

TRANSNET



Transnet National Ports Authority

**2010/11 tariff application to the Ports Regulator in terms of
the National Ports Act, 2005 (Act No. 12 of 2005)**

06 September 2009

**APPLICATION TO THE PORTS REGULATOR FOR APPROVAL OF TRANSNET NATIONAL PORTS
AUTHORITY TARIFFS FOR THE 2010/11 FINANCIAL YEAR**

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1 INTRODUCTION

The Authority is a division of Transnet, a wholly state-owned enterprise. The Authority is charged with obligations in terms of the Act to manage the commercial ports in South Africa and to ensure their efficient and economic functioning. The Authority may charge fees, in accordance with tariffs approved by the Regulator in order to fulfil the functions it must perform in terms of the Act.

The main objectives for the Authority in submitting this application is to ensure that its tariffs enable it to recover all of its costs and make a return on the fair value of assets commensurate with the opportunity cost of capital and which provide for necessary investment in port infrastructure and related assets.

2 THE BUSINESS OF THE AUTHORITY

2.1 The functions of the Authority

The National Commercial Ports Policy requires that the Authority will be responsible for the management of the national commercial port system as a landlord port authority. Being a landlord-type port authority means that the Authority:

- owns, develops and maintains port infrastructure;
- does not engage in port operations (except as operator of last resort);
- does not employ cargo handling labour;
- fulfils a port regulatory and port landowner function; and
- owns all port land.

A landlord port authority typically owns, develops and maintains port infrastructure, whilst not engaging in cargo handling. The Authority's core functions (as set out in Section 11 of the Act) can be summarised as follows:

Function	Detail
Landlord	Promote the use, improvement and development of ports, and control land use within the ports, having the power to lease port land under conditions it determines.
Master planner	Plan, improve, develop and maintain port infrastructure.
Controller of ports navigation	Make and apply rules to control navigation within port limits and approaches, ensure protection of the environment and ensure safety and security within port limits.
Controller of ports services and facilities	Ensure that port services and facilities are provided, and may enter into agreements or licence other parties to provide these.
Marketer and administrator	Ensure that adequate, affordable, equitable and efficient port services and facilities are provided for port users.
Change agent	Ensure non-discriminatory, fair, transparent access to port services and facilities; advancement of previously disadvantaged people; promotion of representivity and participation in terminal operations; enhanced transparency in port management.
Coordinator with other state agencies	Advise on all matters relating to the port sector, and liaise with all stakeholders.

Table 1: The Authority's core functions

The Authority manages the seven commercial ports within South Africa, namely Saldanha Bay, Cape Town, Mossel Bay, East London, Port Elizabeth, Durban and Richards Bay. The port of Ngqura, due to be operational late in 2009, is the eighth commercial port under the Authority's jurisdiction. Port Nolloth is listed as one of the commercial ports in the Act, but is leased by the Authority to the De Beers Corporation and is not utilised as a commercial port.

Transnet's strategy is to be a focused freight transport company delivering integrated, efficient, safe and cost effective freight solutions which help promote economic growth in South Africa. Having successfully chartered a major turn-around in the years 2004 to 2008, Transnet is now focusing on a growth strategy comprising the following four elements:

- Re-engineering integration, productivity and efficiency;
- Capital optimisation and financial management;
- Safety, risk and effective governance; and
- Human capital development.

In fulfilling its role in the Transnet strategy, the Authority provides port infrastructure¹ and marine-related services², including the management of port activities and the port regulatory function, in a landlord capacity. The Authority is responsible for the safe, efficient and effective economic functioning of the national ports system which it manages, controls and administers on behalf of the state.

As the custodian of the country's primary trading hubs, the Authority manages the most vital conduits of the country's imports and exports, ensuring the provision of port services and port facilities to port users. Port users fall into three main categories, namely: terminal operators, shipping lines and cargo owners. While numerous other parties utilise the port, they do so to a lesser extent than these principal port users.

The Authority provides port users with a combination of port infrastructure facilities and services. Each port has a natural hinterland with defined markets which determines the nature of services and facilities and the types of cargo handled at each port. Hence, each port operates and develops its own specialized services within a complementary port system to support a defined customer base.

The ports handle in excess of 98% of the country's imports and exports and the Authority plays a pivotal role in international trade by providing suitable port infrastructure to grow the country's imports and exports. The Authority's sustainable business performance is thus integral to the well-being of the South African economy.

means the basic structure of a port, including breakwaters, seawalls, channels, basins, quay walls, jetties, roads, railways and infrastructure used for the provision of water, lights, power, sewerage and similar services.

² Pilotage, tug services and berthing

2.2 Tariffs in perspective

The Authority, like any other port authority, needs to generate revenue by charging tariffs for the services that it renders. As a landlord port authority, the Authority's core services, as specified in the Act, result in a number of revenue streams, which are utilised by the Authority to fulfil its responsibility for the safe, efficient and effective economic functioning of the national ports system.

There are various services provided within a port and Diagram 1: Various port services (adapted from the United Nations Conference on Trade and Development) illustrates the flow of cargo and ships through the port.

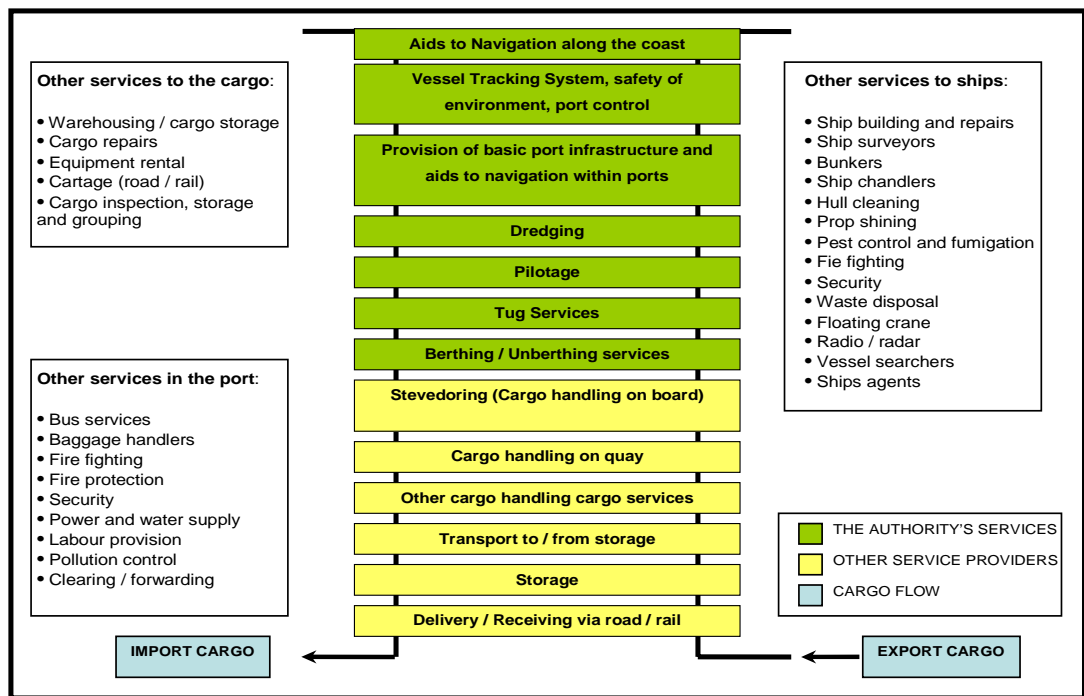


Diagram 1: Various port services

The Authority's services at the ports can be divided into two basic groups:

- Basic port infrastructure; and
- Operational services to port users.

