

DURBAN GATEWAY TERMINAL (PTY) LTD

TARIFFS EFFECTIVE 1 JANUARY 2026 – 31 MARCH 2026

**DURBAN
GATEWAY TERMINAL**

NATIONAL CUSTOMER INTERACTION CENTRE:

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The National Customer Interaction Centre is available to assist with the following Durban Gateway Terminal matters:

- Berthing Information
- Vessel Updates
- Tariff Quotes
- Web Updates
- Wind Notification
- Spotlight App Announcements
- Updates on Stack Dates
- Updates on Import Completion Date
- Bulk Container Tracking
- Terminal Updates – Email/Web
- Email/Spotlight Weather Updates
- Email/Spotlight Terminal Incidents
- Email Queries
- Overstay Reports
- Unassigned Reports
- Truck Appointments - At Durban Gateway Terminal (DGT).

Compliance Line: 0860 999 333

Operational hours are from 06h00 to 18h00 Monday to Fridays

From 07h00 to 15h00 on Saturday and Sunday

Complaints: complaints@transnet.net

PUBLISHED BY DURBAN GATEWAY TERMINAL:

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P.O. Box 41450 , Rossburgh, Durban, KwaZulu-Natal, South Africa, 4072

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DURBAN GATEWAY TERMINAL CHARGES

GENERAL TERMS AND CONDITIONS

"DGT" shall mean DURBAN GATEWAY TERMINAL (PTY) LTD, (REGISTRATION NO: 2025/929823/07).

"The Terminal Operator" shall mean Durban Gateway Terminal (Pty) Ltd

Ports: Area of Jurisdiction

The area within which Transnet has jurisdiction at the respective ports is as appearing in The National Ports Act No. 12 of 2005 ("the Act") and the Port Rules issued in terms of Section 80 (2) of the Act.

Application of Charges

The tariffs set out herein apply at all ports at which the Terminal Operator conducts business and where one or more of the services in respect of which tariffs are reflected herein are available. Unless expressly otherwise stated herein, the tariffs are **effective from 1 January 2026 until 31 March 2026**.

The Terminal Operator reserves the right to review and amend the tariffs set out herein from time to time, as and when deemed reasonably necessary, at its sole discretion. The tariffs set out herein relate specifically and only to the services in respect of which they are stipulated and additional charges may be levied, at the then usual rate charged in respect thereof by the Terminal Operator, for any service rendered by the Terminal Operator which is not specifically mentioned in relation to any tariff stipulated herein. Should the Terminal Operator, in rendering the services in respect of which any tariff is stipulated herein, incur any expenditure or be obliged to render any service in addition to those in respect of which tariffs are stipulated herein because of any directive or requirement to do so from or by any competent authority, or should any competent authority impose any charge, levy or other expense of whatever nature on the Terminal Operator which is related to or arises from the provision of the services provided for herein, the Terminal Operator is entitled to recover such expense and/or raise additional charges, over and above the tariff provided for herein on prior notice thereof. If a tariff is not published in this tariff book, then it can be obtained on enquiring from TPT Customer Interaction Centre.

Applicable Conditions

All business is undertaken subject to the terms and conditions contained in this Tariff Book and where applicable, all terms and conditions incorporated herein by reference in section 1, clause 1.

National Ports Act No. 12 of 2005

(including the Port Rules and Harbour Master's Written Instructions)

The National Ports Act No. 12 of 2005 ("the Act"), Port Rules and Harbour Master's Written Instructions issued in terms of Section 80 (2) and 74 (3) respectively of the Act shall be deemed to form an integral part of this Tariff Book. In the event of any conflict arising between the interpretation of the Act, such Port Rules and Harbour Master's Written Instructions and this Tariff Book then the Act, Port Rules and Harbour Master's Written Instructions shall prevail.

Value Added Tax (VAT)

VAT at the standard rate will be applicable to all the Terminal Operator's services.

HANDLING OF CONTAINERS AT DURBAN GATEWAY TERMINAL

Claims for Adjustment or Refund of Terminal Charges

All claims related to charges raised in accordance with the Terminal Operator's Tariff Book will, for prescription purposes, be dealt with strictly in terms of the Prescription Act, Act 68 of 1969.

