

11 May 2016

TFR/Comm/CP.12/4/6/5/1

Dear Valued Customer

TRANSNET FREIGHT RAIL – SOLAS REQUIREMENT TO PROVIDE VGM (VERIFIED GROSS MASS) OF ALL SEA EXPORT CONTAINERS.

Further to our letter, TFR/Comm/CP.12/4/6/5/1 dated 8 April 2016.

As from 1 July 2016, TFR as a transporter must obtain proof of sea export container weights for rail to a TPT port facility. TPT has already engaged with all their Shipping Line customers and all respective bodies.

Customers working on average mass will not be allowed to do so as from 1 July 2016 and must provide verified proof of the mass loaded into a container.

TFR reviewed the requirements of SOLAS and has come to the conclusion that TFR is able to offer the service to provide the VGM for Method 1 to customers who make use of our rail services for export containers railed from TFR terminals equipped with weighbridges.

TFR weighbridges comply with all Legal requirements i.e. Trade Metrology Act, 1973 (Act No. 77 of 1973).

TFR terminals have weighbridges at Bayhead Terminal; City Terminal Deep; Kazcon Terminal; Eastcon Terminal; Newcon Terminal; Belcon Terminal; Bloemcon Terminal; Pretcon Terminal; Vaalcon Terminal, for all rail bound containers.

When an export container is gated in at a TFR terminal equipped with a weighbridge, TFR will update the verified gross mass (VGM) field with the weighbridge mass and send this mass information to TPT as part of the rail pre-advise.

However all seaborne export containers railed from TFR sidings, areas or facilities with no weighbridge facilities or in instances where TFR weighbridge is out of service, customers will have to follow the process of providing the VGM to TFR in the form of documentation used as input to capture an order for rail. This information will electronically interface with the TPT Navis system.

It is of utmost importance for customers to ensure that their hauler's and trailer's tare weights are correctly registered with TFR in our TFR Navis and CMM systems to avoid unnecessary disputes, which can be caused by such incorrect info to determine the VGM.

The VGM of containers railed from neighbouring countries can be declared at source and once captured in TFR systems the information will interface to TPT Navis. Alternatively, the Shipping Line responsible must perform the TPT Navis Pre Advise function and declare the VGM in Navis.

Attached is examples of the documentation and the declaration which must be made available to TFR either as part of the documentation or as a separate attachment.

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In all instances where TFR do not mass measure containers to obtain the weight, copies of printed weighbridge slips must accompany TFR documentation as proof of the VGM.

Be assured of TFR's continued support and we will keep you informed of further developments as we continue on this journey together.

Kind regards



Nisha Jones
General Manager
Commercial

Attachments:

Annexure 1 - Example of the VGM declaration that must accompany TFR documentation.

Annexure 2 - Copy of CTO with declaration on.

Annexure 3. - SAMSA Marine Notice No. 18 of 2016, Ref: SM6/5/2/1, Date: 20 April 2016

Annexure 4. - SAMSA Marine Notice No. 19 of 2016, Ref: SM6/5/2/1, Date: 20 April 2016