The Authority's services and the respective revenue streams are set out in the table below:

Port Infrastructure		Revenue Stream
Port land	Lease port land to terminal operators and other port service and port facility providers in the port(s).	Lease income (rentals)
Wet infrastructure	Lighthouse services infrastructure (lighthouses, buoys, beacons and electronic / radio navigation equipment) , port control and safety, entrance channels, breakwaters, turning basins, aids to navigation within port limits, vessel traffic services, maintenance dredging within ports.	Light dues, port dues, vessel traffic services fees
Dry infrastructure	Quay walls, roads, rail lines, buildings, fencing, port security, lighting (outside terminals).	Cargo dues, berth dues
Ship repair services	To provide and maintain repair facilities as well as the cranes utilised in such facilities.	Preparation fee, docking and undocking fees (vessels at repair facilities), Berth dues (vessels at repair quays)
Marine services	Pilotage, tug assistance, berthing, running of lines, floating cranes	Pilotage dues, tug assistance fees, berthing fees, running of line fees, floating crane hire fees

Table 2: The Authority's services and corresponding revenue streams

In the context of the South African ports and the Act, the revenue generated from the Authority's services is utilised inter alia to:

- maintain basic port infrastructure;
- provide future port infrastructure;
- maintain and provide the current and future marine fleet; and
- maintain and provide current and future ship repair facilities.

This makes the South African port system distinct from most ports internationally, where typically, some port capital costs are funded through state or municipal budgets. The Authority's Tariff Book sets out the various tariffs that are charged by the Authority to maintain and develop the South African port system. These are:

Tariffs	Service Rendered	Application
Light dues	The provision of navigation aids to vessels along the South African coast	Raised per vessel (per gross ton) at the first port of call (Tariff Book Section 1)
Vessel Traffic Services	The provision of vessel traffic services, safety of the port environment and port control	Raised per vessel (per gross ton) at all ports (Tariff Book Section 2)
Port dues	The provision and maintenance of entrance channels, breakwaters, turning basins, navigational aids (beacons and buoys inside port limits) and maintenance dredging inside the port	Raised per vessel (per gross ton), linked to the time that the vessel remains in port (Tariff Book Section 5)
Berth dues	The provision and maintenance of repair quays and other non-cargo quay (berth) infrastructure	Raised per vessel (per gross ton), per 24-hour period (Tariff Book Section 5)
Cargo dues	To recover the cargo contribution towards the provision and maintenance of basic port infrastructure	Raised per unit of cargo, differentiated between different commodities (Tariff Book Section 8)
Rentals	Lease of port land to terminal operators,	Rental arrangements are

Tariffs	Service Rendered	Application
	port service and port facility providers	negotiated on a case by case basis and are not reflected in the tariff book.
Pilotage	Pilotage assistance to vessels entering/leaving the port	Raised as a basic fee per service, plus per vessel (per gross ton) (Tariff Book Section 3)
Tug Assistance	Tug assistance to vessels entering/leaving the port	Raised per service, based on the size of the vessel (per gross ton) (Tariff Book Section 4)
Miscellaneous Tug/Vessel services	Tanker fire watch, fire fighting and standby services	Raised per service, per hour (Tariff Book Section 4)
Berthing Services	Berthing services to tie/untie vessels at the berth	Raised per service (Tariff Book Section 4)
Running of Vessel Lines	Running of lines for vessels entering, leaving or shifting	Raised per service (Tariff Book Section 4)
Floating Crane Services	Floating crane services rendered to the vessels	Raised per service, per hour (Tariff Book Section 4)
Ship Repair Facilities	Preparation, Docking and Undocking of vessels at repair facilities	Raised per service (Tariff Book Section 7)
Drydock, floating dock, synchrolifts and slipways	Drydock, floating dock and synchrolift fees	Raised per service for the use of a facility, based on the size of the vessel (per gross ton) (Tariff Book Section 7)

Table 3: The Authority's tariffs

Apart from the services that the Authority itself renders, the Authority is also the controller of port services and facilities that are provided by others in the ports. The Authority exercises such control in accordance with the provisions of the Act, by means of agreements, licences and permits. The Act and Port Rules issued by the Authority in terms of section 80(2) of the Act and the Authority’s Guidelines of Agreements Licences and Permits (25 April 2008), specify the degree of regulation that is being exercised in this regard. The type of regulations are illustrated in Diagram 2

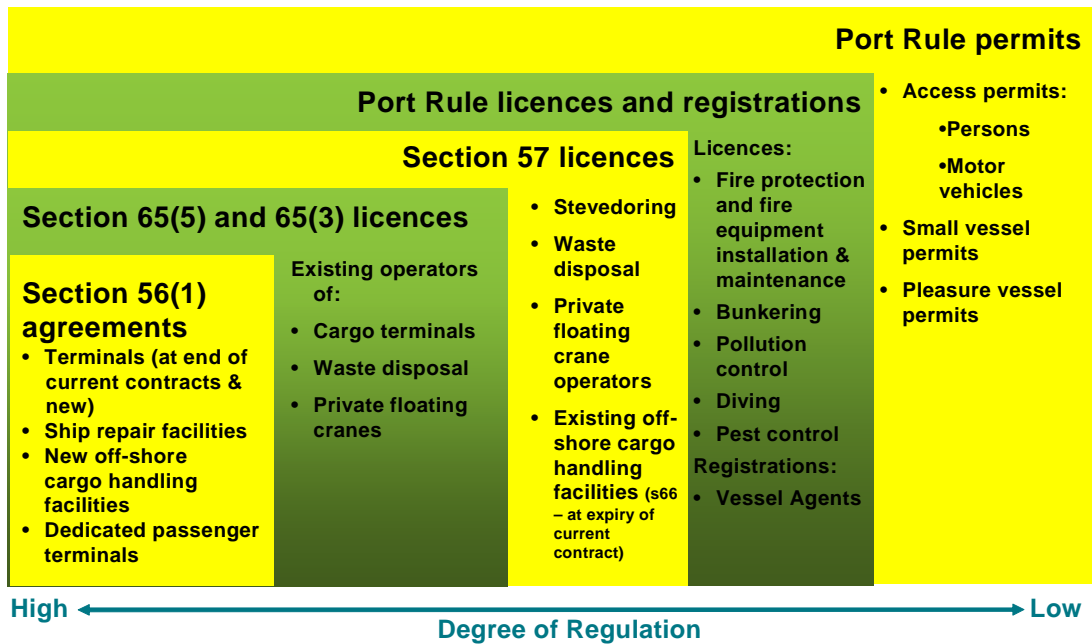


Diagram 2: Types of regulation

Section 73(1) (c) and (d) provide that the Authority may charge fees for the granting of concessions and licences and for any services provided by the Authority in the performance of its functions. The Authority has created a separate section in the Tariff Book, Section 6, where the licence, registration and permit fees are specified. This is summarized in the table following table:

Fees	Service rendered	Application
Port Service Licence, Port Rule Licence, Port Rule Registrations and Port Rule Permit Fees	Fees payable for licences, registrations and permits in accordance with section 57 of the Act and with Port Rules issued in terms of section 80(2) of the Act.	Raised as a fee for the respective licences, registrations and permits issued (Tariff Book Section 6)

Table 4: Licence fees

2.3 Ship Repair in South African ports

The Authority operates ship repair facilities³, whilst repair activities are carried out by private entities. Ship repair completes the total service offering at the South African ports and brings economic benefits to the ports and the country. The Authority has re-evaluated its involvement in ship repair facilities and the operation thereof. The decision has been taken that the Authority will withdraw from operating repair facilities itself and allows private operators to perform this function. The contracting structure between the Authority and future operators will be in the form of agreements entered into in terms of section 56 of the Act ("section 56 agreements").