Tariffs quoted in South African Rand and are exclusive of value added tax (VAT).

HANDLING OF CONTAINERS AT CONTAINER TERMINALS

1. GENERAL TERMS AND CONDITIONS

The services rendered by the Terminal Operator to the Customer or Container Operator are governed by this Tariff Book, read in conjunction with the Terminal Operator's Standard Terms and Conditions ("STC") for Container Terminals and the STC Appendices thereto and the Standard Operating Procedures for the Container Terminals ("SOPCT") and the SOPCT Appendices thereto (a copy of which are available on request and on the Terminal Operator's website).

Terminal Operator's conditions of credit as well as any commercial agreement ("Terminal Operator's Contracting Documents") (subject to any supplements and amendments thereto), all of which are incorporated by reference herein and which constitute the entire agreement between the parties to any aspect, matter or thing referred to herein or which arises out of or relates to such matters as are referred to, and shall be the sole and exclusive memorial thereof.

Save as otherwise defined in this Tariff Book, any capitalised words or expressions not defined but contained herein shall have the meanings ascribed to them in the Terminal Operator's Contracting Documents.

Container Terminal

An area especially set aside primarily for the handling of containers by specialised equipment in the DGT container terminal

Container

Any container, reefer container, controlled atmosphere container, integral reefer container, transportable tank or flat rack container that conforms to the International Standards Organisation standard container type designations. Containers not complying with this standard will be handled at the discretion of the Terminal Operator.

Empty Container

Any container, reefer container, controlled atmosphere container, integral reefer container, transportable tank or flat rack container that conforms to the International Standards Organisation standard container type designations that is free of cargo (empty in content). In the case of transportable tanks which have previously contained hazardous cargo, these will only be considered empty if a gas-free certificate is presented in respect of such container.

Abnormal/Out of Gauge Containers

Any container in or on which there is cargo, the dimensions of which cargo exceed any of the external dimensions of the container in or on which such cargo is carried, or any container which, whether

HANDLING OF CONTAINERS AT DURBAN GATEWAY TERMINAL

by reason of damage thereto, or its design, size, mass or any other reason, cannot be handled by means of the standard container handling equipment employed by the Terminal Operator for the handling of containers, from time to time. The Terminal Operator may, in its sole discretion, refuse to handle such abnormal/out of gauge containers and, should the Terminal Operator handle such containers, it does so without accepting or incurring any liability to any party for any loss of or damage to such container, any cargo in or on such container, or any other property whatsoever, excluding gross negligence

Reefer Containers

Any reefer containers, including reefer clip-on units, heated tanks and fantainers, that move via the reefer area and require power connection.

IMDG – (International Maritime Dangerous Goods) Containers

Any cargo/residue defined as dangerous/hazardous under the IMDG (International Maritime Dangerous Goods) Code and/or SANS (South African National Standard) 10228.

Transshipment Containers

Any container in respect of which both landing and shipping movements occur at the same container terminal. Without exception only those identified as transshipment containers in the ICL or EDI submitted in respect of such containers prior to their handling, will qualify and be charged as transshipment containers. Any subsequent change in the transshipment status will result in the container being treated as a normal import container from the time of landing, for billing purposes. Where either the landing or shipment takes place at any other terminal within the Port, the container so landed or shipped will not be regarded as a transshipment container.

Container Sizes

Size		L(mm)	X	W(mm)	X	H(mm)	Max mass
45'	13,7m	13 716	X	2 438	X	2 438	30 480 kg
45'	13,7m	13 716	X	2 438	X	2 591	30 480 kg
40'	12m	12 192	X	2 438	X	2 438	30 480 kg
40'	12m	12 192	X	2 438	X	2 591	30 480 kg
20'	6m	6 058	X	2 438	X	2 438	30 480 kg
20'	6m	6 058	X	2 438	X	2 591	30 480 kg

The maximum mass reflected is conditional on the container being plate rated to carry that mass.

