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| Inland Surcharges | Effective: 01-Apr-24 | | | | |
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| Inland Surcharge Code | Country | Inland Surcharge Name | | | Explanation |
|-----------------------|--|--|------------------------------------|------------------------------------|--|
| | | | 20' | 40' | |
| IHE / IHI | ZA, BW, LS, SZ, MZ, ZM, ZW, 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. |
| ILH / ELH | ZA, BW, LS, SZ, MZ, ZM, ZW, 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, 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 | 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, 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, 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, ZM, ZW, MW,SZ, BW, LS, MU, MG,SC | Origin Dangerous Cargo Service (Inland Haulage) / Destination Dangerous Cargo Service (Inland Haulage) | 30% of the IHI/IHE (per container) | 30% of the IHI/IHE (per container) | Applicable for HAZ cargo moving by TRK or RAIL 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, SC - rates quoted for all IMO Classes upon request only. For country MG - applicable to cargo to/from Antananarivo to/from Toamasina: 20% of the IHI/IHE (per container) |
| WTO | ZA | Waiting Time Origin | 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) |
| 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 | Waiting Time Origin | USD 400 per container per Day | USD 400 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 | Waiting Time Destination | USD 400 per container per Day | USD 400 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 | MU, SC | 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) |

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| WTD | MU, SC | 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) |
| 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). 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 | Inland Cancellation Fee Import | ZAR 4500 per container | ZAR 4500 per container | This fee is applicable when customer requests to cancel an inland haulage move/leg. It is not applicable if request is to change from merchant haulage to carrier haulage or adding an inland haulage leg on a booking or for changing the inland haulage mode of transport from truck to rail. |
| ICI | ZA, BW, SZ, ZW | Inland Cancellation Fee Import | ZAR 1500 per container | ZAR 1500 per container | This fee is applicable on customer request to cancel a rail movement 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. |
| ICE | ZA | Inland Cancellation Fee Export | ZAR 1500 per container | ZAR 1500 per container | This fee is applicable on customer request to cancel a rail movement post deadline, since the shipment remains on carrier haulage from rail to truck. This fee will also be applicable if the rail siding (for acceptance) is amended post the deadline. 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 |
| ICI | ZA, BW, SZ, ZW | Inland Cancellation Fee Import | ZAR 1500 per container | ZAR 1500 per container | This fee is applicable upon request to cancel a rail movement due to customs stop instruction post deadline (deadline is 3 days prior vessel ETA), irrespective if shipment remains as carrier haulage or not |
| ICE | ZA | Inland Cancellation Fee Export | ZAR 1500 per container | ZAR 1500 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 1000 per container | ZAR 1000 per container | Tremcard only (For armed escorts & security services: quoted/agreed on request) |
| NSI | ZA | Inland Security Service Import | ZAR 1000 per container | ZAR 1000 per container | Tremcard only (For armed escorts & security services: quoted/agreed on request) |

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| MSI/MSE (All Ports) | ZA | Multi Stop Charge (import/export) | ZAR 4500 per container | ZAR 6500 per container | For all Ports. This applies for when a box gets moved from port to depot due to custom/police stop. For any other multi stops, we will quote upon request |
| MSI/MSE (Durban via scanner) | ZA | Multi Stop Charge (import/export) | ZAR 600 per container | ZAR 600 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 |
| PIC | ZA | Pick-Up Charge (Exports) | ZAR 3750 per 20ft GP | ZAR 7500 per 40ft HREF/REEF ZAR 0 per 40ft GP | Gauteng It is a VAS, applied when the carrier allows the pick-up of the empty container at a different location from the one stated on B/L as place of Receipt. It applies only to MH containers and only for export cargo. It can also be a penalty surcharge (in case the customer picked up the empty container at a different location without consulting the carrier first). It covers the unit empty positioning cost |
| PIC | MG | Pick-Up Charge (Exports) | Toamasina 15 Euro Anatananarivo 80 Euro | Toamasina 15 Euro Anatananarivo 120 Euro | It is a VAS, applied when the carrier allows the pick-up of the empty container at a different location from the one stated on B/L as place of Receipt. It applies only to MH containers and only for export cargo. It can also be a penalty surcharge (in case the customer picked up the empty container at a different location without consulting the carrier first). It covers the unit empty positioning cost |
| PPI (Durban, Cape Town, Johannesburg, Port Elizabeth) | ZA | Pre-Pull Service Import | ZAR 4000 per container | ZAR 6200 per container | Overstays. This will be related to the movement of containers from the terminal into a nominated Overstay depot. |
| DRP (Gauteng; Mpumalanga; Limpopo; North West; Free State province) | ZA | Drop Off Charge (Imports) | ZAR 4200 per 20ft | ZAR 8400 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 3000 per 20ft | ZAR 4000 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 7200 per 20ft | ZAR 12300 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 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 450 per 20ft | USD 850 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 425 per 20ft | USD 830 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 320 per 20ft | USD 620 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 DRP tariffs will be the same as POI. | | | | | |
| HWE / HWI | ZA, BW, LS, SZ, MZ, ZM, ZW, 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, 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. |
| 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. |