It is anticipated that over time, all of the current (and future) repair facilities will be operated by private operators. Since the section 56 agreements will be subject to competitive processes and negotiations, ship repair tariffs currently included in Section 7 of the Tariff Book, will be phased out.

3 PORT INFRASTRUCTURE DEVELOPMENT PLAN AND CAPITAL EXPENDITURE REQUIRED

3.1 Port investment planning

Section 11(1) of the Ports Act lists the main functions of the Authority, and Section 11(1) (a)-(f) lists the responsibilities with respect to the provision of port infrastructure:

¹facilities - drydocks, slipways, shiplifts, graving docks, floating docks

'11. (1) *The main function of the Authority is to own, manage, control and administer ports to ensure their efficient and economic functioning, and in doing so the Authority must —*

(a) plan provides, maintain and improve port infrastructure;

(b) prepare and periodically update a port development framework plan for each port, which must reflect the Authority's policy for port development and land use within such port;

(c) control land use within ports, and has the power to lease land under such conditions as the Authority may determine;

(d) provide or arrange for road and rail access within ports;

(e) arrange for such services such as water, light, power and sewerage and telecommunications within ports;

(f) maintain the sustainability of the ports and their surroundings;'

3.2 Transnet's medium-term Port Development Plan

The Authority's key role is to manage and develop national port infrastructure assets. Transnet Capital Projects have prepared a set of Development Framework Plans for the Authority's ports, in conjunction with the Authority. These framework plans identify the long-term development options for the ports in South Africa, based on a strategic evaluation of the available sites for port development. The port capacity requirements for each of the ports have been estimated for the next 30 years based on long-term cargo forecasts. From this work, a number of port development scenarios and schemes have been identified. The costs of each of the specific port development schemes have been estimated and a long-term investment programme, for both the Authority and Transnet Port Terminals has been set out for each alternative scenario. The plan covers all the ports, but two thirds of estimated investment costs, over the first ten years, relate to the ports of Durban and Richards Bay.

A complementary Rail Development Framework Plan has also been prepared. The two plans have been coordinated and harmonised to ensure that they use consistent sets of traffic forecasts and estimates of capacity requirements. This is essential for the development of an optimally deployed investment in South Africa's ports and freight corridor networks.

The National Port Development Plan provides a framework within which the medium-term detailed investment plans can be developed for the next five to ten years. The Authority's executive committee has recently endorsed this medium-term Port Development Plan.

The Authority has an investment plan for the next five years, approved by the Transnet Board. This investment plan shows the Authority's planned investment expenditure averaging approximately R3 billion per year for five years beginning on 1 April 2009.

The medium-term Development Plan envisages a massive increase in this level of expenditure to an average of nearly R7 billion per year over the next 10 years. These steep increases in port capital investment are both a consequence of under investment in the past and the fact that the limits of capacity are being reached at our ports. Large-scale schemes are needed at new sites to accommodate projected traffic volumes. The practicality, as well as the financial feasibility of this level of investment expenditure continues to be debated by the Authority and the shareholder Minister.

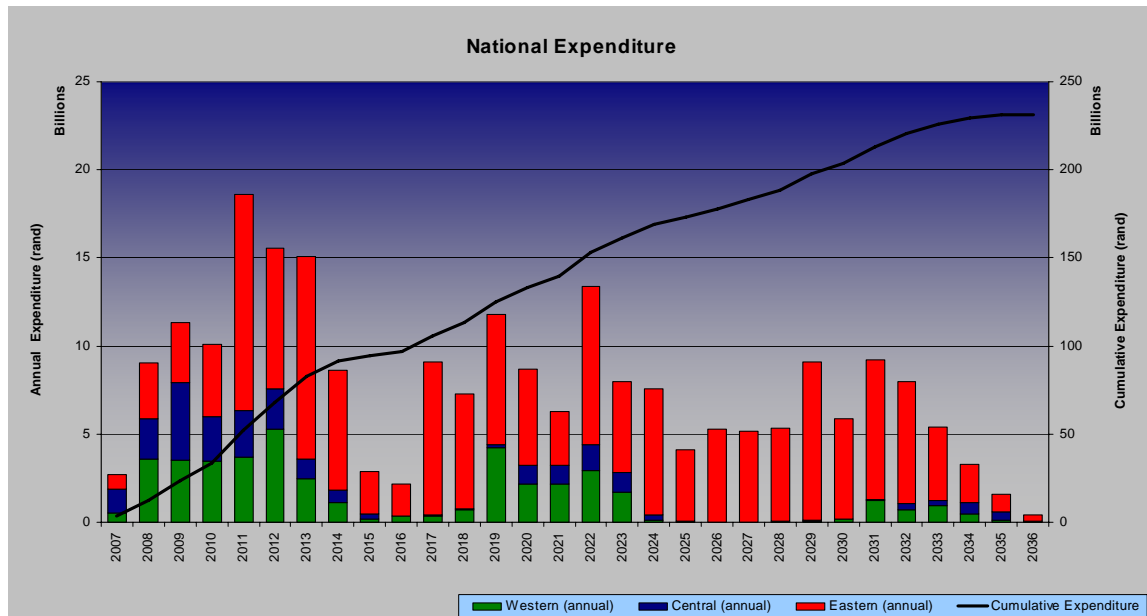


Diagram 3: Long term development plan

The medium-term Development Plan is based on a set of long-term forecasts of cargo throughput at each port, for each of the main categories of cargo. The cargo forecasts for containers were prepared using statistical trend analysis, relating container growth to a number of macroeconomic indicators. Forecasts for break bulk, dry bulk, liquid bulk and motor vehicles were developed from industry interviews. These provided information to develop commodity profiles and to identify the key drivers of growth for each type of commodity, on which judgement-based forecasts were developed.

The projections of port capacity needs were based on estimates of cargo handling capacity of the existing facilities, and proposed new facilities. These were based on Transnet Port Terminal (TPT) handling rates. A specific analysis of container handling capacity was carried out for the existing and proposed new facilities, using international benchmarks throughput comparisons. These estimates indicated a wide range of possible capacity outcomes, depending on the methods used and conditions pertaining in different locations.

The assumed efficiency of cargo handling and the utilisation of available berths are critical to the assessment of future capacity needs and hence investment costs. Cargo handling efficiency can be expected to improve over time, although the Port Development Plan assumes constant berth capacity throughput rates. This is a realistic planning procedure, to allow for the provision of infrastructure, which by its nature has a long lead time, just ahead of demand.

It must be borne in mind that there is a balance between the capital costs to the port, and the capital costs to the ship. The lowest overall logistics cost should determine the optimum berth occupancy.

The demand forecasts and berth capacity estimates were used to estimate the additional berth and cargo handling equipment requirements, for each type of cargo, at each port. A variety of schemes and port layout options were considered at each port to provide the required capacity for each cargo type, and the interaction between the options were considered, to develop feasible options. The costs of each of the possible port schemes was estimated, including both the Authority's port infrastructure costs and TPT's terminal handling equipment costs. Complementary work on the rail investment requirements for the port corridors is being carried out. A broad evaluation of the cost effectiveness of the various port development scenarios was carried out to evaluate the possible sequencing of the options.

On this basis a number of possible long-term port development strategies were identified for each port and overall strategic options were proposed.

A review of the Port Development Plan is now being performed taking into account the potential for achieving higher levels of efficiency in cargo handling rates and Transnet Capital Project's is in the process of producing a revised investment plan. The Authority takes comfort from the fact that its approved investment program is complementary to that contained in the current Port Development Plan, which is used in stakeholder discussions in order to plan and invest appropriately in port infrastructure ahead of demand.