High Cube Containers

The above dimensions but with a height of 2 896mm.

Direct Restow

The movement of a container by a container gantry crane from a position on a vessel to another position in the same bay on the same vessel, without the container being temporarily placed on the quay or elsewhere on the vessel.

Indirect Restow

The movement of a container from a position on a vessel to another position on the same vessel by means of a container gantry crane with the container being temporarily placed on the quay or elsewhere on the vessel before it is finally placed in the same, or in another position.

HANDLING OF CONTAINERS AT DURBAN GATEWAY TERMINAL

Early Arrival Containers

A container that arrives in the terminal before the stack into which it is to be taken has been opened. The acceptance of early arrival containers is at the discretion of the Terminal Operator and additional charges will be raised in respect of early arrival containers.

Late Arrival Containers

A container that arrives in the terminal after the stack into which it is to be taken up has been closed. The acceptance of late arrival containers is at the discretion of the Terminal Operator and additional charges will be raised in respect of late arrival containers.

Bulging Container

A container that arrives in the terminal with one or more of the panels protruding and where normal loading operations cannot be executed requiring the use of out of gauge equipment.

Load Ready

When a vessel is, in all aspects, ready to commence loading all containers in the export stack.

Arrives

The vessel reports its arrival within the boundaries of the relevant port as defined in the Standard Operating Procedures for Container Terminals (SOPCT).

Ro-Ro Vessel

A vessel which has certain cargo decks accessible only by means of a ramp which is lowered onto the quayside and over which cargo is driven on board or off the vessel by means of the ramp.

Fully Cellular Vessel

A vessel which is purpose built for the transportation of ISO standard containers stacked on top of each other in vertical guide shafts into and from which containers are loaded or discharged, where no general freight is carried.

Non-Cellular Vessel

A vessel which is not purpose built to carry only ISO standard containers and which may carry non-containerised cargo. Not all hatches into which containerised cargo will be loaded or discharged on this vessel will have vertical guide shafts although there may be some hatches which do.

Verified Gross Mass

Verified gross mass of the container weight in terms of the International Convention of the Safety of Life at Sea, enforced.

HANDLING OF CONTAINERS AT DURBAN GATEWAY TERMINAL

Export Cancelling (Ex-stack)

All containers entering the Terminal as an export that is subsequently amended to an import and removed from the Terminal. Export storage charges will be applicable from the date the container enters the terminal until the date the container departs the Terminal. The amending fee and shuffles in /out will be applicable depending on the mode of transport. If the mode of transport is rail it is equivalent to two (2) moves (shuffles in/out) and road is equivalent to one (1) move (shuffles in/out).

Carbon Emission Reduction

TPT is focused on environmental sustainability and will contribute to reducing carbon emissions at all Container Terminals in Durban, Western Cape and Eastern Cape. Implementing a carbon emission tariff is a strategic approach to promoting environmental sustainability by internalizing the cost of carbon pollution and incentivizing businesses to reduce their greenhouse gas emissions. By imposing a tariff on high-emission activities, such a tariff encourages industries to adopt cleaner technologies, improve energy efficiency, and transition toward renewable energy sources. Additionally, the revenue generated from the tariff can be reinvested in sustainable initiatives, such as cleaner logistics systems, green infrastructure, climate adaptation projects, and research into low-carbon innovations. This market-driven mechanism not only helps mitigate climate change but also fosters a more sustainable and resilient economy by aligning business practices with global environmental goals.

A new tariff will be applicable to all import and export containers delivered to the Container Terminals via road.

2. TERMINAL HANDLING AT CONTAINER TERMINALS

The following services are covered:

- Physical and administrative checks.
- Acceptance/delivery of the container at a designated interchange zone within the terminal from a container road haulage vehicle or at the railhead.
- Loading/unloading of the container at the terminal interchange zone to/from a hauler or when lifted from/placed on a rail wagon at the railhead.
- Conveyance between the terminal interchange zones or railhead and the stack.
- Stacking/de-stacking, making reefer connections and monitoring.
- Conveyance between the stack and the vessel.
- Handling by container gantry crane and/or ships crane and/or rail transfer gantry crane, as the case may be.
- Stevedoring.
- Reefer containers moved via the reefer area, out of gauge, abnormal and IMDG containers are subject to the surcharges contained in the list of terminal handling charges.

