

Friday, 05 March 2021

Dear Valued client

Re: Import Customs Clearance and Assignments of Containers to Transporters.

It has been widely publicized that it is the intention of Transnet Port Terminals (TPT), that every effort must be made by Lines and their customers to ensure terminal fluidity by reducing congestion within the port.

To adhere to the formal obligations which TPT has requested to ensure that all our clients clear their cargo and assign their container(s) to a transporter, **prior to the intended vessel berthing**. This shall include but not be limited to the surrendering of all Import Release documents (complete and accurate) by no later than 48 hours prior to **intended vessel berthing**. Where the deadline falls on a **weekend or public holiday, release documents must be submitted to MSC by no later than 15H00 on the preceding working day**. Any cargo, which is Customs Cleared by the client, within the 48-hour period, but remains uncollected at TPT by the third free day, will be moved into MSC Depot on overstay.

To ensure compliance with the above, MSC has appointed transporters who will assist with the carrier haulage movement of containers out of the terminal, to client's premises to assist clients in meeting the deadline.

Should the clients fail to surrender their import release documents by 12H00 on the first day, after the day on which the vessel completes discharge, such failure will result in the shipment being deemed uncleared and the container(s) will be moved out of the terminal on overstay. Please note that should the vessel complete discharge **on a weekend or public holiday, the vessel completion date shall be deemed to have taken place at 15H00 on the first preceding working day**.

In addition to the above, kindly note that Customs/Statutory stopped containers are deemed uncleared until the release notification has been received by the client and surrendered to MSC, by the client.

Re: IMDG // Hazardous Cargo

As a further method of assisting TPT in creating terminal fluidity and in compliance with TNPA's safety regulations, all IMDG Cargo in class 1; 2.1; 2.3; 4.1; 4.2; 5.1; 5.2; 6.2 and 7 must be evacuated from the terminal immediately upon discharge. Should the client fail to immediately uplift such cargo, the cargo *may*, **at the sole discretion of MSC**, be moved on the client's behalf and cost to a nominated depot. The client shall be liable for all related costs from and including the first day of discharge.

In addition to the above, all IMDG containers classed 3, 4, 6 and 8 must be evacuated within 48 hours from landing, failing which the cargo *may*, **at the sole discretion of MSC**, be moved on the client's behalf and cost to a nominated depot, and the client shall be liable for all related costs.

Re: Import Reefer Storage

TPT have defined the "Peak Reefer Period" to mean;

1. in relation to imports into Cape Town, the period from 15 November 2021 – 31 March 2022;
2. in relation to imports into any other South African coastal port, the period from 1 May 2021 to 31 October 2021.

TPT wishes to encourage the maximum export throughput on the reefer plug points in the TPT terminals, therefore, for the relevant peak reefer period, all reefer imports at both Container Terminals and Multi-Purpose Terminals, shall provide all reefers containers with two (2) days of free storage.

For all other non-peak periods the storage will revert to the standard free storage period.

We thank you for your valued support and assure you of our continued commitment.

With Best Regards,

Mediterranean Shipping Company S.A.