Appendix A: the Authority's proposed tariff book for 2010/11

Note: Penalties are only escalated on review and the 10.62% increase therefore does not apply

TRANSNET NATIONAL PORTS AUTHORITY TARIFFS EFFECTIVE 1 APRIL 2010						
	TARIFF RAND (01/04/09)	TARIFF RAND (01/04/10)		TARIFF RAND (01/04/09)	TARIFF RAND (01/04/10)	
<p>Unit of tonnage: 1 metric ton (1 000kg), subject to a minimum of 1 ton, except for the following:</p> <p>Vehicles (empty) driven or towed from / to the port (including boats, yachts, etc. on trailers):</p> <p>1 metre of length = 2 tons</p> <p>Bulk liquids = 1 kilolitre</p> <p>The metric tonnage for tariffing purposes of cargo dues shall include all packaging i.e. mass of cages, cases, pallets, bags, etc.</p> <p>Vessels tonnage (excluding Section 7): The tonnage for port tariff purposes is the gross tonnage of a vessel as per the tonnage certificate issued in terms of the Tonnage Convention 1969 (NOT converted to cubic metres)</p> <p>Where the vessel's tonnage is not available, the highest tonnage reflected in Lloyds Register of Shipping, is acceptable.</p> <p>SECTION 1</p> <p>LIGHT DUES</p> <p>SAMSA fees to follow</p> <p>SECTION 2</p> <p>VESSEL TRAFFIC SERVICES CHARGES AND SERVICES (At all ports, excluding East London & Mossel Bay) A vessel traffic service (VTS) charge will be levied to</p>			<p>SECTION 4</p> <p>MARINE SERVICES</p> <p>2. TUGS/VESSEL ASSISTANCE AND/OR ATTENDANCE</p> <p>PORT OF RICHARDS BAY</p> <p>Up to 700</p> <p>701 to 1800</p> <p>1801 to 8800</p> <p>Plus per 100 tons or part thereof above 1800</p> <p>8801 to 14100</p> <p>Plus per 100 tons or part thereof above 8800</p> <p>14101 to 21200</p> <p>Plus per 100 tons or part thereof above 14100</p> <p>21201 to 28300</p> <p>Plus per 100 tons or part thereof above 21200</p> <p>Above 28300</p> <p>Plus per 100 tons or part thereof above 28300</p> <p>PORT OF DURBAN</p> <p>Up to 700</p> <p>701 to 1800</p> <p>1801 to 8800</p> <p>Plus per 100 tons or part thereof above 1800</p> <p>8801 to 14100</p> <p>Plus per 100 tons or part thereof above 8800</p> <p>14101 to 21200</p> <p>Plus per 100 tons or part thereof above 14100</p> <p>21201 to 28300</p> <p>Plus per 100 tons or part thereof above 21200</p> <p>Above 28300</p> <p>Plus per 100 tons or part thereof above 28300</p> <p>PORT OF EAST LONDON</p> <p>Up to 700</p>			
					3,027.31	3,348.75
					6,054.63	6,697.51
					6,054.63	6,697.51
					128.02	141.61
					15,096.75	16,699.71
					85.49	94.57
					19,628.87	21,713.05
					64.22	71.04
					24,165.41	26,731.28
					65.91	72.91
					28,819.85	31,879.92
					23.09	25.54
					2,937.40	3,249.29
					5,874.82	6,498.60
					5,874.82	6,498.60
					125.08	138.36
					14,713.56	16,275.83
		11.46	12.68		83.29	92.13
	54.44	60.22		19,127.75	21,158.72	
				62.62	69.27	
				23,556.73	26,057.97	
				41.68	46.11	
				26,501.48	29,315.39	
				20.92	23.14	
				1,895.37	2,096.62	

TRANSNET NATIONAL PORTS AUTHORITY TARIFF APPLICATION FOR 2010/11

TRANSNET NATIONAL PORTS AUTHORITY TARIFFS EFFECTIVE 1 APRIL 2010					
	TARIFF RAND (01/04/09)	TARIFF RAND (01/04/10)		TARIFF RAND (01/04/09)	TARIFF RAND (01/04/10)
ensure the safety of navigation within the ports and the ports environment based on the gross tonnage of a vessel			701 to 1800	3,790.76	4,193.26
			1801 to 8800	3,790.76	4,193.26
1.1 VTS charges payable per GT			Plus per 100 tons or part thereof above 1800	93.45	103.37
			8801 to 14100	10,396.61	11,500.51
All ports excluding Durban & Saldanha Bay	0.25	0.28	Plus per 100 tons or part thereof above 8800	66.83	73.93
			14101 to 21200	13,932.40	15,411.73
Ports of Durban & Saldanha Bay	0.31	0.34	Plus per 100 tons or part thereof above 14100	53.42	59.09
			21201 to 28300	17,709.92	19,590.35
Minimum fee	109.52	121.15	Plus per 100 tons or part thereof above 21200	40.16	44.42
			Above 28300	20,545.62	22,727.14
SECTION 3			Plus per 100 tons or part thereof above 28300	20.09	22.22
PILOTAGE SERVICES			PORTS OF PORT ELIZABETH & NGQURA		
1. PILOTAGE / HELICOPTER DUES			Up to 700	2,596.66	2,872.37
RICHARDS BAY	14,396.66	15,925.29	701 to 1800	5,193.34	5,744.77
			1801 to 8800	5,193.34	5,744.77
DURBAN	8,653.03	9,571.80	Plus per 100 tons or part thereof above 1800	110.45	122.18
			8801 to 14100	12,995.48	14,375.33
PORT ELIZABETH / NGQURA	4,171.06	4,613.94	Plus per 100 tons or part thereof above 8800	73.57	81.38
			14101 to 21200	16,894.55	18,688.40
CAPE TOWN	2,949.21	3,262.35	Plus per 100 tons or part thereof above 14100	55.44	61.33
			21201 to 28300	20,807.76	23,017.11
SALDANHA BAY	4,498.22	4,975.84	Plus per 100 tons or part thereof above 21200	36.87	40.78
			Above 28300	23,408.47	25,893.96
OTHER PORTS	3,044.57	3,367.84	Plus per 100 tons or part thereof above 28300	18.33	20.28
			Up to 700	1,895.37	2,096.62
OTHER PORTS	4.87	5.39	PORT OF MOSSEL BAY		
			701 to 1800	3,790.76	4,193.26
OTHER PORTS	4.87	5.39	1801 to 8800	3,790.76	4,193.26
			Plus per 100 tons or part thereof above 1800	80.62	89.18
OTHER PORTS	4.87	5.39	8801 to 14100	9,485.76	10,492.95
			Plus per 100 tons or part thereof above 8800	53.69	59.39
			14101 to 21200	12,331.78	13,641.16