Services not covered:

- Transport costs between the container terminal and other terminals/berths within the same port and between ports.

HANDLING OF CONTAINERS AT DURBAN GATEWAY TERMINAL

TERMINAL HANDLING CHARGES

Per Container	Container Terminals
2.1 Landing/Shipping for:	R
Normal Containers	
6m/20' containers	2,652
12m/40' containers	3,917
13,7m/45' containers	5,183
Empty Containers (Imports and exports only)	
6m/20' containers	2,266
12m/40' containers	3,347
13,7m/45' containers	4,433
Reefer Containers	
6m/20' containers	2,652
Surcharge per container	1,510
12m/40' containers	3,917
Surcharge per container	2,271
13,7m/45' containers	5,183
Surcharge per container	3,013
IMDG Containers (All classes)	
6m/20' containers	3,709
12m/40' containers	5,500
13,7m/45' containers	7,286
Abnormal Containers	
6m/20' containers	3,709
12m/40' containers	5,500
13,7m/45' containers	7,286

HANDLING OF CONTAINERS AT DURBAN GATEWAY TERMINAL

Per Container	Container Terminals
2.2 Transshipping for:	R
Transhipping – inwards and outwards movements at the same container terminal.	
Normal Containers	
6m/20' containers (inwards)	2,652
6m/20' containers (outwards)	2,652
12m/40' containers (inwards)	3,917
12m/40' containers (outwards)	3,917
13,7m/45' containers (inwards)	5,183
13,7m/45' containers (outwards)	5,183
Reefer Containers	
6m/20' containers (inwards)	3,407
6m/20' containers (outwards)	3,407
12m/40' containers (inwards)	5,053
12m/40' containers (outwards)	5,053
13,7m/45' containers (inwards)	6,690
13,7m/45' containers (outwards)	6,690
IMDG Containers (All Classes)	
6m/20' containers (inwards)	3,181
6m/20' containers (outwards)	3,181
12m/40' containers (inwards)	4,709
12m/40' containers (outwards)	4,709
13,7m/45' containers (inwards)	6,234
13,7m/45' containers (outwards)	6,234

HANDLING OF CONTAINERS AT DURBAN GATEWAY TERMINAL

Per Container	Container Terminals
Abnormal Containers	R
6m/20' containers (inwards)	3,181
6m/20' containers (outwards)	3,181
12m/40' containers (inwards)	4,709
12m/40' containers (outwards)	4,709
13,7m/45' containers (inwards)	6,234
13,7m/45' containers (outwards)	6,234
2.3 Movements of Containers within the Terminal, per movement	
6m/20' containers	774
12m/40' containers	1,161
13,7m/45' containers	1,547
2.4 Restowage	
2.4.1 Direct Restows	
Direct, per container (normal container)	1,132
Direct, per container (reefer container)	1,132
Direct, per container (IMDG container)	1,132
Direct, per container (abnormal container)	2,126
2.4.2 Indirect Restows	
2.4.2.1 Indirect Restow list sent 72 hours prior vessel arrival to load reefer containers per vessel	
6m/20' containers (normal container)	2,768
6m/20' containers (reefer container)	3,760
6m/20' containers (IMDG container)	3,760
6m/20' containers (abnormal container)	3,760
12m/40' containers (normal container)	4,044
12m/40' containers (reefer container)	5,527
12m/40' containers (IMDG container)	5,527
12m/40' containers (abnormal container)	5,527

