



30th June 2016

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Please see herein interesting industry information that may be relevant and valuable to you. If you would like more information on any comments noted herein please contact us directly and we will gladly expand or investigate further for you – please direct all enquiries to Graeme Impson on graeme.impson@sctsolutions.co.za

RECENT TARIFF HEADING AMENDMENTS

No tariff amendments for 30th June 2016

REMINDER ON PENDING CONTAINER WEIGHING DEADLINE

Please be reminded that the new SOLAS VGM regulation is to become effective 1st July 2016.

Please be advised that all Export Containers will need to go through an approved weighbridge and have a VGM certificate produced for each shipment, please be advised that we will incur a cost for these certificates and therefore advise that a fee of R385.00 per certificate will be raised in future.

TPT gears up for container weighing deadline

Transnet Port Terminals (TPT) is "confident" it will be able to manage any operational changes at all its container ports when the International Convention for the Safety of Life at Sea (Solus) regulation for mandatory container weighing kicks in on July 1 this year.

"Since we are working on a pre-advise system and we therefore won't be weighing containers at any of our terminals, there won't be many changes at TPT," said Dr Darren Fraser, senior manager: strategy at TPT.

He told FTW that the biggest issue would be changes that needed to be made to

the Navis central information system to ensure it would be able to capture the additional information that was now required at the ports by the Solus regulation.

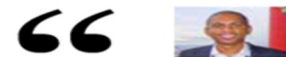
"We are currently working on this with Navis – it is of course a problem they are facing on a global scale too – and we are confident we will be able to find a solution by the July deadline," said Fraser.

The new information required by TPT includes the weighing method, verified gross mass (VGM) information, a South African Maritime Safety Association VGM certificate number (where applicable, depending

on the weighing method), and the name of the designated person/organisation that conducted the weighing process.

"It is fundamentally going to be the responsibility of the shipper to ensure they properly communicate the information required and the challenge from our side will be ensuring we received the data timeously," commented Fraser, noting that electronic communication was therefore the "most logical" way to go.

"Ideally the weighing information should be provided from the original point of departure as well as it minimises the risk of over- or



“It will be the responsibility of the shipper to ensure they properly communicate the information required.”

– DARREN FRASER

under-weight cargo travelling to the port on the roads," he said.

In response to a question about additional challenges around cargo originating from a neighbouring country, Fraser pointed out that the pre-advise system had been launched with neighbouring countries about three years ago. "This has been working well with countries such as Zimbabwe, Malawi and Swaziland, so getting the required Solus information shouldn't pose too much of a problem," he said.

TPT has, according to Fraser, been working closely with industry organisations – including the Citrus Growers' Association (CGA), the South African Association of Freight Forwarders (Saaft) and the South African Association of Ship Operators and Agents (Saasoa) – since October last year to "collectively discuss challenges and iron out issues".

TPT also holds a monthly forum with its direct customers to inform them of progress with regard to the changes.

– Adele Mackenzie



TPT will not be responsible for weighing containers when the new Solus regulation kicks in but will instead work on a pre-advise system.

We thank you for your continued support and partnership