TRANSNET NATIONAL PORTS AUTHORITY TARIFF APPLICATION FOR 2010/11

TRANSNET NATIONAL PORTS AUTHORITY TARIFFS EFFECTIVE 1 APRIL 2010					
	TARIFF RAND (01/04/09)	TARIFF RAND (01/04/10)		TARIFF RAND (01/04/09)	TARIFF RAND (01/04/10)
3. PILOTAGE EXEMPTION CERTIFICATE			Plus per 100 tons or part thereof above 14100	40.47	44.77
	64.53	71.38	21201 to 28300	15,188.15	16,800.82
	645.30	713.82	Plus per 100 tons or part thereof above 21200	26.92	29.78
	1,936.20	2,141.78	Above 28300	17,086.47	18,900.70
	96.82	107.10	Plus per 100 tons or part thereof above 28300	13.38	14.80
	3,872.38	4,283.55			
	129.09	142.80			
PORT OF CAPE TOWN			5. RUNNING OF VESSEL'S LINES		
Up to 700	1,836.42	2,031.41			
701 to 1800	3,672.85	4,062.83	PORT ELIZABETH	1,054.03	1,165.95
1801 to 8800	3,672.85	4,062.83		2,108.04	2,331.87
Plus per 100 tons or part thereof above 1800	90.50	100.11			
8801 to 14100	10,069.42	11,138.58	CAPE TOWN	1,102.44	1,219.50
Plus per 100 tons or part thereof above 8800	64.73	71.60		1,538.71	1,702.09
14101 to 21200	13,493.20	14,925.90			
Plus per 100 tons or part thereof above 14100	51.73	57.22	SALDANHA	969.80	1,072.77
21201 to 28300	17,151.31	18,972.42		1,939.60	2,145.55
Plus per 100 tons or part thereof above 21200	38.89	43.02			
Above 28300	19,898.58	22,011.40	OTHER PORTS	769.37	851.06
Plus per 100 tons or part thereof above 28300	19.46	21.53		1,538.71	1,702.09
PORT OF SALDANHA			PORT ELIZABETH	1,054.03	1,165.95
Up to 700	3,575.59	3,955.24		2,108.04	2,331.87
701 to 1800	7,151.15	7,910.45			
1801 to 8800	7,151.15	7,910.45	CAPE TOWN	1,102.44	1,219.50
Plus per 100 tons or part thereof above 1800	152.26	168.43		2,204.89	2,439.00
8801 to 14100	17,911.83	19,813.69			
Plus per 100 tons or part thereof above 8800	101.40	112.17	SALDANHA	969.80	1,072.77
14101 to 21200	23,285.52	25,757.96		1,939.60	2,145.55
Plus per 100 tons or part thereof above 14100	76.22	84.31			
21201 to 28300	28,676.90	31,721.79	OTHER PORTS	769.37	851.06
Plus per 100 tons or part thereof above 21200	50.73	56.12		1,538.71	1,702.09
Above 28300	32,262.81	35,688.45			
Plus per 100 tons or part thereof above 28300	25.47	28.17		769.37	851.06

TRANSNET NATIONAL PORTS AUTHORITY TARIFF APPLICATION FOR 2010/11

TRANSNET NATIONAL PORTS AUTHORITY TARIFFS EFFECTIVE 1 APRIL 2010					
	TARIFF RAND	TARIFF RAND		TARIFF RAND	TARIFF RAND
	(01/04/09)	(01/04/10)		(01/04/09)	(01/04/10)
Should a vessel arrive or depart 30 minutes or more after the notified time the fee per large tug per half hour or part thereof is			6. HIRE OF MARINE EQUIPMENT / MARINE SERVICES	148.85	164.65
				703.02	777.67
All ports (excluding Saldanha)	3,743.61	4,141.10	SECTION 5 PORT FEES ON VESSELS, MISCELLANEOUS FEES AND SERVICES		
Saldanha	4,720.78	5,222.03	1.1 PORT DUES	89.62	99.14
3. MISCELLANEOUS TUG/VESSEL SERVICES TANKER FIRE WATCH, FIRE FIGHTING & STANDBY SERVICES				26.87	29.72
All ports (excluding Saldanha)	7,485.73	8,280.56	Minimum fee	219.01	242.26
	59,885.88	66,244.52	1.2 BERTH DUES		
	4,991.95	5,521.99	Up to 17 700 tons	23.51	26.01
	104,831.25	115,962.15	Following 17 700 to 35 300	15.55	17.20
	3,743.61	4,141.10	Following 35 300 to 53 000	7.82	8.65
SALDANHA			BERTH DUES AT THE PORT OF SALDANHA	0.050	0.06
	9,441.54	10,444.04	2. PORT DUES FOR SMALL VESSELS AND PLEASURE VESSELS		
	75,536.80	83,557.24			
	6,294.87	6,963.25	SMALL VESSELS		
	132,203.78	146,241.08			
	4,720.78	5,222.03	SMALL VESSELS	21.85	24.17
MOBILISATION AND DEMOBILISATION OF FLOATING CRANES				36.46	40.33
				64.01	70.81
Minimum fee per service at the Port of Durban	20,634.04	22,824.95		88.06	97.41
				176.09	194.79
Minimum fee per service at the Port of Cape Town	8,843.16	9,782.12		177.77	196.65
				355.51	393.26
FLOATING CRANES			PLEASURE VESSELS	52.05	57.58
				104.10	115.15
For handling loads, per hour or part thereof :				208.19	230.30

TRANSNET NATIONAL PORTS AUTHORITY TARIFFS EFFECTIVE 1 APRIL 2010					
	TARIFF RAND (01/04/09)	TARIFF RAND (01/04/10)		TARIFF RAND (01/04/09)	TARIFF RAND (01/04/10)
At the Port of Durban	8,843.16	9,782.12	3. MISCELLANEOUS SERVICES		
At the Port of Cape Town	17,686.32	19,564.24	Rates applicable at ports where these services or equipment are available		
4. BERTHING SERVICES					
RICHARDS BAY	1,476.80	1,633.61	"A" Whether the fire has been extinguished or not on the arrival of the Fire and Emergency Services on the scene		
	6.26	6.92			
PORT ELIZABETH	1,784.96	1,974.49	"B" Whether the "Hazmat" incident has been resolved or not on the arrival of the Fire and Emergency Services on the scene		
	8.71	9.63			
CAPE TOWN	1,419.34	1,570.04	"C" Whether the rescue and / or salvage operation has been completed or not on the arrival of the Fire and Emergency Services		
	6.94	7.68			
SALDANHA	1,862.96	2,060.77			
	7.89	8.73			
OTHER PORTS	1,302.89	1,441.23			
	6.36	7.04			
	589.54	652.14			
Rates:			3.3.4. Fire team course per person (2 days)	1,093.72	1,209.85
3.1. FIRE AND EMERGENCY SERVICES			3.3.5. Fire co-ordination course per person (3 days)	1,639.91	1,814.03
3.1.1. Fire tender turn-out fee - Heavy duty (7000 kg)	1,749.43	1,935.18	3.3.6. On site evacuation drills / simulations and feedback	2,915.69	3,225.28
3.1.2. Fire tender turn-out fee - Light duty	1,238.83	1,370.37	3.3.7. Hazmat training for drivers (2 days)	1,093.72	1,209.85
3.1.3. Hazmat (Chemical) vehicle turn-out - Heavy duty (7000 kg)	1,749.43	1,935.18	3.3.8. Fire risk assessment per day	1,457.84	1,612.63
3.1.4. Hazmat (Chemical) vehicle turn-out - Light duty	1,238.83	1,370.37	3.4. FIRE EQUIPMENT MAINTENANCE		