HANDLING OF CONTAINERS AT DURBAN GATEWAY TERMINAL

Per Container	Container Terminals
13,7m/45' containers (normal container)	5,314
13,7m/45' containers (reefer container)	7,301
13,7m/45' containers (IMDG container)	7,301
13,7m/45' containers (abnormal container)	7,301
2.4.2.2 Indirect Restow List sent after commencement of vessel operations	
6m/20' containers (normal container)	5,304
6m/20' containers (reefer container)	6,814
6m/20' containers (IMDG container)	6,361
6m/20' containers (abnormal container)	6,361
12m/40' containers (normal container)	7,834
12m/40' containers (reefer container)	10,105
12m/40' containers (IMDG container)	9,417
12m/40' containers (abnormal container)	9,417
13,7m/45' containers (normal container)	10,367
13,7m/45' containers (reefer container)	13,379
13,7m/45' containers (IMDG container)	12,469
13,7m/45' containers (abnormal container)	12,469
2.5 Hatchcovers	
Per movement	1,299
2.6 Reefer power supply charge for transhipment containers including fantainers from the date of discharge of the container until the earlier of the arrival or the stack opening of the final on-carrier vessel (Per day or part thereof).	
In the event of a Shipping Line requesting a stack closing date which is later than the arrival of the on-carrier vessel or the on-carrier vessel making more than one call at the terminal, the reefer power supply charge will be applicable from date of discharge of the container until the stack opening of the final on-carrier vessel (Per day or part thereof).	
6m/20' containers	508
12m/40' containers	754
13,7m/45' containers	754
2.7 Reefer power supply charge for export containers arriving in terminal before the stack opens	
Reefer power supply charge for export containers including fantainers from	

HANDLING OF CONTAINERS AT DURBAN GATEWAY TERMINAL

Container

Terminals

Per Container

the date of arrival of the container in the terminal until the earlier of the arrival or the stack opening of the final on-carrier vessel (Per day or part thereof).

In the event of a Shipping Line requesting a stack closing date which is later than the arrival of the on-carrier vessel or the on-carrier vessel making more than one call at the terminal, the reefer power supply charge will be applicable from date of arrival of the container until the stack opening of the final on-carrier vessel (Per day or part thereof).

6m/20' containers	508
12m/40' containers	754
13,7m/45' containers	754

2.8 Non-Cellular Vessels: 10% surcharge per container.

2.9 Ro-Ro Vessels: 12% surcharge per container.

3. LATE ARRIVAL OF CONTAINERS (Only applicable to exports)

A late arrival container may be accepted in the terminal at the Terminal Operator's discretion and the following additional charges will be payable per container.

4,550

4. AMENDMENT/CANCELLATION FEE

For each and every amendment/cancellation per container/call advice to be applied only when the amendment/cancellation does not result in the container having to be moved.

For each and every line hold placed on a container on behalf of or by the customer, for but not limited to awaiting customs clearance, import release, a container being unplanned, short shipped and/or incurring high dwell, the amendment/cancellation fee will apply.

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5. AMENDMENT/CANCELLATION WITH AN ADDITIONAL MOVE

If any of the following criteria are amended and this amendment results in the container having to be moved, the following tariff which includes the move in stack, will be applicable:

- Vessel
- Voyage
- Port of destination
- Status full/empty
- Status normal to other or vice-versa
- Mass

6m/20' containers	1,003
12m/40' containers	1,391
13,7m/45' containers	1,776

6. PHOTOCOPYING/REPRINTING OF NAVIS EQUIPMENT INTERCHANGE REPORTS/AUTOGATE RECEIPTS

Charges per copy

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7. REQUESTS FOR AUTOGATE SNAPSHOTs

Charges per copy excludes Promotion of Access to Information Act 2 of 2000 (PAIA) related costs

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HANDLING OF CONTAINERS AT DURBAN GATEWAY TERMINAL

Container
Terminals

Per Container

8. HIRE OF GANTRY CRANES

For use of a container gantry crane, including the use of a heavy lift beam or other special purpose apparatus:

Per hour or part thereof 39,772

The handling of any un-containerised cargo is not included in the above charge and will be quoted for at the Terminal's discretion on a case by case basis.

9. REPLACEMENT OF AUTOGATE RFID CARD

First issue or replacement of autogate truck card.

