requests for cargo to be released at destination without the presentation of original Bill of Lading. The original Bill of Lading (3/3) will be surrendered at another Maersk Line office other than the destination office. The main service is the confirmation from non-destination office that all original documents have been received to the destination office to allow for release of cargo.

Genset fee (OGS and DGS)

Charged by Maersk Line for providing a generator set during inland transportation of reefer containers.

Lift on Lift off service – Export (HDE)

A service provided by the carrier in which the container is lifted on or off the trailer/chassis at the port or at the carriers controlled storage yard.

Lift on Lift off service – Import (HDI)

A service provided by the carrier in which the container is lifted on or off the trailer/chassis at the port or at the carriers controlled storage yard.

Heavy Weight Surcharge - Export (HWE)

Penalty surcharge incurred when cargo weight exceeds the standard weight limitations (ie. 22 tons cargo weight). In addition to this fee a percentage of the Haulage Charge (IHI) will be levied. The percentage applicable will be calculated on application.

Heavy Weight Surcharge - Export (HWI)

Penalty surcharge incurred when cargo weight exceeds the standard weight limitations (ie. 22 tons cargo weight). In addition to this fee a percentage of the Haulage Charge (IHI) will be levied. The percentage applicable will be calculated on application.

Inland Cancellation Fee (ICI)

Penalty Charge applied to the cancellation of reserved inland transport arrangements at Customers request. COPRAR cut off is 120 hours prior to vessels ETA. This fee is applicable to all shipments where a wasted inland haulage journey has been performed. This charge will not be invoiced to the customer if the cancellation of haulage and related costs incurred is due to carrier.

Inland haulage waiting time (WTI)

Penalty surcharge when haulage provider is delayed at packing/unpacking station caused by customer influenced delays. This is charged for Truck and Trailer separately.

Late Documentation fee (LDS)

The relevant mandatory Transport Documentation or Delivery Order is processed and delivered even when it has been submitted beyond the specified cut-off time or collected late by the customer.

Late Gate/Stack fee (LGC)

Charge for containers gated in after the CY closing (established cut off time) are accepted and loaded for an extra fee.

Multi Stop Charge - Export (MSE)

Charges associated with the service of multiple stop over during inland transportation en-route and is allowed within reasonable limits, usually when un-cleared containers are moved from a Terminal to a Bonded Depot or at the Customer request or as a result of a legal requirement, e.g. A Customs stop/examination.

Multi Stop Charge – Import (MSI)

Charges associated with the service of multiple stop over during inland transportation en-route and is allowed within reasonable limits, usually when un-cleared containers are moved from a Terminal to a Bonded Depot or at the Customer request or as a result of a legal requirement, e.g. A Customs stop/examination.

Payer Amendment Fee - Origin (PAO)

Charge applicable for change of prepaid payer or payment terms after the first prepaid invoice is issued by Carrier

Switch transport document (SWC)

Service provided at the request of the Customer to change key parties on Transport Documents and reissue a new set of Transport Documents (Bills of Lading).

Transport Document Issuance Service - Import (BLI)

This surcharge covers the administrative cost of providing a new set of BLs

Transport Document Issuance Service – Export (BLE)

This surcharge covers the administrative cost of providing a new set of BLs

Verified Gross Mass Charge (VGM)

A Pass through charge to cover extra cost incurred in terminals due to VGM (Verified Gross Mass)

Weight discrepancy fee (WDF)

Penalty charge for discrepancy of more than 2 Tons between booked weight, actual container weight and weight declared on the Transport Document.

Waiting Time Fee - Export (WTO)

This fee is applied to shipments when trucks have to wait due to customer delays.

Waiting Time Fee - Import (WTD)

This fee is applied to shipments when trucks have to wait due to customer delays.



Together we go places

Safmarine