TRANSNET NATIONAL PORTS AUTHORITY TARIFF APPLICATION FOR 2010/11

TRANSNET NATIONAL PORTS AUTHORITY TARIFFS EFFECTIVE 1 APRIL 2010					
	TARIFF RAND (01/04/09)	TARIFF RAND (01/04/10)		TARIFF RAND (01/04/09)	TARIFF RAND (01/04/10)
3.1.5. Use of the fire tender, equipment and crew The fee is per half hour or part thereof	874.70	967.58	3.4.1. Labour cost per hour	160.16	177.17
3.1.6. Use of the Hazmat vehicle, equipment and crew The fee is per half hour or part thereof	874.70	967.58	3.4.2. Service of CO2 fire extinguisher	80.76	89.34
3.1.7. Additional fire fighting staff fee per half hour or part thereof - each additional member of the fire service assisting in any incident mentioned under A, B and C	146.47	162.02	3.4.3. Pressure test and recharge of CO2 fire extinguisher	175.22	193.82
3.1.8. Fire fighter on standby duty at the incident including equipment - per half hour or part thereof	146.47	162.02	3.4.4. Recharge of CO ² fire extinguisher	175.22	193.82
3.1.9. Use of a portable fire pump, chemical transfer pump, generator, "veld fire" pump, bobcat including the fire fighter to operate the pump per half hour or part thereof	232.70	257.41	3.4.5. Service of 9kg powder fire extinguisher	80.76	89.34
3.1.10. Use of additional breathing apparatus Per set - this is in addition to the breathing apparatus sets carried on the fire tender or hazmat vehicle	219.01	242.26	3.4.6. Pressure test and recharge of 9kg powder fire extinguisher	188.92	208.98
3.1.11. Use of additional chemical protection suits Per suite - this is in addition to the chemical suit carried on the hazmat vehicle	874.70	967.58	3.4.7. Recharge of 9kg powder fire extinguisher	175.22	193.82
3.1.12. Use of fire fighting foam per litre	43.82	48.47	3.4.8. Service of 9 Lt water fire extinguisher	80.76	89.34
3.1.13. Use of fire extinguishers This is in addition to those carried on the fire tender or hazmat vehicle			3.4.9. Pressure test and recharge of 9 Lt water fire extinguisher	94.45	104.48
			3.4.10. Recharge of 9 Lt water fire extinguisher	80.76	89.34
			3.4.11. Service of 9 Lt foam fire extinguisher	80.76	89.34
			3.4.12. Pressure test and recharge of 9 Lt foam fire extinguisher	102.65	113.55
			3.4.13. Recharge of 9 Lt foam fire extinguisher	87.60	96.90
			3.4.14. Service fire hose reel	50.65	56.03
			3.4.15. Service and pressure test fire hose	80.76	89.34
			3.4.16. Service mobile foam fire unit (> 9 Lts capacity)	80.76	89.34

TRANSNET NATIONAL PORTS AUTHORITY TARIFFS EFFECTIVE 1 APRIL 2010					
	TARIFF RAND	TARIFF RAND		TARIFF RAND	TARIFF RAND
	(01/04/09)	(01/04/10)		(01/04/09)	(01/04/10)
The tariffs below include the cost of material, labour and supervision involved in the recharging of the equipment			3.4.17. Pressure test and recharge mobile foam fire unit	407.93	451.24
A: 9 Lt water fire extinguisher	72.56	80.26	3.4.18. Recharge mobile foam fire unit (> 9 Lts capacity)	306.63	339.19
B: 9Lt foam fire extinguisher	87.60	96.90			
C: 9kg Dry powder fire extinguisher	109.52	121.15	3.4.19. Service mobile powder fire unit	80.76	89.34
D: 5-7 kg Carbon Dioxide fire extinguisher	175.22	193.82			
3.1.14. Emergency support vehicle - R/km	4.10	4.54	3.4.20. Pressure test & recharge mobile powder fire unit (> 9 kg capacity)	407.93	451.24
3.2. FIRE PROTECTION			3.4.21. Recharge mobile powder fire unit (> 9kg capacity)	306.63	339.19
3.2.1. Vessel fire protection duties - fire fighter on shipping per hour	162.89	180.19	3.5. FIRE EQUIPMENT HIRE		
3.2.2. Cargo fire protection duties - fire fighter on cargo per hour	162.89	180.19	3.5.1. Training Facilities Hire per day (excluding fire equipment)	2,551.59	2,822.52
3.2.3. "Hotwork" fire safety inspection service	175.22	193.82	3.5.2. Fire pump hire (per half hour)	232.71	257.42
3.3. FIRE AWARENESS TRAINING (meals excluded)			3.5.3. Ejector pump hire (per half hour)	87.60	96.90
3.3.1. Fire induction course per person per day (1 day)	546.18	604.17	3.5.4. Fire hose hire (per half hour)	21.90	24.23
3.3.2. Hazmat awareness course per person (2 days)	1,093.72	1,209.85	3.5.5. Branch pipe and nozzle hire (per 8 hr day)	21.90	24.23
3.3.3. Fire marshal course per person (1 day)	546.18	604.17	3.5.6. Fire extinguisher hire (per 8 hr day)	72.56	80.26
			3.5.7. Fire tender and driver - social functions (per hour)	1,749.43	1,935.18
			4. SECURITY SERVICES Fees are available on application		

TRANSNET NATIONAL PORTS AUTHORITY TARIFF APPLICATION FOR 2010/11

TRANSNET NATIONAL PORTS AUTHORITY TARIFFS EFFECTIVE 1 APRIL 2010					
	TARIFF RAND	TARIFF RAND		TARIFF RAND	TARIFF RAND
	(01/04/09)	(01/04/10)		(01/04/09)	(01/04/10)
5. FRESH WATER			4.2. PREPARATION AT PORT OF DURBAN	8,987.76	9,942.07
Fees are available on application				8,822.57	9,759.34
6. REMOVAL OF REFUSE			5. DOCKING AND UNDOCKING OF VESSELS	6,803.69	7,526.10
Fees are available on application				3,001.27	3,319.94
7. PASSENGERS' BAGGAGE: ALL PORTS	41.94	-		6,803.69	7,526.10
				6,676.48	7,385.38
8. PASSENGERS' LEVY: ALL PORTS	44.22	-			
SECTION 6			6. DRYDOCK, FLOATING DOCK, SYNCROLIFT AND SLIPWAY DUES PORT OF CAPE TOWN AND EAST LONDON		
Port Service Licence, Port Rule Licence, Port Rule			DRYDOCK - FIRST 24 HOUR PERIOD	4,464.65	4,938.70
Registration and Port Rule Permit Fees				1.31	1.45
				5,876.83	6,500.83
6.1 Fees payable for Port Service licences to be issued by the Authority in terms of section 57 of the National Ports				1.49	1.65
Act, No 12 of 2005:				10,321.01	11,416.89
				1.84	2.04
				10,806.36	11,953.77
Floating crane services licence fee	20,000.00	20,000.00		1.84	2.04
Stevedore services licence fee	20,000.00	20,000.00		22,522.02	24,913.39
Waste disposal services licence fee	20,000.00	20,000.00		1.84	2.04
				26,779.06	29,622.44
6.2. Fees payable for licences, registrations and permits to be issued by the Authority in terms of Port Rules made by the Authority in terms of section 80(2) of the National				1.84	2.04
Ports Act, No 12 of 2005:			EACH SUBSEQUENT 12 HOUR PERIOD	2,232.31	2,469.34
				0.44	0.49
				2,938.43	3,250.43
6.2.1. Port Rule licences:				0.49	0.54
Bunkering licence fee	20,000.00	20,000.00		5,160.51	5,708.45
Diving licence fee	20,000.00	20,000.00		0.72	0.80
Fire protection and fire equipment installation and				5,403.18	5,976.89
maintenance licence fee	20,000.00	20,000.00		0.72	0.80
Pest control licence fee	20,000.00	20,000.00		11,261.02	12,456.71
Pollution control licence fee	20,000.00	20,000.00		0.62	0.69