Per card 1,037

10. PROVISION/REPLACEMENT OF TRUCK BAT NUMBER

Per number 125

11. STORAGE OF CONTAINERS

Within 72 hours of the discharge of each container from the vessel, in respect of each and every call of the vessel at the terminal, the Customer or the Container Operator shall provide the Terminal Operator with delivery instructions in respect of all containers discharged and shall, in respect of containers containing any cargo not cleared by the Customs authorities provide instructions for delivery in bond and, in respect of containers containing all cleared cargo, shall provide the required delivery instructions.

The onus remains on the Customer or Container Operator to ensure that the container and cargo is released by the Customs authorities before delivery is effected, unless released in bond to a depot licensed by Customs authorities. Further, the onus remains on the Customer or Container Operator to ensure that such delivery in bond is executed by a South African Revenue Services licensed transporter in terms of the Customs Act to transport such container and cargo in bond.

Import containers which have not been customs cleared (including consignments which have been stopped by any Government Department) or for which cargo dues orders have not been presented to the carrier, may be kept at the terminal until disposal instructions have been received. The period for which such containers will be kept in a terminal will be at the sole discretion of the Terminal Operator, and all containers remaining in the terminal after the expiry of the free storage period, shall incur storage charges at the applicable rate, regardless of the reason why such containers remain in the terminal.

Should the Customer or Container Operator fail to provide delivery instructions in respect of import containers within 72 hours after discharge of each container from the vessel in all container terminals, the Terminal Operator may arrange for the removal and storage of such containers, in bond, to a South African Revenue Services licensed Container Depot (if applicable) or to any recognised Container Depot, and such removal and storage of such containers shall be entirely at the risk and expense of the Customer or Container Operator, and the Terminal Operator shall incur no liability whatsoever in respect of any loss or damage suffered by the Customer or Container Operator or any third party which may arise from or in connection with such removal and/or storage of such containers.

SECTION 1

Container

Per Container

Terminals

The storage days calculated in the Navis system is a guide to possible days applicable. The actual days will be reflected on the invoice taking into consideration any extensions granted by the Terminal.

All containers unassigned at the time of discharge will not be eligible for extensions.

11.1 Import storage charges for rail containers

Rail containers that dwell in the Terminal longer than the approved free period as indicated below will incur import storage charges. If the Transnet Freight Rail (TFR) or a private Train Operating Company is liable for the high dwell time, DGT will hold the respective party accountable and will not invoice the Customer.

The free storage period for rail containers will be as follows;

- Destined to the Back of Port will be 3 days,
- Destined to City Deep will be 5 days;
- Destined for Over boarder will be 10 days

In the event the Customer decides to remove a rail container via road transport, the amending and move tariff will be applicable. The Customer will be granted 3 free days starting from the date the amending has been submitted to remove the container. In the event the container is removed after the granted free period then the relevant storage costs will be applicable.

11.2 Storage of import containers

(Per container, per day or part thereof)

11.2.1 Storage of import containers excluding abnormal containers at the Durban Gateway Terminal (DGT) (Uncleared/cleared)

Storage will be payable as follows:

First 3 days (72 hours) free, the free period is applied from 00h01 on the day after the container is discharged until the container leaves the gate.

Day 4 (06h00 - 23h59):

6m/20' containers	2,533
12m/40' containers	5,067
13,7m/45' containers	7,606

From day 5 onwards:

6m/20' containers	4,123
12m/40' containers	8,237
13,7m/45' containers	12,355

11.2.2 Storage of import abnormal containers at the DGT. (Uncleared/cleared)

Storage will be applicable as follows:

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Per Container

Container
Terminals

First 3 days (72 hours) free, the free period is applied from 00h01 on the day after the container is discharged until the container leaves the gate.

Day 4 (06h00 – 23h59):

6m/20' containers	7,606
12m/40' containers	7,606
13,7m/45' containers	7,606

From day 5 onwards:

6m/20' containers	12,355
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11.2.3 Storage of import reefer containers at the Durban Gateway Terminal (Uncleared/ cleared)

760

Peak period is defined as the period of highest volume of reefer exports, where demand for available reefer plug points is the highest. Peak period only applies:

Durban Gateway Terminal: 1 May – 31 October

Off peak is the remainder of the year

Off-peak storage will be payable as follows:

First 3 days free, the free period is applied from 00h01 on the day after the container is discharged until the container leaves the gate.