TRANSNET NATIONAL PORTS AUTHORITY TARIFF APPLICATION FOR 2010/11

TRANSNET NATIONAL PORTS AUTHORITY TARIFFS EFFECTIVE 1 APRIL 2010					
	TARIFF RAND	TARIFF RAND		TARIFF RAND	TARIFF RAND
	(01/04/09)	(01/04/10)		(01/04/09)	(01/04/10)
				13,389.54	14,811.23
6.2.2. Port Rule registration:				0.49	0.54
Vessel agent registration fee	438.60	438.60	PORT OF DURBAN		-
			DRYDOCK - FIRST 24 HOUR PERIOD	10,815.12	11,963.46
6.2.3. Port Rule access permits for persons:				1.84	2.04
Restricted areas - Ad hoc access permit fee	Free	Free		22,522.02	24,913.39
Restricted areas - Longer-term access permit fee	Free	Free		1.84	2.04
				26,779.06	29,622.44
6.2.3. Port Rule permits for small vessels and pleasure vessels:				1.84	2.04
Small vessel permit fee	Free	Free	EACH SUBSEQUENT 12 HOUR PERIOD	5,407.56	5,981.73
Pleasure vessel permit fee	Free	Free		0.72	0.80
Motor vehicle access permit fee	197.37	197.37		11,261.02	12,456.71
				0.62	0.69
SECTION 7				13,389.54	14,811.23
DRYDOCKS, FLOATING DOCKS, SYNCROLIFTS AND SLIPWAYS				0.49	0.54
Tonnage of vessels for tariff purposes					
The gross tonnage of a vessel in cubic metres (conversion factor 2,83) of a vessel as per the tonnage certificate issued in terms of the Tonnage Convention 1969,			FLOATING DOCK - FIRST 24 HOUR PERIOD	10,613.40	11,740.32
plus				1.82	2.01
The tonnage in mass, of all cargo on board.			EACH SUBSEQUENT 12 HOUR PERIOD	5,306.69	5,870.15
				0.72	0.80
2. BOOKING FEES			SYNCROLIFT		
CAPE TOWN & EAST LONDON			FIRST 24 HOUR PERIOD	833.28	921.76
Drydock	29,237.99	32,342.46		1.84	2.04
Syncrolift	7,309.50	8,085.62		1,096.43	1,212.85
Slipways	On application	On application	EACH SUBSEQUENT 12 HOUR PERIOD	1.84	2.04
				416.65	460.89
				0.76	0.84
DURBAN				548.21	606.42
Drydock	29,237.99	32,342.46		0.76	0.84
Floating Dock	29,237.99	32,342.46	MINIMUM FEES		
Slipways	On application	On application	FIRST 24 HOUR PERIOD	25,258.69	27,940.64

TRANSNET NATIONAL PORTS AUTHORITY TARIFFS EFFECTIVE 1 APRIL 2010					
	TARIFF RAND	TARIFF RAND		TARIFF RAND	TARIFF RAND
	(01/04/09)	(01/04/10)		(01/04/09)	(01/04/10)
				9,690.93	10,719.91
3. PENALTIES				10,613.40	11,740.32
Should the booking not be taken up or cancelled within 21 consecutive days prior to the booked date the deposit will be forfeited. If the booking is cancelled > 21 days, a full refund will be given.				3,445.70	3,811.56
			EACH SUBSEQUENT 12 HOUR PERIOD	10,603.16	11,729.00
				4,331.60	4,791.53
4.1. PREPARATION AT THE PORTS OF CAPE TOWN AND EAST LONDON				5,306.69	5,870.15
	1,122.74	1,241.95		1,147.60	1,269.45
	2,245.49	2,483.91	7. SLIPWAY		
	4,490.95	4,967.80	Fees are available on application		
	6,736.45	7,451.72			
	8,981.91	9,935.60			
8. WHARF CRANES			9. CARGO CONVEYED BY VESSELS PERMITTED TO SERVICE VESSELS WITHIN AND OUTSIDE THE PORT		
8.1 Wharf cranes at the Ports of Cape Town and East London	657.85	727.70	Per trip	272.67	301.62
8.2 Wharf cranes at the Port of Durban	657.85	727.70	Bulk	52.49	58.06
8.3. Crane 206 at the Port of Cape Town			Breakbulk	111.51	123.35
Working hours per hour	1,350.33	1,493.71	Breakbulk empty returns	3.28	3.63
Overtime per hour	1,620.40	1,792.45	Motor vehicles on own wheels	183.68	203.18
Public holidays and Sundays per hour	1,890.47	2,091.20			
SECTION 8 (OLD SECTION 7)			1.2 IMPORTS PER CONTAINER		
CARGO DUES ON IMPORTS, EXPORTS, TRANSHIPMENTS AND COASTWISE TRAFFIC			6m / 20'	1,942.23	2,148.45
Unit of tonnage:			12m / 40' , 13,7m / 45'	3,884.44	4,296.89
1 metric ton (1 000kg), subject to a minimum			Empty containers, all sizes	64.31	71.14
of 1 ton, except for the following:			2.1 EXPORTS PER TON		
			Bulk	39.35	43.53
			Breakbulk	91.84	101.59
			Breakbulk empty returns	3.28	3.63

TRANSNET NATIONAL PORTS AUTHORITY TARIFFS EFFECTIVE 1 APRIL 2010					
	TARIFF RAND	TARIFF RAND		TARIFF RAND	TARIFF RAND
	(01/04/09)	(01/04/10)		(01/04/09)	(01/04/10)
<p>Vehicles (empty) driven or towed from / to the port (including boats, yachts, etc. on trailers):</p> <p>1 metre of length = 2 tons</p> <p>Bulk liquids = 1 kilolitre</p> <p>The metric tonnage for tariffing purposes of cargo dues shall include all packaging i.e. mass of cages, cases, pallets, bags, etc.</p> <p>The cargo dues order must be substantiated by additional documentation as per Section 8 Clause 1.1 of the NPA Tariff Book.</p> <p>The minimum fee for cargo dues on breakbulk cargo will be based on 1 ton.</p> <p>1.1 IMPORTS PER TON</p>			Motor vehicles on own wheels	91.84	101.59
			2.2 EXPORTS PER CONTAINER		
			6m / 20'	964.68	1,067.11
			12m / 40' , 13,7m / 45'	1,929.37	2,134.23
			Empty containers, all sizes	64.31	71.14
			3. COASTWISE CARGO		
			Per ton, inwards or outwards		
			Bulk / Breakbulk	12.10	13.38
			Breakbulk Empty Returns	3.28	3.63
			Per container, inwards or outwards		
			6m / 20'	65.61	72.58
			12m / 40' , 13,7m / 45'	131.19	145.12
			Empty containers, all sizes	65.61	72.58
			4. TRANSHIPMENTS PER MOVE		
			Per container, inwards or outwards		
			6m / 20'	65.61	72.58
			12m / 40' , 13,7m / 45'	131.19	145.12
			Bulk / Breakbulk per ton	3.23	3.57
			Bulk liquids - up to 100 000 tons, per ton, per consignment	3.23	3.57
			Thereafter per ton	1.61	1.78
		8. PENALTIES AND RELATED FEES			
			230.00	230.00	
			1,150.00	1,150.00	
		Framing fee per order	230.00	230.00	

BREAKBULK				
<u>Commodity</u>	2009/10		2010/11	
	Imports	Exports	Imports	Exports
Acids	68.88	29.52	76.19	32.65
Agricultural products / seaweed, EOHP	25.59	25.59	28.31	28.31
Alumina	23.62	19.68	26.13	21.77
Aluminium flouride	45.90	91.84	50.77	101.59
Ammonium & products thereof	45.90	45.90	50.77	50.77
Animal / vegetable oils / fats & products thereof	45.90	45.90	50.77	50.77
Articles of cement / sand / stone	19.68	19.68	21.77	21.77
Asbestos & products thereof	49.21	49.21	54.44	54.44
Bait	111.51	19.68	123.35	21.77
Barley & products thereof	25.59	25.59	28.31	28.31
Base metals: Other	111.51	77.17	123.35	85.36
Bricks	45.90	19.68	50.77	21.77
Cement & clinker	19.68	3.94	21.77	4.36
Chemicals & products thereof	45.90	91.84	50.77	101.59
Chrome ore	13.78	11.15	15.24	12.33
Citrus fruit	18.11	18.11	20.03	20.03
Clay	19.68	19.68	21.77	21.77
Coal	7.60	2.62	21.77	21.77
Copper & products thereof	111.51	45.90	123.35	50.77
Cotton	111.51	48.53	123.35	53.68

BREAKBULK				
	2009/10		2010/11	
<u>Commodity</u>	Imports	Exports	Imports	Exports
Cotton seed & products thereof	31.48	31.48	34.82	34.82
Deciduous fruit	32.98	32.98	36.48	36.48
Exotic fruit	32.98	32.98	36.48	36.48
Ferric Sulphate	45.90	91.84	50.77	101.59
Ferro alloys	23.62	23.62	26.13	26.13
Fertilizers	19.28	13.78	21.33	15.24
Fish loose and in cartons	111.51	39.35	123.35	43.53
Fish meal & products thereof	22.31	22.31	24.68	24.68
Fish prepared	68.88	29.52	76.19	32.65
Fluorspar	19.68	19.68	21.77	21.77
Foodstuff prepared	68.88	29.52	76.19	32.65
Glass & glassware	25.59	12.37	28.31	13.68
Grain & products thereof	23.62	23.62	26.13	26.13
Granite & products thereof	45.90	7.60	50.77	8.41
Gypsum & products thereof	19.68	19.68	21.77	21.77
Iron ore	19.68	19.68	21.77	21.77
Lead & products thereof	19.68	15.73	21.77	17.40
Lime & products thereof	19.68	19.68	21.77	21.77

BREAKBULK				
Commodity	2009/10		2010/11	
	Imports	Exports	Imports	Exports
Logs	52.49	5.26	58.06	5.82
Magnesium	68.88	91.84	76.19	101.59
Maize & products thereof	21.66	21.66	23.96	23.96
Malt & products thereof	35.42	35.42	39.18	39.18
Manganese ore	13.78	13.78	15.24	15.24
Ores & minerals: Olivine	19.68	91.84	21.77	101.59
Ores & minerals: Other	19.68	19.68	21.77	21.77
Ores & minerals: Silico Manganese	111.51	23.62	123.35	26.13
Ores & minerals: Silicon metal	111.51	45.90	123.35	50.77
Paper & products thereof	59.69	34.11	66.03	37.73
Petroleum coke	24.61	24.61	27.22	27.22
Pig iron	19.68	10.48	21.77	11.59
Pitch pencil	19.68	18.39	21.77	20.34
Plastic & products thereof	91.84	39.35	101.59	43.53
Potash & products thereof	19.28	13.78	21.33	15.24
Rice & products thereof	25.59	25.59	28.31	28.31
Rubber & products thereof	80.37	49.21	88.90	54.44
Rutile	111.51	23.62	123.35	26.13

BREAKBULK				
<u>Commodity</u>	2009/10		2010/11	
	Imports	Exports	Imports	Exports
Salt	19.68	19.68	21.77	21.77
Scrap steel	6.54	6.54	7.23	7.23
Soda ash	29.52	29.52	32.65	32.65
Sodium sulphate / sulphite	45.90	91.84	50.77	101.59
Stainless steel (excluding pipes & tubes)	85.29	85.29	94.35	94.35
Steel pellets	7.21	7.21	7.98	7.98
Steel pipes / tubes	72.15	35.42	79.81	39.18
Steel rebars / sheets / plates / angles	20.03	20.03	22.16	22.16
Steel: Cold rolled coils, galvanised, aluzinc coils	20.03	20.03	22.16	22.16
Steel: Hot rolled coils, slabs, billets	20.03	20.03	22.16	22.16
Sugar	23.62	23.62	26.13	26.13
Textiles & products thereof	91.84	39.35	101.59	43.53
Timber & products thereof (excluding furniture)	66.92	14.41	74.03	15.94
Titanium slag	29.52	29.52	32.65	32.65
Vegetables fresh or frozen	25.59	25.59	28.31	28.31
Vegetables prepared	68.88	29.52	76.19	32.65
Vermiculite	27.55	27.55	30.48	30.48
Wheat & products thereof	24.61	24.61	27.22	27.22
Woodpulp	39.35	39.35	43.53	43.53
Zinc & products thereof	19.68	19.68	21.77	21.77
Zircon	111.51	19.68	123.35	21.77

DRY BULK				
	2009/10		2010/11	
Commodity	Imports	Exports	Imports	Exports
Agricultural products / seaweed, EOHP	25.59	25.59	28.31	28.31
Alumina	23.62	39.35	26.13	43.53
Andalusite	52.49	9.18	58.06	10.15
Barley & products thereof	25.59	39.35	28.31	43.53
Cement & clinker	19.68	3.94	21.77	4.36
Chrome ore	13.78	4.73	15.24	5.23
Coal	7.60	2.62	8.41	7.23
Copper concentrates	19.68	19.68	21.77	21.77
Cotton seed & products thereof	31.48	39.35	34.82	43.53
Ferro alloys	23.62	23.62	26.13	26.13
Fertilizer & products thereof	13.78	13.78	15.24	15.24
Fluorspar & products thereof	19.68	19.68	21.77	21.77
Grain & products thereof	19.68	19.68	21.77	21.77
Gypsum & products thereof	19.68	19.68	21.77	21.77
Iron Ore	13.78	6.54	15.24	11.59
Iron Oxide (Hematite)	13.78	6.54	15.24	7.23
Lead & products thereof	52.49	15.73	58.06	17.40
Maize & products thereof	19.68	10.48	21.77	11.59
Malt & products thereof	35.42	39.35	39.18	43.53

DRY BULK				
Commodity	2009/10		2010/11	
	Imports	Exports	Imports	Exports
Manganese ore	13.78	6.54	15.24	11.59
Ores & minerals EOHP	19.68	39.35	21.77	43.53
Ores & minerals: Magnetite	52.49	2.62	58.06	11.59
Ores & minerals: Silico Manganese	23.62	23.62	26.13	26.13
Petroleum Coke	24.61	24.61	27.22	27.22
Pig iron	52.49	10.48	58.06	11.59
Potash & products thereof	13.78	13.78	15.24	15.24
Rice & products thereof	21.66	39.35	23.96	43.53
Rockphosphate		7.48	-	8.27
Rutile	52.49	23.62	58.06	26.13
Salt	4.60	39.35	5.09	43.53
Soda ash	19.68	39.35	21.77	43.53
Steel: Steel pellets	7.21	5.26	7.98	5.82
Sugar	52.49	15.73	58.06	17.40
Sulphur	5.00	5.00	5.53	5.53
Timber products: Wood shavings, sawdust	52.49	5.50	58.06	6.08
Titanium slag	52.49	29.52	58.06	32.65
Vermiculite	52.49	12.86	58.06	14.23
Wheat & products thereof	19.68	19.68	21.77	21.77
Woodchips	52.49	5.50	58.06	6.08
Zinc & products thereof	19.68	39.35	21.77	43.53
Zircon	52.49	19.68	58.06	21.77

LIQUID BULK				
<u>Commodity</u>	2009/10		2010/11	
	Imports	Exports	Imports	Exports
Ammonium & products thereof	21.00	21.00	23.23	23.23
Anhydrous ammonia	21.00	21.00	23.23	23.23
Animal / vegetable oils / fats & products thereof	45.90	39.35	50.77	43.53
Caustic soda	37.40	39.35	41.37	43.53
Crude & petroleum products	23.62	13.12	26.13	26.13
Molasses & products thereof	5.14	2.62	5.69	2.90
Phosphoric acid	52.49	33.47	58.06	37.02
Pitch pencil	11.02	39.35	12.19	43.53
Sunflower seed oil	45.90	39.35	50.77	43.53