Day 4 (06h00 - 23h59) and 5:

6m/20' containers	3,847
12m/40' containers	5,773
13,7m/45' containers	7,700

From day 6 onwards:

6m/20' containers	7,703
12m/40' containers	11,554
13,7m/45' containers	15,408

SECTION 1

Per Container

Container
Terminals

Peak period storage of import reefer containers:

First 2 days free, the free period is applied from 00h01 on the day after the container is discharged until the container leaves the gate.

Day 3 (06h00 - 23h59) and 4:

6m/20' containers	3,847
12m/40' containers	5,773
13,7m/45' containers	7,700

From day 5 onwards:

6m/20' containers	7,703
12m/40' containers	11,554
13,7m/45' containers	15,408

SECTION 1

Per Container

Container
Terminals

11.2.5 **Penalty storage of import and transhipment hazardous containers at the Durban Gateway Terminals (Uncleared/cleared)**

Storage will be payable as follows:

IMDG containers IMCO class 1; 2.1; 2.3; 4.1 (UN 1944); 4.2; 5.1 (UN 1748; UN1448; UN1485; UN1495; UN1513; UN1942; UN2067; UN 2880); 5.2; 6.2; and 7:

Immediate evacuation. No storage is permitted. If the container is not evacuated for whatever reason, from the date the container is discharged until the container leaves the gate then the penalty storage cost levied shall be the same as detailed below.

IMDG containers class 3, 4 (excluding 4.1 (UN 1944), 6, 8:

First 48 hours free, the free period is applied from 00h01 on the day after the container is discharged until the container leaves the gate.

IMDG Containers class 9:

First 3 days free storage will be applicable.

From Day 3 onwards:

6m/20' containers	4,123
12m/40' containers	8,237
13,7m/45' containers	12,355

SECTION 1

Container
Terminals

Per Container

11.3 Storage of export containers excluding abnormal containers

(Per container, per day or part thereof)

Storage will be applicable as indicated.

Free storage - calculated from the vessel's stack opening date up to and including the date the vessel arrives or is load ready, whichever is the later, provided the vessel does not fall back more than 48 hours from the firm stack closing date/time.

Containers taken up in the export stack, but the vessel falls back more than 48 hours from the firm stack closing date/time, will attract a daily storage fee as indicated hereunder from the date the stack closed until the date that the vessel arrives, or in the event that a vessel makes more than one call at a terminal during the same port call, (the load ready date).

6m/20' containers	125
12m/40' containers	255
13,7m/45' containers	356

Charges per reefer container including fantainers:

6m/20' containers	621
12m/40' containers	1,016
13,7m/45' containers	1,186

11.4 Early Arrival of Containers

Early arrival containers - export containers arriving on terminal before the stack opens for the vessel are subject to the prior approval of the Shipping Line controlling the container and the Terminal Operator. The Shipping Line controlling the container will be billed an early arrival fee per container as follows:

6m/20' containers	1,861
12m/40' containers	2,989
13,7m/45' containers	4,111

Export containers amended from one vessel to another after arrival on terminal (including shut out containers) will attract an early arrival and an amending/cancellation fee.

11.5 Short Shipment Storage (only applicable if vessel cuts and runs) excluding transshipment containers

(Per container, per day or part thereof)

If a vessel arrives later than 6 hours of the confirmed 7 day ETA and does not load all containers in the stack for the vessel, storage charges on the short shipment containers will be applied from the time the container entered the

SECTION 1

Per Container	Container Terminals
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terminal up until it is either loaded onto a subsequent vessel or removed from the terminal.

6m/20' containers	1,585
12m/40' containers	3,167
13,7m/45' containers	4,753

11.6 Storage of Transshipment Containers

(Per container, per day or part thereof)

Transshipment containers, (excluding IMDG Transshipment containers), amended from one vessel to another after arrival in the terminal (including shut out containers), will attract an amending/cancellation fee with an additional move, in addition to the transshipment storage charges.

Containers stored in the terminal awaiting the on-carrying vessel - the free days allocated at the relevant container terminals are, calculated from the date the pre-carrier completes discharge, until the date that the on-carrier vessel arrives, or in the event that a vessel makes more than one call at a terminal during the same port call, the load ready date.

11.6.1 Storage of transshipment containers excluding abnormal containers at the Durban Gateway Terminal

Storage will be payable as follows:

First 5 days	Free
Day 6 to 8:	
6m/20' containers	1,555
12m/40' containers	3,115
13,7m/45' containers	4,666
Day 9 to 12:	
6m/20' containers	2,533
12m/40' containers	5,067
13,7m/45' containers	7,606
From day 13 onwards:	
6m/20' containers	4,123
12m/40' containers	8,237
13,7m/45' containers	12,355

SECTION 1

Container
Terminals

Per Container

11.7 Storage of exports of Abnormal containers

(Per container, per day or part thereof)

Storage will be applicable as indicated.

Free storage - calculated from the vessel's stack opening date up to and including the date the vessel arrives or is load ready, whichever is the later, provided the vessel does not fall back more than 48 hours from the firm stack closing date/time. Abnormal container must be stacked on the last day of stack closing.

Containers taken up in the export stack but the vessel falls back more than 48 hours from the firm stack closing date/time, will attract a daily storage fee as indicated hereunder from the date the stack closed until the date that the vessel arrives, or in the event that a vessel makes more than one call at a terminal during the same port call, the load ready date.

6m/20' containers	4,753
12m/40' containers	4,753
13,7m/45' containers	4,753

SECTION 1

Per Container	Container Terminals
11.8 Transhipment storage per day Abnormal containers	
11.8.1 Storage of transhipment abnormal containers at the Durban Gateway Terminal	
Storage is applicable as follows:	
First 5 days	Free
Day 6 to 8:	
6m/20' containers	4,666
12m/40' containers	4,666
13,7m/45' containers	4,666
Day 9 to 12:	
6m/20' containers	7,606
12m/40' containers	7,606
13,7m/45' containers	7,606
From day 13 onwards:	
6m/20' containers	12,355
12m/40' containers	12,355
13,7m/45' containers	12,355

SECTION 1

12. TAILBOARD INSPECTION

Movement of the container from the stack to the container terminal claims area:

6m/20' containers	1,561
12m/40' containers	2,347
13,7m/45' containers	3,124

13. IMMOBILISATION OF CRANE WITHOUT AUTHORISATION

1st hour or part thereof	39,772
Thereafter per hour or part thereof	39,772

14. IMMOBILISATION OF VESSELS WITHOUT AUTHORISATION

1st hour or part thereof	541,619
2nd hour or part thereof	722,160
Thereafter per hour or part thereof	1,083,240

15. PENALTY FOR MISDECLARED IMDG CARGO

Per container mis declared	193,178
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16. TARIFF FOR BULGING CONTAINERS

Where a container arrives in the terminal with the side panels protruding and where normal loading operations cannot be executed requiring the use of out of gauge equipment.

6m/20' containers	3,709
12m/40' containers	5,500
13,7m/45' containers	7,286

17. BARGE HANDLING CHARGE FOR CONTAINERS IN DURBAN

6m/20' containers	124
12m/40' containers	124
13,7m/45' containers	124

18. CARBON EMISSION REDUCTION

6m/20' containers	15
12m/40' containers	25

19. TARIFF FOR VESSELS IN DISTRESS AND VESSELS SEEKING REFUGE

Vessels in distress and vessels seeking refuge will be charged a tariff respectively per day for the duration of time which the vessel occupies a commercial berth. The applicable tariff will be applied by the Terminal per day or part thereof based on the number of days the berth is occupied. Please contact your Durban Gateway Terminal Office for the applicable tariffs.

20. CONTACT NUMBERS FOR CONTAINER TERMINALS

Tel: 031 361 6705/6971

National Customer Interaction Centre 0861 204 485

Compliance Queries 031 361 6932

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